

- Agrees everything went very quiet (“fallow”) until about 2 years ago – HE is able to do more than its predecessor the Highways Agency
- HE has formed a good working relationship with WDDC
- HE is committing a significant amount of effort on possible solutions to air quality exceedances in Chideock
- The recent report is the 1st of any significance and has led to experts being involved to suggest ideas and a willingness to look at new ideas
- HE knows that poor Air Quality is important and has significant health issues
- In the light of the above he was disappointed to receive CPC’s e-mail regarding Chideock’s position being the 9th worst place in the south west for air quality.

VG said that residents are frustrated over what is described as the fallow period which has meant that from 2011 when the last report was written nothing has happened until two years ago – they need to know that something is happening. It is important to move forward.

AR said that the Highways Agency had no resources for air quality issues but that has changed now that HA has become HE – there is designated air quality funding and so HE can be more proactive.

DR said that everyone knows that the evidence of poor air quality is there – the question is what can be done?

EB said that if there was a simple fix then it would be fixed by now. A lot of “thinking out of the box” is taking place, which is challenging and is being challenged.

VG said it would be very useful to know what the ideas are, and their weight and potential realistic viability.

CM said

- Progress is being made on a revised Action Plan, looking at other factors which could be brought into play
- WDDC has engaged Air Quality consultants whose remit is:
 - Air Quality predictions using models, including impact of the hills to either side of Chideock
 - The “street canyon” in the centre of the village
 - Predictions of NO₂ at 68 virtual receptors
 - Modelled data to be verified against actual readings
- Results of the modelling include
 - 13 virtual receptors show exceedances, with 2 exceeding 60 µg/m³
 - A reduction of 55% in pollution is needed to achieve a level of 2 – 22 µg/m³
 - The modelling shows the following sources of NO₂: -
 - Background – between 8% and 47%
 - Cars – up to 44%
 - LGVs – up to 30%
 - Buses (PSV) – low
 - Rigid Axle HGV – low
 - Articulated HGV – low
 - Motorcycles – low
- Conclusions: -

Note all

Request for further information in regard to results.

