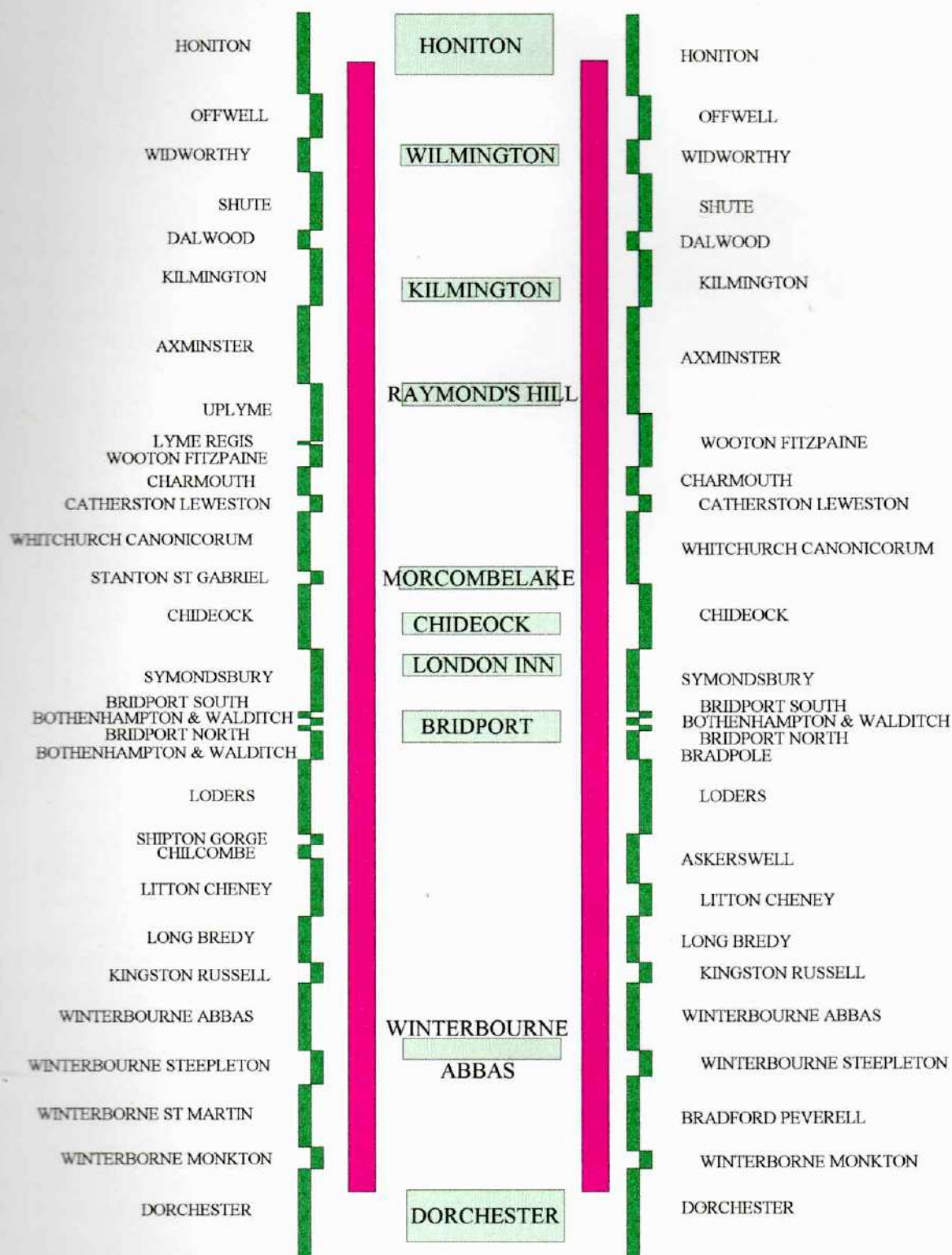


# THE A35 COMMUNITIES INITIATIVE



*The A35 Communities and Parishes scaled to show their frontage on the road*

**OCTOBER 1999**

# **REPORT OF THE A35 COMMUNITIES INITIATIVE**

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**Table 1**      **A35 Accident Data**

