

Cabinet

Dorset County Council



Date of Meeting	6 December 2017
<p><u>Cabinet Member(s)</u> Cllr D Turner – Cabinet Member for Natural and Built Environment</p> <p><u>Local Member(s)</u> Cllr G Carr-Jones – County Councillor for Stalbridge and The Beacon Cllr D Croney – County Councillor for Hambledon</p> <p><u>Lead Director(s)</u> Mike Harries – Corporate Director for Environment and Economy</p>	
Subject of Report	Options for Heavy Goods Vehicles (HGV) routing between Blandford Forum and Shaftesbury on the A350 & C13 and decide on the option to be taken forward by Dorset Highways
Executive Summary	<p>Communities along the A350 and C13 have for many years raised concerns regarding traffic using these routes and more specifically Heavy Goods Vehicles passing through the village communities.</p> <p>Funding of £2.42m has been provided by the Department for Transport (DfT) through the National Productivity Investment Fund to be used on community issues which has enabled Dorset County Council to take forward a route management strategy to deal with a number of highways issues along this route corridor including:</p> <ul style="list-style-type: none"> • HGV Routing • Structural Maintenance and surfacing • Drainage • Traffic Management • Speed Limits • Junction Improvements • Village Gateway Signing <p>This report deals specifically with the management of Heavy Goods Vehicle (HGV) traffic issues along both routes and seeks the Cabinet’s decision on the option to be taken forward:</p> <ul style="list-style-type: none"> • Option 1 - One Way Advisory HGV Routing (Current) Northbound on A350 – Southbound on C13/B3081

	<ul style="list-style-type: none"> • Option 2 – One Way Advisory HGV Routing Northbound on C13/B3081 – Southbound on A350 • Option 3 – One Way Enforceable HGV routing Traffic Regulation Order (TRO) Northbound on A350 – Southbound on C13/B3081 • Option 4 – One Way Enforceable HGV routing Traffic Regulation Order (TRO) Northbound on C13/B3081 – Southbound on A350 • Option 5 - C13 Melbury Abbas - Advisory 'Unsuitable for HGV' signs to discourage HGV drivers from the village • Option 6 - C13 Melbury Abbas – 7.5 Tonnes (except for Access) HGV Ban which would be enforceable to ensure HGV's do not travel through the village <p>Other matters on the route strategy are being managed through public consultation and Traffic Regulation Orders as appropriate.</p>
<p>Impact Assessment:</p>	<p>Equalities Impact Assessment:</p> <p>An Equalities Impact Assessment screening exercise was carried out. At this stage the recommendation is not considered to have any negative impact on groups with protected characteristics.</p> <hr/> <p>Use of Evidence:</p> <p>Extensive work has been carried out by the County's highway engineers, Risk Management team and partner consultant design engineers WSP.</p> <p>Traffic Flow Data has been collected by the Dorset County Council Transport Planning Team for several years to assess flows on both routes.</p> <p>Personal Injury Collision data is collected by Dorset Police and has been provided by the Dorset County Council Casualty Reduction Team.</p> <hr/> <p>Budget:</p> <p>£ 2.42m from the National Productivity Investment Fund (NPIF) has been allocated by the Department for Transport (DfT) to Dorset County Council for the route management strategy. An element of this will be used towards the HGV routing option.</p> <hr/> <p>Risk Assessment:</p>

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	<p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: MEDIUM Residual Risk: MEDIUM</p>
	<p>Other Implications:</p> <p>Implications on the local communities will vary depending on the option to be taken forward. These are considered in the report and risk analysis.</p>
Recommendation	That Cabinet decides on which HGV routing option should be taken forward by Dorset County Council based on the evidence presented.
Reason for Recommendation	To confirm the preferred way forward to address the concerns of communities and road users and to provide certainty for residents on HGV routing on the A350 and C13 between Blandford Forum and Shaftesbury and to ensure a scheme can be delivered within the current financial year.
Appendices	<p>Appendix 1: Plan of A350/C13 and surrounding Area Appendix 2: A350/C13 Advisory HGV Routing Information Sheet (Existing Situation) Appendix 3: Traffic Flow Data Analysis Appendix 4: Rural A routes – Collision rate ranking Appendix 5: A350 – Collisions (July 12 to Jun 17) Appendix 6: A350 – HGV Collisions (July 12 to Jun 17) Appendix 7: C13/B3081 – Collisions (July 12 to Jun 17) Appendix 8: C13/B3081 – HGV Collisions (July 12 to Jun 17) Appendix 9: A350/C13 – Collision & Casualty Data Tables (July 12 to Jun 17) Appendix 10: Options 1 & 3 direction of travel Appendix 11: Options 2 & 4 direction of travel Appendix 12: Community Consultation Results Appendix 13: Risk Analysis of Options Appendix 14: Overall Route Management Strategy Project Programme</p>
Background Papers	13/05/15 – Cabinet Report C13 Road Closure Risk Comparison Analysis
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1. Background