April 2019

	<ul style="list-style-type: none"> • The Annual Mean is being exceeded, as are monthly means • More work is needed on background NO₂, cars and LGVs • A reduction of 44% in traffic emissions is required. <p>AR talked about the next steps: -</p> <ul style="list-style-type: none"> • Tele-conference 7 March <ul style="list-style-type: none"> ○ EM and AR, consultants including WSP, representatives from 4 or 5 organisations/companies, inc several air quality experts ○ To look at historical measures in Action plan and new measures being considered to decide if they should be included in the new Action Plan ○ Other ideas may be presented by participant • Need to look at how to consult with Stakeholders e.g. WDDC, CPC, Chideock Bypass Working Group, Dorset public health bodies etc • The new Action Plan should be ready by end of June 2019 and must then go to Defra. <p>AR then spoke about the next steps being taken by HE regarding the 3 proposals brought to the meeting on 2 November with WDDC, CPC and Sir Oliver Letwin MP.</p> <p>a. Trial of 30 mph extension to west</p> <ul style="list-style-type: none"> • A Funding Paper has gone to the National Investment Decision Committee mid-February (there may be a later bid for speed enforcement if necessary). This has been agreed. • Next 3 to 4 weeks - define scope and detail of proposal • When funds are available <ul style="list-style-type: none"> ○ Commission consultants ○ ○ Design the scheme to standards and obtain the Temporary Traffic Regulation Order ○ • Already in place <ul style="list-style-type: none"> ○ 8 additional diffusion tubes on south side westbound ○ • Implementation <ul style="list-style-type: none"> ○ Reduced speed limit introduced spring / summer for 18 months. <p>D stated that although it is exceptionally important to reduce the speed going up on the West hill, it should also be noted that doing this will not actually prevent traffic increasing their speed from the middle of the village-especially HGVs. Therefore, the introduction of average speed cameras should be seen as just as important even though they are a separate measure.</p> <p>VG made the additional point that traffic travelling down the west hill, also travel at speed and produce pollution due to using their brakes creating brake dust, smell and noise. It will be important to ensure that the 30 mile per hour zone extension goes far enough up the hill to create added benefit on both sides of the west hill.</p>	<p>Note all</p> <p>7th March 2019.HE/WDDC Meeting</p> <p>Consultation with stakeholders April/May.</p> <p>June –Agreed plan to DEFRA.</p> <p>HE Mid Feb 2019</p> <p>HE April 2019</p> <p>HE May / June 2019</p> <p>HE May / July 2019</p>
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	<p>b. Re-Routing of HGVs.</p> <ul style="list-style-type: none"> Not yet started. The chair raised the fact that this proposal had already been suggested in 2011 by Sir Oliver Letwin. Given that nothing happened after this earlier intervention, then the reality is that this proposal is unlikely to be considered a realistic proposal as the current road is a trunk road and as such there is no way in which this measure could be enforced. HE acknowledged that this option was unlikely to go ahead unless the road was de trunked and became the responsibility of the Council. The chair commented that given the financial constraints the new Dorset Council faced it was unlikely that they would consider de-trunking the A35 without significant financial investment from Government. <p>c. Property Level Mitigation.</p> <ul style="list-style-type: none"> This will potentially use other methods of monitoring Air Quality. CPC will see the report when it is completed. 	
2	Speed / Traffic Volumes (Brief Agenda Item 4)	
2.a)	Average Speed Cameras (ASC)	
2.a).01	<p>ASC are being considered under two HE proposals:</p> <ol style="list-style-type: none"> Temporary installation as part of HE ongoing consultation for pollution reduction for which funding is in place, subject to assessment of need following period of speed monitoring. Permanent installation for which HE must obtain relevant permissions 	2020-2021/2
2.b)	A35 Route based Safety Treatment Study	
2.b).01	<p>HE reported the status of this two-part study as being: Honiton to Charmouth – In progress</p> <p>Charmouth to Monkey Jump Roundabout Dorchester – this is the next stage of the project and is yet to commence in regard to its planning.</p> <ul style="list-style-type: none"> Funding has been obtained to be available from 1 April 2019. HE commissions consultants – Say 2 months Consultants implement works for the study – from June 2019 onwards <p>HE to provide a timetable for these works</p> <p>RM asked that Traffic Activated Screens and Average Speed Cameras be considered in this study. Especially as ASC appear to be the most effective means of reducing traffic speed on a route.</p> <p>VG noted the anomaly demonstrated westbound between Morcombelake and Chideock where the speed limit is raised to 60mph after leaving Morcombelake for a very short distance and then immediately reduced to 30mph again on entering Chideock.</p>	<p>April 2019 ongoing</p> <p>1st April 2019 May 2019 June 2019</p> <p>HE June 2019</p> <p>Note</p>
2.c)	HE reported that 2018 traffic data will be available in May 2019	HE May 2019
2.d)	HE reported that the Route Analysis data collected via Blue-tooth is not yet available. HE to keep CPC updated on their progress.	HE May 2019