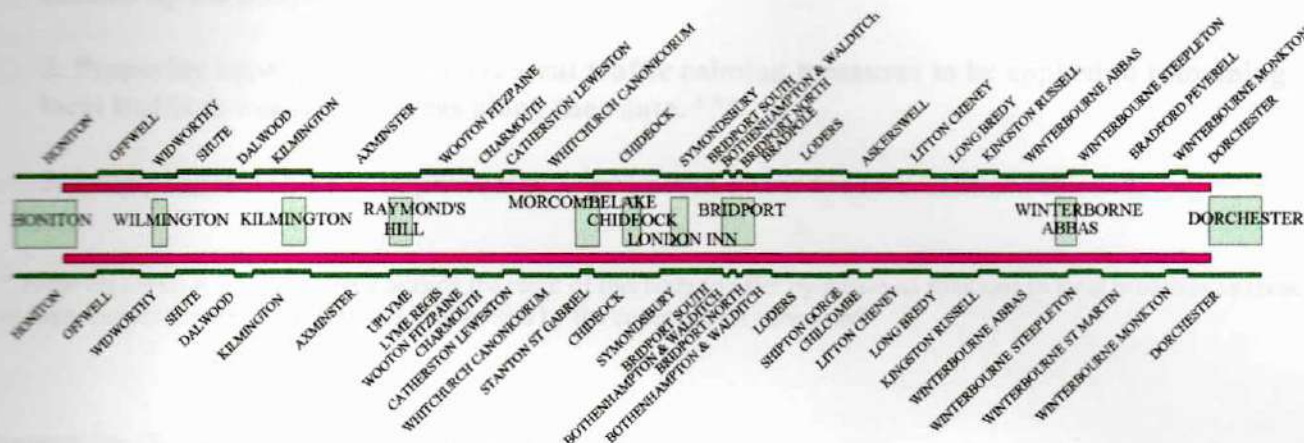
**Table 2**      **A35 Relative Safety Index**

## PART 1

## INTRODUCTION

### Formation of Group

1.1.1 The A35 Communities Initiative was formed in May 1999 with representation invited from all Parish and Town Councils that adjoin the A35 between the A30 Junction at the eastern end of the Honiton Bypass to the Monkey Jump Roundabout on the Dorchester bypass. There are nine communities located on this section of the A35 and there are eight Devon and twenty three Dorset Councils directly affected. They are shown below:



*The A35 Communities and Parishes scaled to show their frontage on the road*

1.1.2 There are a further seventeen adjacent Parishes with dependence on the A35. They are:

#### Devon

Colyton  
Cotleigh  
Hawkchurch  
Monkton  
Musbury  
Northleigh

#### Dorset

Allington	Powerstock
Burton Bradstock	Swyre
Compton Vallance	Puncknowle
Frampton	West Compton
Marshwood	Wynford Eagle
Netherbury	

1.1.3 Together these Councils represent 24,000 residents in East Devon and 42,500 in West Dorset.

1.1.4 Representation was also invited from other bodies with interests in the impact of the A35 and the traffic it carries on the local area and the environment. They include:

National Trust  
CPRE  
Devon & Dorset Coastal Forum  
Bridport East Road Residents Group  
Morcombelake Action Group  
London Inn Hamlet

## The A35 Communities Initiative

### **Aims of the A35 Communities Initiative**

**1.2.1** At the inaugural meeting of the Initiative the following were set out as the three Aims:

**To improve the environment and the quality of life for residents living along the A35 corridor by:**

- 1. Reducing the quantity of non-essential through traffic using the road, particularly heavy vehicles, by encouraging the proper use of the Motorway/Trunk principal road network defined by the SWRPC**
- 2. Proposing appropriate and consistent traffic calming measures to be applied to remaining local traffic in residential areas along the route. \*\*\***
- 3. Proposing site specific improvements for known hazardous sections of the road.**

**\*\*\* From the outset it was considered outside the remit of this body to offer by-passes as solutions to local problems as these have been extensively discussed with road authorities by the communities concerned.**

### **Support for the A35 Communities Initiative**

**1.3.1** The Initiative has been well supported with good representation from the majority of Parishes on the road and other interested organisations at each of the several planning meetings. There has been a lively and thorough response to research into the problems faced by Parishes over the A35. Details of the considerable formal support achieved to date are shown in Part 5, page 28

**PART 2**

**GENERAL SUMMARY**

**Background**

2.1 During the Second World War the A35 was a strategically important route. The reinvasion of France highlighted the inadequacy of highways in the south of England and it is hardly surprising that, immediately following the cessation of hostilities, the Honiton to Folkestone trunk road (linking naval bases at Plymouth, Portland, Southampton, Portsmouth, Folkestone, Dover and Chatham) was seen by road planners to be a route of national importance. For a variety of reasons this is clearly no longer so, a fact underlined by recent decisions regarding the closure of naval bases and the evolution of these areas towards a London-facing economy.

