

Notes from the Chideock Quarterly Meeting with Highways England on 18 August 2017.

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

In Attendance: - The Clerk

At the start of the meeting there was discussion about the obscured cross road sign for Quarr Cross when approaching from the east. Emma to follow up with Connect on safety grounds.

There was also discussion as to whether Eype Down Lane should be shut off at the junction with the A35 on safety grounds.

1. Air Quality / Low Emissions Zone.

- a) What, in Highways England's view, is the impact of the government's Clear Air Zone Framework (published 5 May 2017) and the Air Quality plan for nitrogen dioxide (NO₂) in UK (published 26 July 2017) on air quality issues in Chideock?
 - See Appendix A.
- b) Is the HE AQ Strategy available yet and, if it is, how does it address Chideock's issues?
 - Published 2 August, Emma to send printed copies to the Clerk.
 - See Appendix A
- c) Have locally designated funds been released so that bids can be made for a feasibility study into potential air quality improvement measures for Chideock?
 - See Appendix A
- d) Is the report on the national study available?
 - See Appendix A
- e) Is there a formal clear statement setting out the causes of the air pollution (speed? acceleration?) and potential solutions within the HE AQ Strategy document?
 - See Appendix A
- f) Update on any studies of pollution produced by brake dust.
 - See Appendix A.
 - An old desk top study looked at NO₂ and projected PM₁₀. Emma to investigate and find out if a) the formula used has changed b) was it applied to the annual average across a zone or to each measuring point? C) can it be done again?
 - Should CPC concentrate on NO₂ and brake dust, not PM₁₀?
 - Is brake dust part of PM₁₀ monitoring?
 - What information is available on brake dust levels etc?

2. Speed / Traffic Volumes.

- a) Speed Camera replacement – what does HE's position regarding the replacement of the GATSO cameras with Average Speed Cameras, which is the option preferred by Dorset Road Safe, the Parish Council and Chideock residents? The GATSO cameras (which are now obsolete as the wet film is no longer available) were originally provided by HE in 1997.
 - Connect will only pay like for like i.e. cost of replacement with another GATSO camera
 - HE would prefer to use this towards an average speed camera rather than a digital
 - The bid made for funding has been rejected.
 - Another bid will be made from the Resilience "pot"
 - The need for Average Speed Cameras will be included in the Severance Study
 - What is the projected time scale?
 - Clerk to ask Dorset Road Safe how much film they have i.e. how much longer can the GATSO camera operate
 - It would cost £8,000 over and above Connect's contribution to convert to digital

- b) Update on the recent speed study - Are there to be changes to the current speed limit between Chideock and Morecombelake? If so, what are the changes?
 - Emma to check – she thinks that there may be a change for the short dual carriageway section at Morecombelake
 - Given that there have not been any speed related incidents between Chideock and Charmouth it is hard to justify significant changes to the speed limits.
- c) Update on the Route Analysis from data collected via Bluetooth.
 - The initial run of the model crashed – a rerun is imminent.
- d) Can HE help to push DCC regarding diversion signs at the Monkey Jump roundabout to divert traffic onto the A37 as promised in the DCC Local Transport Plan 2006 - 11 Chapter 8 “Economic Development” Page 136, heading “Freight Strategy Proposals” states “Review direction signing between Dorchester and Honiton by 2007 to promote the diversion of longer distance from the A35 to the A37 / A303.”
 - HE to follow up

3. Safety Issues / Improvements.

- a) Update on the A35 Route Based Safety Study.
 - Phase 1 is complete
 - Analysis has given 6 trends to take forward
 - The next thing will be a Speed Study covering 3 geographical areas – Emma to send details to the Clerk
 - Funding will be applied for in September to take this forward
- b) Were the following included in the Safety Study?
 - i. Bullens Lane (BW20) exit onto A35 - visibility splay improvements to improve safety.
 - ii. Safety issue re disabled entrance / exit at Village Hall.
 - iii. Safety issue re camber of northern A35 footway.
 - No but they will be included in the Community Severance Study.
- c) Has the Feasibility Study looking at community severance and pedestrian safety for Morecombelake, Chideock and Winterbourne Abbas started yet?
 - A report has been prepared covering what will be included in the Feasibility Study
- d) Is there any progress on obtaining funding for analysis of the results of the study?
 - A bid cannot be made until a report has been produced at the end of the Feasibility Study.