3	Safety Issues / Improvements (Brief Agenda Item 5)	
3.a)	WSP Safety / Severance Report (Dorset Villages Study)	
3.a).01	<p>HE reported the status of this study as being:</p> <ul style="list-style-type: none"> • Winterbourne Abbas – With stakeholders for comment • Chideock – Final study has been published • Morcombelake – With stakeholders for comment <p>HE to issue finalised reports.</p> <p>HE stated that the final study would identify a range of options which could be taken forward. (Phase 1) This range of options would then provide the grounds for discussion with all stakeholders including the Parish Council.</p> <p>HE would then put the preferred options forward in a Business Case for funding (Phase 2)</p> <p>Design of selected options (Phase 3)</p> <p>Implementation of selected options (Phase 4)</p>	<p>HE 31 Mar 2019</p> <p>HE Late 2019</p> <p>HE Financial Year 2019 / 20</p> <p>HE Financial Year 2020 / 21</p> <p>HE Financial Year 2021 / 22</p>
3.a).02	<p>Disappointment was expressed that the report did not recommend action on the significant safety issue of the adverse pavement cambers. HE stated that the study had considered this matter and they will not consider any issues outside of those recommended in the report, although being mindful of the A35 being an “ancient road” which does not meet current highway standards of construction.</p>	Note
3.a).03	<p>HE confirmed that the function of the A35 as part of the Strategic Road Network was to enable traffic to move safely and it was challenging to balance this with the needs of the community in places such as Chideock which are significantly constrained by their historic environment. The study confirmed that it was not possible to provide footways, where none exist, and carriageways to compliant widths without acquisition of land/property.</p> <p>The chair stated that with all respect to HE, they had made their position clear about what they could support in regard to the short-term measures through Chideock. In other words, CPC recognises that there are limitations to what the core delivery brief of HE is, their remit is to enable the safe function of the A35 as a strategic route. Clearly the Parish councils brief is different, as we are concerned with the health and safety of the villagers and the impact that the current road and its users have.</p> <p>TP noted that if a bypass was constructed around Chideock then a range of safety measures could be considered if still deemed necessary since some 70% of the traffic would then have been diverted away from the village</p>	Note Note

3.b)	<p>GD asked when HE would be cleaning the detritus which has built up on the “virtual pavement” eastbound approaching the bridge, as this was considered to be a significant safety hazard forcing pedestrians into the carriageway.</p> <p>HE to chase Connect for this issue on their next scheduled clean which is expected to be in approximately 6 weeks’ time, adding that they have very strict safety operation standards for their employees preventing such “one-off” cleaning operations.</p> <p>Concern was expressed at the ongoing safety hazard in the meantime and will write to HE asking formally for this cleaning to be brought forward, suggesting that they should use a mechanical road-sweeper.</p>	<p>HE ASAP</p> <p>CPC 6 Mar 19</p>
3.c)	<p>GD asked whether HE could implement measures to restrict pavement parking in areas of dropped kerbs.</p> <p>HE replied that they are not an enforcement agency, and this would be a police matter.</p> <p>CPC to pursue with the local Police.</p>	<p>Note</p> <p>CPC 15 Mar 2109</p>
3.d)	<p>TP asked when the cats-eyes and white lines would be re-instated through the village following their removal during last year’s re-surfacing.</p> <p>HE to investigate and advise.</p>	<p>HE ASAP</p>
4	Long Term Measures Bypass / Alternatives Routes (Brief Agenda Item 6)	
4.a)	<p>Given that all measures so far considered to reduce air pollution have either failed or been deemed impractical and the fact that the A35 between Bridport and Morcombelake is not fit for purpose it is essential to keep the need for a bypass / alternative route on the agenda.</p> <p>HE agreed that the only real solution for the village was a by-pass but that this was not a matter that he could deal with. HE stated that the CPC had submitted their feedback though the RS2 consultation where such measures would be considered by the Department for Transport. HE is anticipating Government announcements on the RIS2 programme in late 2019.</p>	<p>Nov/Dec 2019</p>
5.00	Any Other Business	
5.a)	<p>Bank slippages north side of the A35 between Morcombelake and Chideock.</p> <p>HE reported that design was complete and that works will be carried out this summer.</p>	<p>HE Summer 2019</p>
5.b)	<p>Broadmead – Road water pouring into gardens.</p> <p>HE is reviewing all issues including design and where changes have been made to drive layouts. Drain gullies were cleared in January 2019.</p> <p>LE to discuss with local land owner and requested a site visit with HE to review the problem.</p>	<p>HE Ongoing</p> <p>LE 15 Mar 19</p>
5.c)	<p>Would be possible / beneficial to install advance warning signs of the steep gradient westbound up Chideock Hill?</p> <p>HE to identify for inclusion into the road safety study due to commence later this year.</p>	<p>HE 30 Apr 2019</p>
5.d)	<p>TP asked whether WDDC had any news on PM_{2.5} monitoring.</p> <p>WDDC stated that they are still awaiting DEFRA but that data from the Beaminster site is now becoming available.</p>	<p>Note</p>

6.00	Date of Next Meeting	
	Early September 2019 – date to be agreed	ALL