**Current Position**

2.2.1 The piecemeal and fragmented history of road improvements on the A35 has resulted in a road where heavy goods vehicles toil up steep gradients, overtaking opportunities are limited and "slugs" of vehicles form behind the slower moving vehicles. Unwary drivers are lulled into speeding along the few improved sections of road and are then plunged with little warning into other parts of the road which are little more than "country lane standard". The A35 is currently designated a National Primary Route and a Trunk Road and, in its present condition, is an extremely ineffective primary traffic route.

2.2.2 The quality of life for residents alongside and adjacent to this road is intolerable. Measures are urgently needed to improve junctions and reduce speed. Such measures or "improvements" have to date frequently been rejected, mainly on the grounds that they would impede the progress of trunk road traffic. In other words the policy has been to give priority to trunk road users; and this policy has frustrated the introduction of measures which would have been of significant benefit to local communities without making any appreciable difference to traffic flows

2.2.3 There is a further paradox associated with this "primary route" policy. It is aimed principally at smoothing the way for through traffic (that starts and ends its journey outside this section of road). But through traffic is actually a small fraction of the traffic that uses the road. A far more important component (over 80% of all traffic) is "local" - by which we mean traffic, including tourist traffic, that starts or ends its journey within this section of the road or uses only part of the Dorchester-Honiton stretch in order to complete a journey which is essentially "local" in character. The current policy therefore amounts to discriminating against the needs of local residents, with little benefit to the large volume of the local and locally bound traffic that is economically beneficial to the area - and all this, in favour of a relatively small volume of traffic that confers no significant economic benefit to this part of East Devon and West Dorset.

2.2.4 The SWRPC has stated that improvements to the regional road network are likely to be limited to that required for operational, environmental or safety reasons. As the accident figures show the road has a poor safety record with 74.8% of the length of the road having an accident rate above the national average. The Highways Agency will already be aware of these accident statistics and will doubtless be considering suitable remedial measures. It is current government policy to press for a reduction in accident figures so there is clearly scope on this road for improvement.



## The A35 Communities Initiative

### **The Regional and Local Economy**

**2.3.1** Agriculture and (increasingly) tourism are vital elements of the local economy and the entire length of the road is within designated Areas Of Outstanding Natural Beauty. It is especially important, therefore, that the operation of this highway should support both agriculture and tourism, and should do as little damage as possible to the beauty (both natural and architectural) that does so much to attract tourists.

**2.3.2** The proposed designation of the Jurassic Coast as a World Heritage site is likely to have far reaching consequences. One effect will be that significantly more tourists will be attracted to East Devon and Dorset. Small country towns such as Honiton, Axminster, Lyme Regis, Bridport and Dorchester will be well placed to exploit this increased tourist potential by developing as "gateway towns". It would be sad, to say the least, if such benign developments were impeded by through traffic (especially long-haul heavy goods vehicles) using the road in a way that diminishes its attraction as a tourist route.

### **A Regional Perspective**

**2.4.1** The draft regional planning guidance has defined the M5 and the A30 / A303 as the Region's principal road corridors. Remaining trunk roads such as the A35 are shown as supporting the Region's main transport arteries. This approach by the South West Regional Planning Conference is fully supported by the A35 Communities' Initiative.

**2.4.2** Pinchpoints on the principal road corridors are well known and a programme of improvements is high in Regional priorities. Such improvements are strongly welcomed by the A35 Communities Initiative: we would like to see them implemented without delay. Encouraging through traffic away from the ineffective A35 to these principal regional road corridors could be achieved without any adverse national or regional economic effect. The small extra distance involved in using the principal road corridors would be offset by savings both in time and in fuel consumption.

**2.4.3** Encouragement of through traffic to use the principal regional road corridors could also be achieved without significant capital expenditure. The principal requirement is a change in emphasis of road signs at key entry points to A303 regional feeder roads such as entry points at Winchester and Southampton and in routing publications and travel information.