A350/C13 HGV Route Strategy Options

- 1.1 The A350 and C13 (B3081 at the northern end) are north-south routes in the North Dorset District Council area between Blandford Forum and Shaftesbury as shown in Appendix 1. The A350 runs through the villages of Stourpaine, Iwerne Minster, Sutton Waldron, Fontmell Magna, Compton Abbas and Cann. The C13 is primarily rural but passes through the village of Melbury Abbas before joining the B3081 where it passes through Cann Common.
- 1.2 Traffic flows recorded at intervals between 2013 and 2017 at various of locations on both routes show that approximately 4600 vehicles per day travel on the A350 to the south of Shaftesbury and 3000 per day to the south of Iwerne Minster, whereas the C13 carries approximately 7000 vehicles per day at Stourpaine Down and 5750 vehicles per day in Melbury Abbas. Further detail is shown in Section 2 below and Appendix 3.
- 1.3 In the early 1990's designs were being progressed to provide a Melbury Abbas by-pass to avoid the village and re-route the A350 away from the A350 villages, such as Stourpaine and Compton Abbas, along the current C13. However, this proposal did not proceed to construction due to land issues and planning matters.
- 1.4 Traffic volumes and road safety has been an ongoing concern for the communities along both routes for many years with specific concerns over HGV's numbers. Over several years various traffic management measures have been taken forward to address community issues but these have generally been on an individual case by case basis utilising signing and lining improvements and addressing localised safety concerns.
- 1.5 In April 2014 a risk of land slip was identified following the commission of a consultants report on a section of the C13 called Dinahs Hollow located in Melbury Abbas. This instigated a road closure which remained in place until July 2015 when the road re-opened with mitigation measures in place including concrete barriers and traffic signals to allow the safe movement of vehicles. The closure further exacerbated concerns along the A350 due to the increase in traffic which diverted away from the C13. This matter was discussed by the Cabinet on 13 May 2015.
- 1.6 In summer 2015, an advisory HGV one way system of northbound on the A350 and southbound along the C13 was introduced. This operated through the goodwill of the HGV industry and local haulage companies. The system was enhanced in Autumn 2016 by the provision of black and white advisory HGV route signing at key locations including A350 Blandford By-pass and A30/A350 in Shaftesbury. In addition, Portable Variable Message Signs were introduced to strengthen the message to HGV drivers. An information sheet showing the routing and how this works was published and is shown in Appendix 2. This was also publicised on HGV industry websites and forums to encourage drivers to utilise the advised routes.
- 1.7 In January 2017 the first community engagement meetings to tackle community concerns and seek solutions for an overall route strategy were held with local County and District members and Parish Councils, to enable Dorset County Council to begin the process in making a Challenge Fund Bid in Autumn 2017. This bid is no longer being pursued and the DfT has deferred this funding process.
- 1.8 However, in March 2017 a National Productivity Investment Fund grant of £2.42m was awarded to Dorset County Council by the Department for Transport (DfT) and then allocated to the A350/C13 Route Strategy to improve local highways and address community concerns.

A350/C13 HGV Route Strategy Options

1.9 The funding is being used to tackle a number of highways matters along the route corridor which Dorset County Council are currently taking forward, including:

- HGV Routing
- Structural Maintenance and surfacing
- Drainage Improvements
- Traffic Management
- Speed Limits
- Junction Improvements
- Village Gateway Signing

The current works programme is shown in Appendix 14.

1.10 In addition to the route management strategy currently being progressed, the Dorset County Council Transport Planning Team are working in partnership with Wiltshire County Council, Bath & North East Somerset Council and Borough of Poole to progress a long term strategic route from South-East Dorset to the M4 motorway. It must be noted that any tangible improvements would be many years away due to the process required within the Road Investment Strategy parameters.

2. Traffic Flow Data

2.1 Traffic Counts at several locations along both the A350 and C13 along with the B3081 in Cann Common at the northern end have been carried out at frequent intervals since 2013. Traffic data at the 4 primary sites is shown in Appendix 3.

2.2 Weekday average traffic flow data for the 5 primary sites – latest data.

Site	W/B	Total Traffic Flow average per day	OGV 1 & 2
Site 1 – A350 South of Shaftesbury	06/03/17	4552	481 (212 northbound) (239 southbound)
Site 2 – A350 South of Iwerne Minster	18/09/17	2991	394 (154 northbound) (240 southbound)
Site 3 – B3081, South of Shaftesbury (north of Melbury Abbas)	18/09/17	8854	468 (208 northbound) (261 southbound)
Site 4 – C13 Stourpaine Down	18/09/17	7281	483 (219 northbound) (264 southbound)
C13 Melbury Abbas	18/09/2017	5748	323 (127 northbound) (196 southbound)

- OGV refers to Other Goods Vehicles. OGV 1 is primarily vehicles above 7.5 tonnes such as 2 axle and 3 axle rigids but the data is recorded on wheel base length therefore some included in this figure will be below 7.5 tonnes such as long wheel base box vans.
- OGV 2 vehicles are the larger HGV's such as 4 axle rigids and articulated HGV's.