4. Any other business.

- a) The new management hierarchy at HE SW, with responsibilities and contact details. The Highways England new structure is as below:

Regional Director – Andrew Page-Dove

Four new teams:

Planning and Development

Service Delivery

Scheme Delivery

Performance Assurance and Business Services

Head of Planning and Development – Rob Lewellyn

Stakeholder Relations and Programme Development Manager – Katherine Liddington (0300 470 1857, Katherine.Liddington@highwaysengland.co.uk)

Route Manager – Andrew Roberts (0300 470 4704, Andy.Roberts@highwaysengland.co.uk)

Head of Service Delivery – Chris Regan

Service Delivery Manager – Julian Strong (0300 470 4712, Julian.Strong@highwaysengland.co.uk)

Service Manager (DBFO) (also known as Departments Representative) – Emma Bazeley (0300 470 4725, Emma.Bazeley@highwaysengland.co.uk)

- b) Update on possibility of All Weather Path to north of A35.

- HE still owns the land
 - Connect no longer has funds for an All-Weather Path.
 - Emma to check if DCC still have funds – Andrew Bradley or his successor
- c) Autumn patching – does / will Connect have a detailed plan of works to be carried out?
- Not yet, but they will have
 - Good idea to ask residents for input re defects, to be passed to Connect
- d) A35 Resurfacing in Chideock.
- Waiting for the results of deflector graph survey of drainage issues – this should show what needs to be done and how costly it will be
 - Nearer the time CPC will be consulted as to whether the work should be done during the day or overnight
 - Traffic modelling will be carried out to help inform this decision.
 - Agreed that the Clerk will query why the conduits which were laid in 2003?? are not being used, in the light of the recent incident when overhead cables across the road were brought down by a hay lorry.
 - HE to investigate where the conduits are situated
- e) A new tourism sign for the Anchor Inn is going to be erected
- f) Parish Poll.
- Emma gave some information about the recently announced bypass which will be constructed on the A30 Chiverton Cross to Car land Cross, to give some idea of the cost of a bypass outside the Chideock boundary – she subsequently sent the web link to the Clerk -
- <http://roads.highways.gov.uk/projects/a30-carland-cross-to-chiverton/>

The projected start date is 2019 / 2020, the projected end date is 2022 / 2023 and the projected cost is £290 million.

Date of Next Meeting: - 10 am Friday 10 November 2017

Appendix A.

Below are the replies from our Air Quality Specialist Chris Plumb for **1a to f of the agenda**:

- a) Highways England is working closely with the Joint Air Quality Unit (Defra and DfT) to help support delivery of the National Air Quality Plan.
- b) We published our Air Quality Strategy on 2 August 2017 - see <https://www.gov.uk/government/publications/highways-england-air-quality-strategy>. It details our activity to help improve the quality of air on our network and makes clear that we have £100m of ring-fenced designated funding ready to be invested to make a difference. You will see that we are exploring a number of mitigation options, which once confirmed we will look to deploy on the network. We expect that of our measures some might be appropriate for Chideock. We also recognise that by working in partnership with others we are likely to achieve more than we can by working alone. We are happy to hear others' potential solutions to help bring about improvements at Chideock.
- c) We have issued bidding guidance for the Air Quality Designated Fund internally and encouraged our people to work with their counterparts externally, including local authorities, to submit ideas that could help. The guidance is available internally only. Key to success with any bid will be to detail exactly how the idea could help, especially what improvement could be expected (e.g. reductions in levels of NO₂ or reductions in traffic). For those ideas that offer real potential we will look to allocate funding to work up the feasibility case. If things still stack-up after, i.e. the idea is viable, looks to be effective and can be delivered, then we would go onto detailed design and assuming all still ok implementation. Finally, each bid must be supported by a Project Sponsor within Highways England.
- d) Please will you clarify which specific 'national study' it is that you are interested in?
- e) The Air Quality Strategy explains that the key source of the pollution at the roadside on the network is older diesel vehicles. The more of these there are the greater the potential problem, so traffic volume is clearly a key factor. Background levels also play a part. We are working to better understand how driver style impacts on levels of NO₂.
- f) Our Air Quality Strategy make is clear that our current focus is on tackling NO₂ to help support Government deliver compliance at the roadside in the shortest time possible. We will keep other pollutants, including particulates (PM10 and PM2.5), under review should their levels become a concern.

Within Section 4 of the bidding document (1c above) are the details of the National Schemes which I have copied below for your information:

4.0 Air Quality Designated Fund - Programme to date

4.1 Finding solutions to address the air quality challenges, especially given our customers' vehicles are a significant source of the pollution and the SRN is open-access, is a real challenge. Specialists within Safety, Standards and Engineering (SES) are delivering a programme of 10 air quality pilot studies which are designed to develop innovative solutions to improve air quality and help enable the delivery of major improvement schemes. A summary of the 10 air quality pilot studies is set out in Table 1.