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- 2.3 To give us a possible understanding of HGV flows on the A350 and C13 if HGV flows were reduced in Melbury Abbas we can look at traffic flow figures when the C13 at Dinah's Hollow was closed between April 2014 and July 2015 and compare with HGV traffic flows under normal conditions along the route as outlined in Appendix 3. A summary of the traffic flows during the closure is outlined in 2.6 below.
- 2.4 On the A350 there were more OGV 1 & 2 vehicles during the Dinahs Hollow closure south of Shaftesbury of approximately 180 vehicles and approximately 200 vehicles south of Iwerne Minster
- 2.5 Compared with current data, during the C13 Dinahs Hollow closure there were fewer OGV 1 & 2 vehicles on the B3081 south of Shaftesbury of approximately 230 vehicles and approximately 220 vehicles at C13, Stourpaine Down.
- 2.6 Weekday average traffic flow data for 4 primary sites - June 2015 during Dinahs Hollow Closure:

Site	W/B	Total Traffic Flow average per day	OGV 1 &2
Site 1 – A350 South of Shaftesbury <i>DURING DINAHS HOLLOW CLOSURE</i>	29/06/2015	8101	666 (164 OGV 2)
Site 2 – A350 South of Iwerne Minster <i>DURING DINAHS HOLLOW CLOSURE</i>	29/06/2015	4929	600 (158 OGV 2)
Site 3 – B3081, South of Shaftesbury (north of Melbury Abbas) <i>DURING DINAHS HOLLOW CLOSURE</i>	29/06/2015	5140	230 (6 OGV 2)
Site 4 – C13 Stourpaine Down <i>DURING DINAHS HOLLOW CLOSURE</i>	01/06/2015	4955	269 (37 OGV 2)

- 2.9 It must be noted that this can be used only as a guide. To fully understand potential changes in drivers' route patterns we would have to carry out an area wide HGV study to understand start point and destination of journeys which will enable a traffic model to be carried out.
- 2.10 Traffic flows will be monitored after any changes have been made to analyse the impacts of any decision.

3. **Casualty Data**

- 3.1 Collision data available to the County Council is provided and validated by Dorset Police. It includes collisions that occurred on the public highway and reported to the police that resulted in personal injury to any person(s) involved.

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- 3.2 It is accepted that this data is not the complete picture of collisions that have occurred as non-injury damage collisions are not recorded, however, it is the most robust and reliable data available to the County Council for identifying and considering highway safety related schemes.
- 3.3 Collision rates are based on the number of collision over a 5 year period, traffic flow data and route length and expressed as the number of Personal Injury Collisions per million vehicle kilometres. This is done to enable an objective comparison of different roads. The A350 between Blandford Forum and Shaftesbury has a collision rate of 73 per 1 million vehicle kilometres. This is the highest of rural 'A' class roads in the Dorset County Council area (excluding the trunk road network – A31, A35). Appendix 4 shows how this compares with other rural 'A' class roads in the county. The location of collisions on the A350 route between Blandford Forum and Shaftesbury is shown in Appendix 5.
- 3.4 By contrast, the C13 does not rank on the rural route collision rate list. However, collisions are concentrated north of Compton Abbas airfield and at side road junctions along the route. Appendix 7 shows the location of all collisions on the C13/B3081 route.
- 3.5 The latest available five-year period of road traffic collision data (July 2012 to June 2017) shows that 11% (5 out of 44) of all collisions (involving an injury) occurring on the A350 between Blandford Forum and Shaftesbury involved an HGV. During the same period (July 2012 to June 2017) HGVs were involved in 2% (113 out of 4533) of all collisions within the Dorset County Council area. Appendix 6 shows the location of collisions that involved a HGV on the A350 route.
- 3.6 HGVs were involved in 7% (2 of 29) of all road traffic collisions on the C13/B3081 route between Blandford Forum and Shaftesbury. Appendix 7 shows the location of collisions that involved a HGV on the C13/B3081 route.

4. Options for HGV Routing

Options have been put forward to address HGV routing along the A350/C13 route corridor as outlined below. Whatever option is taken forward there will be continual review post implementation, firstly after 6 months and then reviewed on an annual basis.

4.1 **Option 1 - One Way Advisory HGV Routing (Current Situation)**

- Northbound Advisory one-way HGV route along the A350.
- Southbound Advisory one-way HGV route along the C13/B3081.

- 4.1.1 This option would enhance the current signed advisory routing, with extra signing and Vehicle Message Signs, whereby HGV's travelling northbound use the A350 and those travelling southbound use B3081/C13. Option direction of travel is shown in Appendix 10.
- 4.1.2 Mitigation measures of Permanent Vehicle Message Signs (PVMS) in Melbury Abbas combined with an HGV pull in lay-by, would be required to reduce potential conflict between larger vehicles passing in the village. This would be in addition to and link up with the existing signs on Spreadeagle Hill and the traffic signal control in the narrow shuttle working section of Dinah's Hollow.
- 4.1.3 Anti-skid surfacing would be required on the uphill section of Spreadeagle Hill for HGV's heading south out of Melbury Abbas, to improve traction.

4.1.4 Advantages:

- The routing is advisory so HGV drivers can route accordingly if delivering to villages along route.
- No Traffic Regulation Order (TRO) required.
- Signage already in place although would need reviewing and with likely increase in numbers to improve conspicuity.
- Allows larger 'abnormal load' HGV's to use most appropriate route.
- Familiar to road users as is the current working situation which has been in place for some time.
- Reduces southbound HGV traffic on the A350 hence reducing the risk of conflict on that route.
- Reduces the risk of HGV collisions on the A350.

Risks and Issues:

- Not all HGV's would follow the routing due to size and load. Therefore, conflict would still occur in narrower locations such as C13 Melbury Abbas and A350 Fontmell Magna.
- Larger HGV's have difficulty ascending Spreadeagle Hill in the southbound direction so would continue to use the A350.
- Not mandatory as there is no TRO so cannot be enforced by Dorset Police.
- Advisory routing is not picked up by Satnav.
- Increase in advisory signing required.
- Residual issues with smaller vehicles passing HGV's (vans, caravans, ambulances) in Melbury Abbas still at risk of conflict.

4.2 **Option 2 - One Way Advisory HGV Routing (Reverse current situation)**

- Northbound Advisory one-way HGV route along the C13/B3081.
- Southbound Advisory one-way HGV route along the A350.

4.2.1 This option would reverse the current signed advisory routing such that HGV's would travel northbound on the C13/B3081 and travel southbound on the A350. Option direction of travel is shown in Appendix 11.

4.2.2 Mitigation measures of Permanent Vehicle Message Signs (PVMS) in Melbury Abbas combined with an HGV pull in lay-by, would be required to reduce potential conflict between larger vehicles passing in the village. This would be in addition to and link up with the existing signs on Spreadeagle Hill and the traffic signal control in the narrow shuttle working section of Dinah's Hollow.

4.2.3 HGV's travelling down Spreadeagle Hill are a major concern with this option due to property locations at the bottom of the hill and no available space for a gravel trap or run off area.

4.2.4 Advantages:

- The routing is advisory so HGV drivers can route accordingly if delivering to villages along route.
- No Traffic Regulation Order (TRO) required.
- Allows larger 'abnormal load' HGV's to use most appropriate route.
- Reduces northbound HGV traffic on the A350 hence reducing the risk of conflict on that route.
- Reduces the risk of HGV collisions on the A350.

Risks and Issues:

- Not all HGV's would follow the routing due to their size and load. Therefore, conflict could still occur in narrower locations such as C13 Melbury Abbas and A350 Fontmell Magna.
- Existing signing would have to be changed to reflect the new direction of travel.
- HGV drivers are used to the current direction of travel.
- Larger HGV's travelling down Spreadeagle Hill is a major concern due to property locations at the bottom of the hill and the lack of space for a run off area.
- Not mandatory as there is no TRO so cannot be enforced by Dorset Police.
- Advisory routing is not picked up by Satnav.
- Increase in advisory signing required.
- Residual issues with smaller vehicles passing HGV's (vans, caravans, ambulances) in Melbury Abbas.
- Police do not support.

4.3 **Option 3 – One Way Enforceable HGV routing Traffic Regulation Order (TRO)**

- Northbound TRO one way HGV route along the A350.
- Southbound TRO one way HGV route along the C13/B3081.

4.3.1 This option would enhance the current advisory HGV routing of northbound on the A350 and southbound on the C13 by enforcing the routing by the implementation of a TRO. Option direction of travel is shown in Appendix 10.

4.3.2 Mitigation measures of Permanent Vehicle Message Signs (PVMS) in Melbury Abbas combined with an HGV pull in lay-by, would be required to reduce conflict of larger vehicles passing in the village. These would be in addition to and link up with the existing signs on Spreadeagle Hill and the traffic signals in the narrow section of Dinahs Hollow.

4.3.3 Anti-skid surfacing would be required on the uphill section of Spreadeagle Hill for HGV's heading south out of Melbury Abbas to improve traction.

4.3.4 Advantages:

- The routing would be based on a TRO and therefore could be enforced by Dorset Police.
- HGV Satnav systems would pick up the routing so HGV's should comply.
- Reduce the likelihood of conflict in narrow sections such as C13 Melbury Abbas and A350 Fontmell Magna.
- Reduces southbound HGV traffic on the A350 hence reducing the risk of conflict on that route.
- Reduces the risk of HGV collisions on the A350.

Risks and Issues:

- Not all HGV's want to follow the routing due to size, load and destination. Ascending C13 Spreadeagle Hill is considered a main concern for HGV drivers.
- Access only rights will still be permitted, therefore several HGV's will still be likely take the route.
- Regulatory signage will be required on all adjoining side roads – sign clutter and difficulty in siting signs will be issues.
- The TRO would be complex to put in place. Where does it start and finish? Does a larger area need covering?

- The TRO process would be lengthy and time consuming and may have objections to be taken to the Regulatory Committee.
- How are vehicles who are starting or finishing along the routes dealt with. Extra unnecessary miles might be added to journeys.
- Other unsuitable roads in the area may see an increase in HGV traffic. Will bans be required on adjoining rural lanes?
- Residual issues with smaller vehicles passing HGV's (vans, caravans, ambulances) in Melbury Abbas.
- Potential concerns raised by Wiltshire Council if greater numbers of HGV's route through to their road network.
- Will HGV traffic be increased along the route as HGV's follow the north/south route to access villages on route?
- Police resources will mean that enforcement would not be high priority and unlikely to be resourced. To enforce the TRO, HGV's would have to be followed going the 'wrong way' from one end to the other, which can be time consuming.
- Costs are high for this option.
- Dorset County Council reputational damage could be high due to the complexity of implementing this option.
- Engineers and consultants are not aware of this type of one way HGV routing being implemented in the UK.
- In conflict with DCC Rural Roads Protocol due to sign clutter. This has also been a concern for the AONB.