4.2 Solutions are broadly expected to fall into two broad categories, either those that:

- *Tackle the emissions – encouraging the uptake of cleaner vehicles or reducing the emissions from vehicles, e.g. through modal shift; or*
- *Breaking the pathway of pollutant between the emitters (vehicles) and receptor (neighbours)*

The pilot study programme includes studies in each of those areas.

Table 1

<i>Study No.</i>	<i>Title</i>	<i>Description</i>	<i>Status</i>
1	<i>HGV Incentivisation Programme</i>	<i>The project looked at ways to accelerate the uptake of cleaner HGVs, compliant with the proven Euro VI emission standard, using the SRN, than would have been achieved through natural annual churn rates. The hope had been to use the air quality designated funding as a capital grant to target hauliers regularly travelling on those parts of the SRN with the poorest air quality to switch to modern cleaner vehicles. HGVs are disproportionately polluting and tackling them in this way was a priority.</i>	<i>Closed</i>
2	<i>M1 Tinsley</i>	<i>However, state aid regulations mean that we are unable to support HGVs and this project has been closed. The findings were used to inform pilot study no. 8.</i>	<i>Ongoing – Reports due Summer 2017</i>
3	<i>A38 Derby</i>	<i>So far detailed data collection at these locations has included air quality monitoring, traffic counts, traffic model outputs, land use development and Automatic Number Plate Recognition (ANPR) to help us understand the local make up of vehicles and how it may inform our understanding of the issues and potential solutions. Such analysis is helping us gain a detailed understanding of the causes of the air quality problems along those sections of the SRN and know how we might be best able to tackle it.</i>	<i>Ongoing – Reports due Summer 2017</i>
4	<i>M60 Manchester</i>	<i>make up of vehicles and how it may inform our understanding of the issues and potential solutions. Such analysis is helping us gain a detailed understanding of the causes of the air quality problems along those sections of the SRN and know how we might be best able to tackle it.</i>	<i>Ongoing – Reports due Summer 2017</i>
6	<i>M6 West Midlands</i>	<i>make up of vehicles and how it may inform our understanding of the issues and potential solutions. Such analysis is helping us gain a detailed understanding of the causes of the air quality problems along those sections of the SRN and know how we might be best able to tackle it.</i>	<i>Ongoing – Reports due Summer 2017</i>
5	<i>Dynamic Junction and Traffic Management</i>	<i>The project used traffic and air quality models to investigate the impact of a range of interventions including junction management, speed control and HGV flow management.</i>	<i>Closed</i>
		<i>In each case whilst there were some minor improvements in air quality alongside the SRN, there were worsening on local roads due to changes in traffic movements.</i>	
		<i>Overall the project did not clearly demonstrate that any of the options were viable.</i>	
7	<i>Mineral Polymer Barrier</i>	<i>Trials of a new mineral polymer air quality barrier, which is designed to absorb the pollution, are also being conducted on the M1 in Derbyshire. This material, which was identified following an innovation call by the Department for Transport (DfT), performed very well in the laboratory and we hope to replicate the same performance in the field. We expect to have our first findings by July 2017 and final findings in February 2018.</i>	<i>Ongoing</i>

This trial follows work on the M62 to assess whether a tall environmental barrier (initially 4m and later 6m high) could help improve air quality. The findings from that project were mixed.

8	<i>Electric Van / HGV Demonstrator</i>	<i>We are working with the Energy Saving Trust who will help us deliver a demonstrator project to make ultra-low emission vans and small lorries available to fleet operators so they can embed them into their fleet and operate them on the SRN. Through this operation we will understand what the barriers are to operating this kind of vehicle on the SRN. We will then look to design a capital air quality scheme to overcome those barriers to accelerate the uptake of these cleanest vehicles.</i>	<i>Ongoing</i>
9	<i>Gas-to-liquid (GTL) Fuel Emissions Testing</i>	<i>We are undertaking portable emission measurement (PEMs) vehicle emission testing to determine if a new kind of GTL diesel fuel is less polluting than standard diesel. If we can prove this we will look to use our Air Quality Designated Funding to accelerate the uptake of this GTL fuel, which can be used by all diesel engines without modification. We expect to have the full results from this testing by the end of July 2017.</i>	<i>Ongoing</i>
10	<i>Customer Engagement – Using information to change customers’ behaviours to bring about air quality improvements</i>	<i>Pilot study 10 is looking at what opportunities may exist to engage with customers to bring about changes in air quality. For example this could be achieved through route choice, modal choice, or the type of vehicle they drive.</i>	<i>Ongoing</i>