4.4 **Option 4 – One Way Enforceable HGV routing Traffic Regulation Order (TRO)**

- Northbound TRO one-way HGV route along the C13/B3081.
- Southbound TRO one-way HGV route along the A350.

4.4.1 This option would reverse the current advisory direction of HGV travel which will be further enhanced by the implementation of a TRO so that it can be enforced. Option direction of travel is shown in Appendix 11.

4.4.2 Mitigation measures of Permanent Vehicle Message Signs (PVMS) in Melbury Abbas combined with an HGV pull in lay-by, would be required to reduce conflict of larger vehicles passing in the village. These would be in addition to and link up with the existing signs on Spreadeagle Hill and the traffic signals in the narrow section of Dinahs Hollow.

4.4.3 HGV's being directed to travel down Spreadeagle Hill is a major concern due to property locations and no area for a gravel trap.

4.4.4 Advantages:

- The routing would be based on a TRO and therefore could be enforced by Dorset Police.
- HGV Satnav systems would pick up the routing so HGV's should comply.
- Reduce the likelihood of conflict in narrow sections such as C13 Melbury Abbas and A350 Fontmell Magna.
- Reduces northbound HGV traffic on the A350 hence reducing the risk of conflict on that route.
- Reduces the risk of HGV collisions on the A350.

Risks and Issues:

- Not all HGV's want to follow the routing due to size, load and destination. Descending C13 Spredaeagle Hill is considered a major concern.
- Access only rights will still be permitted, therefore several HGV's will still likely take the route.
- Regulatory signage (likely non-prescribed) will be required on all adjoining side roads – sign clutter and difficulty in siting signs.
- TRO would be complex to put in place. Where does it start and finish? Does a larger area need covering?
- Larger HGV's travelling down Spredaeagle Hill is a major concern due to property locations at the bottom of the hill and the lack of space for a run off area.
- TRO process would be lengthy and time consuming.
- How are vehicles who are starting or finishing along the routes dealt with. Extra unnecessary miles might be added to journeys.
- Other unsuitable roads in the area may see an increase in HGV traffic. Will bans be required on adjoining rural lanes?
- Residual issues with smaller vehicles passing HGV's (vans, caravans, ambulances) in Melbury Abbas.
- Potential concerns raised by Wiltshire Council if greater numbers of HGV's route through to their road network.
- Will HGV traffic be increased along the route as HGV's follow the north/south route to access villages on route?
- Police resources will mean that enforcement would not be high priority and unlikely to be resourced. To enforce the TRO, HGV's would have to be followed going the 'wrong way' from one end to the other, which can be consuming.
- Costs are high for this option.
- Dorset County Council reputational damage could be high due to the complexity of implementing this option.
- Engineers and consultants are not aware of this type of one way HGV routing being implemented in the UK.
- In conflict with Dorset County Council Rural Roads Protocol due to sign clutter. This has also been a concern for the AONB.

4.5 Option 5 - C13 Melbury Abbas - Advisory 'Unsuitable for HGV' signs

- 4.5.1 This option would provide for advisory 'Unsuitable for HGV's' blue and white signs to cover the area of C13 in Melbury Abbas and Dinahs Hollow. Further signing would be located on the A350 Blandford By-pass and A350 in Shaftesbury to provide advanced warning to HGV drivers and at all side roads which meet the C13.
- 4.5.2 As reported to Cabinet in May 2015 landslips had occurred in Dinahs Hollow to the north of Melbury Abbas which required closure of the road for a period of time. Further to this edge erosion of the banks by large vehicles at St Thomas Church in the village and the cemetery bank has been an ongoing concern for the local community.
- 4.5.3 Mitigation measures will be required on the A350 to reduce conflict in key locations. This could include proposals for footway and signal improvements in Fontmell Magna, but any measures taken forward will require further consultation with the local community.

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4.5.4 It must be noted that TRO proposals are currently being advertised in relation to reducing speed limits to 50mph between villages on the A350 and extending 30mph speed limits in Stourpaine, Fontmell Magna and Compton Abbas and providing for a new 30mph speed limit in Sutton Waldron. This will be considered by the Regulatory Committee if there are objections to the speed limit proposals.

4.5.5 Advantages:

- Reduces HGV numbers in Melbury Abbas & Dinahs Hollow.
- HGV drivers would not be forced in any direction but could make their own decisions based on size, load and destination etc.
- Reduced risk of vehicle conflict in narrow sections in Melbury Abbas.
- No TRO required – signage only.
- Potentially reduce erosion in Dinahs Hollow & at the Melbury Abbas church cemetery bank.
- Noise, safety and air quality improvements in Melbury Abbas.
- Support from Dorset Police and South Western Ambulance Service.
- Would release project funds to invest in additional A350 mitigation measures.

Risks and Issues:

- Potential increase of HGV traffic on the A350.
- Potential increase in collisions on the A350.
- Potential for increased HGV traffic on alternative routes such as B3081 and Boundary Road. Concerns may be raised by Wiltshire Council if higher levels of HGV route through to their road network.
- Signage required well in advance to inform drivers which will lead to increased sign clutter.
- Advisory signing not picked up by HGV Satnav.
- Not Enforceable as it would be advisory. Drivers may ignore the signs.

4.5.6 Example of the type of signing that would be used:



4.6 **Option 6 - C13 Melbury Abbas – Enforceable 7.5 Tonnes (except for Access) HGV Ban**

4.6.1 This option would provide for an enforceable 7.5 tonnes (except for access) ban in Melbury Abbas by implementation of a TRO. Further signing would be located on the A350 Blandford By-pass and A350 in Shaftesbury to provide advanced warning to HGV drivers and where side roads meet the C13.

4.6.2 As reported to Cabinet in May 2015 landslips had occurred in Dinahs Hollow to the north of Melbury Abbas which required closure of the road for a period time. Further to this edge erosion of the banks by large vehicles at St Thomas Church in the village and the cemetery opposite has been an ongoing concern for the local community.

4.6.3 Mitigation measures would be required on the A350 to reduce conflict in key locations. This could include proposals for footway and signal improvements in Fontmell Magna, but any measures taken forward will require further consultation with the local community.

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4.6.4 It must be noted that TRO proposals are currently being advertised in relation to reducing speed limits to 50mph between villages on the A350 and extending 30mph speed limits in Stourpaine, Fontmell Magna and Compton Abbas and providing for a new 30mph speed limit in Sutton Waldron. This will be considered by the Regulatory Committee in due course.

4.6.5 Advantages:

- Reduces HGV numbers in Melbury Abbas & Dinahs Hollow.
- Reduced risk of vehicle conflict in narrow sections in Melbury Abbas.
- Enforceable by Dorset Police due to legal TRO in place.
- Likely to reduce erosion in Dinahs Hollow and at the Melbury Abbas Church Cemetery bank.
- HGV ban will be registered by Satnav.
- Noise, safety and air quality improvements in Melbury Abbas.
- Support from Dorset Police and South Western Ambulance Service.
- Would release project funds to invest in additional A350 mitigation measures.

Risks and Issues:

- Increase HGV traffic on the A350.
- Potential increase in collisions on the A350.
- Potential for increased HGV traffic on alternative routes such as B3081 Zig-Zag Hill and Boundary Road.
- Potential for concerns to be raised by Wiltshire Council if higher levels of HGV traffic route through to their road network.
- Access only rights will still be permitted, therefore several HGV's will still likely take the route.
- Regulatory signage required on all joining side roads – increased sign clutter and difficulty in siting signage.
- Signage required well in advance to inform drivers. Increase in sign clutter?
- Traffic Regulation Order (TRO) will be required. This process can be time consuming due to potential objections and associated committee process.
- A weight restriction TRO of this type can be difficult to enforce.

4.6.6 Example of the type of signing that would be used:



5. Consultation

5.1 Community Consultation was held in June 2017 in Stourpaine Village Hall, Melbury Abbas Village Hall and online for the entire Route Management Strategy Project. 109 Feedback forms were returned, results of which are shown in Appendix 12 and summarised below:

5.2 Summary of Route Management Strategy Consultation Results:

No.	Question	Yes	No
1	Do you travel the A350 regularly?	85 (78%)	20 (18%)
2	Do you travel the C13 regularly?	96 (88%)	9 (8%)
3	How do you usually travel for the main part of your journey – Bus, Car, Van, Cycle, Motorcycle, HGV	N/A	N/A
4	Do you support the advisory HGV routing of Northbound on the A350 and Southbound on the C13	59 (54%)	47 (43%)
5	Do you agree with a consistent message being provided along both routes	74 (68%)	21 (19%)
6	Do you support the proposed principle of 50mph between villages and 30mph in villages along the A350	79 (72%)	27 (25%)
7	Do you support the proposed 40mph speed limit on Spreadeagle Hill on the approach to Melbury Abbas	91 (83%)	12 (11%)
8	Do you see the value of Vehicle Activated Signs (VAS) to warn of speed limits, HGV restrictions etc:	91 (83%)	13 (12%)
9	Are you happy that the visual impact to the environment has been considered	68 (62%)	35 (32%)
10	Has the consultation provided with you with suitable information to make a considered opinion on proposals	70 (64%)	26 (24%)

5.3 Ongoing stakeholders meeting have been taking place to ensure that community groups have been kept up to date. It is anticipated that community representation will be made on presentation of this report.

5.4 Dorset Police Force

Dorset Police Force have been consulted on the route strategy regarding speed limits, traffic management etc. however specific comments about HGV's are shown below:

'There have been many conversations and discussion surrounding the use of the A350 and C13 by HGV's. Dorset Police would support any proposal to prohibit vehicles of this nature using the Melbury Abbas and Dinah's Hollow sections.

It has been suggested that local authorities liaise (Dorset County Council & Wiltshire) in order to identify a more preferred route towards the C13 from Shaftesbury taking traffic through Ludlow and towards Compton Abbas airfield towards a roads junction which is receiving future works and changes to its layout which will ultimately assist if the road is to receive an increased flow of traffic. 'Access Only' should be introduced within the village therefore prohibiting HGVs and being mindful of the proposals surrounding the unofficial one way route outlined already'.

5.5 South Western Ambulance Service

Following an incident of an ambulance on call becoming stuck against an HGV in Melbury Abbas on 5 July 2017 which was reported extensively in the local and national press, the Ambulance Service was consulted on the route strategy and specifically HGV issues. Response as below was given by the local Operations Officer who covers the Blandford and North Dorset Area:

'Following the incidents of ambulances becoming wedged by much larger articulated vehicles I looked into the issue from our service delivery point of view. I also spoke to members of the local stations that use and commute on these roads on a daily basis.

The consensus is that there are far too many exceptionally large vehicles using the C13. It was felt that a restriction of 7.5 tonnes along the C13 route would be appropriate as this would allow for easier navigation around the pinch points. The voluntary one way system helps, but inappropriately large vehicles risk trapping our vehicles on emergency calls. The C13 provides a rapid route for our emergency vehicles, a divert to the A350 could potentially lengthen a journeys between Blandford and Shaftesbury by 10-15 minutes. Also, our station is based on the Sunrise Business Park and therefore convenient for the C13.

Vehicle Activated Signage does not appear to work efficiently through Dinahs Hollow. The larger HGVs take so long going through Dinahs Hollow (due to the narrow width) that the signage has switched off well before the vehicle has passed through meaning that oncoming vehicles do not receive adequate notice on some occasions.

Our preference would be that if the one way system for HGVs were to continue, we would like to see a restriction on the maximum size allowed along the C13. Ideally, no HGVs would be preferable but I understand the need to relieve pressure on the A350 too'.

5.6 Dorset & Wiltshire Fire and Rescue Service

The Fire and Rescue Service were consulted on the overall route strategy and had no specific comments regarding HGV routing.

5.7 Area of Outstanding Natural Beauty

Cranborne Chase and West Wilts Downs AONB Team was consulted on the full scheme proposals in June 2017. Comments specific to HGV's are shown below:

'The proposals for Melbury Abbas do not appear to deal with the fundamental issue which is the use of the route by HGVs. It seems that the only way to ensure a free flow of traffic through the village, without major works to pinch points that would encroach upon private properties, is to impose a vehicle weight limit.

The suggestion to include further vehicle activated signs would merely further degrade and urbanise this rural village. The AONB is mindful that the C13 has not been identified locally, regionally, or nationally as a primary route for HGVs so therefore it would be inappropriate to encourage HGV use for through traffic. Restricting the route to small vehicles could lighten the load on the A350 element of this north/south corridor by facilitating a route for small vehicles.

As I mentioned earlier, the analysis and proposals for Melbury Abbas would be more meaningful if they indicated the locations of blockages and other incidents that are, nevertheless, not classified as 'collisions'.

5.8 Road Haulage Association

Dorset Highways Officers have been in regular contact with haulage representatives locally and with the national body the Road Haulage Association. Officers attended the Dorset Sub-Regional meeting on 7 September 2017 to discuss HGV matters along the A350/C13 corridor. The following comments are taken from the minutes:

Officers 'from Dorset Highways gave members the opportunity to voice any thoughts, concerns and issues regarding Dorset roads before introducing the A350/C13 voluntary one-way system.

£2.4 million pounds of funding had been provided in March to be invested over the year to provide consistency, structural maintenance and resurfacing.

Sec note: The one-way system was supported in principle (as currently advisory) but making the system permanent/compulsory would not work in its current form and the consensus was not in favour of the latter without consideration to other factors, for example:

- *Removing or redesigning high kerbs in MA*
- *Widening the road in certain areas in MA / A350*
- *Upgrading light system in MA (Traffic lights were mentioned)*
- *Tree canopy height too low in MA making it difficult for tall trailers (double decked?)*
- *Overhanging branches A350*
- *One-way southbound to end at Gore Clump leaving option to use airport road*
- *Grip surface to Spreddeagle Hill*

5.9 Neighbouring Local Authorities

The neighbouring Highways Authority of Wiltshire County Council were informally consulted for views regarding HGV issues in the area as there is potential for cross border implications. If Option 6 (HGV Ban in Melbury Abbas) is pursued there would be a strong possibility that drivers would utilise alternative routes such as Boundary Lane (past Compton Abbas Airfield) and Dennis Lane which leads to the village of Ludwell located in Wiltshire on the A30. Comments from Wiltshire County Council related to HGV issues in the area and potential for re-routing HGV's away from Melbury Abbas are outlined below:

'Authorities continue to manage and improve their networks using local funds – options involving rerouting of HGVs can cause occasional tension, especially when there are cross border implications. The use of Dennis Lane through Ludwell is one of those.

Dennis Lane is not one of the advisory freight routes in our freight strategy. Indeed the existing levels of HGV use regularly prompt calls for the imposition of a weight restriction along its length between A30 and B3081.

Our response to that pressure is to confirm that this road provides a crucial access route for many farms and rural businesses in the Cranborne Chase area and a weight restriction would have significant consequences for many of these businesses.

In addition, Dennis Lane provides a useful link for HGVs that travel between the A30 and B3081 who wish or need to avoid the difficult Zig Zag Hill section of the B3081.

Although I'm very happy to meet and discuss further, I'm sure we would resist the idea that its use could be more actively encouraged'.

6. Risk Analysis

6.1 "The Dorset County Council Risk Management strategy" offers a methodology for quantifying risk, based on a scoring of impact and likelihood linked to the Council's "risk appetite". In layman's terms, this is 'the level of risk that an organisation is prepared to accept'. The council has defined its risk appetite against five key risk categories:

- Financial Risk
- Strategic priorities and opportunities
- Health and Safety
- Reputation
- Service Delivery

6.2 The risk assessment process provides an evaluation and estimation of the levels of risk associated with an activity or scenario. For this risk assessment methodology, both impact and likelihood are given a score between 1 and 5, and then multiplied to provide a risk score. A risk score of 15 or above is deemed 'high', which would be deemed to be above the council's usual appetite for risk. However, an informed decision may be taken to tolerate high risks where they are agreed to be acceptable (for instance, based on further actions proposed) or where it is not feasible to mitigate further.

6.3 This risk assessment for the 6 options as shown in Appendix 13, has been populated following discussions with technical officers within the council and the Senior Assurance Manager (Governance, Risk and Special Projects). Scoring reflects both the level of risk without any further action being taken (ie without mitigation) and then reassessed with additional measures that can be taken to reduce the level of risk (ie including mitigation). It is important to note that this risk assessment process cannot categorically guarantee that even a well-controlled risk will not occur. However, it does provide a formal and evidence-based tool for informing the 'decision making process'.

6.4 Of the six options considered Option 2 (advisory HGV routing southbound on A350 and northbound on C13) and Option 4 (one way TRO enforceable HGV routing southbound on A350 and northbound on C13) had the highest (worst) risk scores following mitigation. The two options with the lowest (best) risk scores following mitigation are Option 1 (current HGV advisory routing southbound on C13, northbound on A350) and Option 5 (Melbury Abbas advisory 'not suitable for HGV's' signs).

7. Estimated Costs

7.1 Estimated Costs of Options and Mitigation

Option	Estimated Cost	Mitigation	Total Estimate
Option 1 – ‘Advisory’ One Way Routing (Current) A350 – Northbound C13 Southbound	£72,600	£260,000	£332,600
Option 2 – ‘Advisory’ One way routing (reverse of current) C13 – Northbound A350 - Southbound	£96,600	£260,000	£356,000
Option 3 – One way routing with TRO A350 – Northbound C13 Southbound	£117,600	£260,000	£377,600
Option 4 – One way routing with TRO C13 – Northbound A350 - Southbound	£117,600	£260,000	£377,600
Option 5 – Advisory ‘Not suitable for HGV’s’ in Melbury Abbas	£45,000	£204,000	£249,000
Option 6 – 7.5 Tonne HGV ban in Melbury Abbas	£60,000	£204,000	£264,000

- Options 1,2,3 & 4 would require mitigation measures in Melbury Abbas which is estimated at £220,000.
- Options 5 and 6 would require mitigation measures along the A350 which may include footway/signals in Fontmell Magna which is estimated at £170,000.

8. Comparison of Options

8.1 Six options for HGV routing along the A350 and C13 have been considered as detailed in Section 4.

8.2 All options have been reviewed and subjected to a full Risk Assessment as shown in Appendix 13.

8.3 The risk assessment takes account of the financial, strategic, Dorset County Council reputational and the health and safety aspects of each option and provides an initial risk score and a residual risk score after mitigation measures for all the options.

8.4 Based on the residual risk scores, Option 4 (enforceable HGV routing south on A350 and north on C13) and Option 2 (advisory HGV routing south on A350 and north on C13) have the highest (worst) risk scores. Given that these options also have the particular safety concerns of directing HGV’s down Spreadeagle Hill, Options 2 and 4 are not considered further.

A350/C13 HGV Route Strategy Options

- 8.5 Of the remaining four options the risk score ranking **from 1 (best) to 4 (worst)** is as follows:
1. Option 1, one way advisory HGV routing south bound on C13 (current situation).
 2. Option 5, C13 Melbury Abbas advisory 'unsuitable for HGV' signs.
 3. Option 3, one way enforceable TRO for HGV routing south bound on C13.
 4. Option 6, 7.5 Tonne HGV ban in Melbury Abbas.
- 8.6 Following consultation, both the Police and Ambulance Service support a restriction on HGV's travelling through Melbury Abbas and Dinahs Hollow. Results from the community consultation in response to specific questions about HGV's show 54% supported southbound routing along the C13 and 83% supported the use of vehicle activated signs to warn of speed limits and HGV restrictions.
- 8.7 In terms of capital cost Option 5 has the lowest implementation cost of all the 6 options and Options 3 and 4 have the highest capital cost.
- 8.8 Of the four remaining options above, Option 5 (C13 Melbury Abbas advisory unsuitable for HGV signs) and Option 1 (advisory one way HGV routing southbound on C13 – the current situation) do not require a TRO process and so can be implemented without further public consultation.
- 8.9 Should Options 5 or 6 be selected, project funds allocated to the provision of an HGV layby and vehicle activated signs in Melbury Abbas required for HGV routing on the C13 could be directed to provide further improvements on the A350, potentially including additional footway provision and a crossing in Fontmell Magna with traffic signals.

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