**2.4.4** It is recognised, of course, the need to consider impacts on other roads (such as the A37/A356). Before taking any measures to change signs that could affect these routes, it is felt that it would be appropriate for the Highways Agency to complete the intended strategic route management studies that are intended for the core network, and to incorporate within those studies specific references to such impacts.

### **The Way Forward**

**2.5.1** In line with the role that the road plays locally, and given that it does *not* need to play either a national or regional role, there is a clear case for a shift of policy. To maximise tourist potential the adoption of some type of "Heritage Coast Route" designation based upon National Park Models or Guidelines might be a useful starting point. However, the A35 Communities Initiative does not wish to insist on a particular change in the official status of the A35.

**2.5.2** Irrespective of the finally agreed status of the road, attention must be given as a matter of urgency to how it can best adapt to a primary role of meeting local needs as the area's main artery for agriculture, local business and tourism. The road has a unique set of local problems requiring imaginative and

## The A35 Communities Initiative

**sensitive handling.** It is important that the issue of designation and status should be seen not as a shield for inaction but as a mechanism for planning what will best meet the long term needs of East Devon/West Dorset

**2.5.3** It is also clear that compromises will be necessary and that a proper balance will need to be maintained, in order to meet:

- the legitimate needs of local communities for a reasonable quality of life;
- the main economic needs of the locality i.e. tourism, agriculture and other local business;
- the reasonable expectations of local road users;
- the needs of country towns (particularly gateway towns) along and adjacent to the A35; and
- the need to protect the environment in the vicinity of the road, villages and towns.

**2.5.4** It is believed that such a balance can be maintained, principally through the introduction of traffic calming measures along the A35 itself. Accordingly a series of measures with a total estimated cost of only about £4.1 million have been recommended. Only recommendations that have a safety benefit are included in this report. Many will additionally reduce the impact of traffic on the environment. Taken together, these will have a number of positive effects:

- safety for road users and local communities will considerably improve;
- they will give through traffic a vested interest to use regional feeder roads and principal road corridors;
- life will become more livable for many along the route;
- slower traffic speeds will be totally consistent with and, indeed, facilitate tourism and farming without significantly affecting other forms of local (as opposed to long-haul) business traffic ;
- the linking of the A35 more closely to the character of the area will permit environmentally and commercially benign development. The gain from this could, in some cases, contribute towards the cost of funding traffic calming measures.

**2.5.5** Above all, the A35 must again become appropriate both to East Devon, West Dorset and to the various local communities along its route. The A35 Communities Initiative is requesting the South West Regional Planning Conference to introduce policies which will strike a proper balance between the legitimate social, economic and environmental needs of local communities along and adjacent to the A35 and the new role this road will need to perform in the future.

**2.5.6** If it is decided not to introduce the Initiative's proposals, the future facing local communities on the A35 is very bleak. Traffic will steadily grow, the road and its environs will come under increasing strain and the A35 will lose its attractiveness as a primary avenue for tourism. The inevitable consequence will be increasing pressure for expensive environmentally damaging road improvement works, which in turn will adversely affect the area's tourist potential. **This is a downward spiral that cannot be allowed to happen.**



**PART 3 THE A35 AND CONDITIONS FOR COMMUNITIES LIVING ALONGSIDE IT**

**History**

**3.1.1** Following the evacuation of Dunkirk in 1940 preparations were commenced to reinvade France ~~that~~ eventually led to Operation Overlord. The very considerable logistic difficulties that this Operation placed on the infrastructure of Southern England was foremost in the minds of Government planners in 1947 when they first proposed the Folkestone to Honiton trunk road which was designed to ensure improved access to what were then considered to be key national facilities at Plymouth, Portland, Southampton, Portsmouth, Folkestone, Dover & Chatham. The section between Honiton and Dorchester has remained part of this trunk road to this day.

**3.1.2** Meanwhile the growth of the economy and changing patterns of employment led in the late 1950s to a new and separate style of road building which was the motorway system, initially centred on the original radial pattern of major roads originating in London. As the motorway system expanded key regional elements were added such as the M5 from Exeter to Birmingham. This programme steadily absorbed the lion's share of available road funding and became the major influence in the shaping of today's pattern of traffic flow.

**3.1.3** Nevertheless by 1980 it was apparent that the motorway system was not going to be the complete answer and a reassessment of the original pre war system of road classification gave rise to the Primary Route Network. This was designed to form a national network of through routes which complemented the motorway system. Honiton and Dorchester were deemed to be places of major traffic importance and thus the A35 in between them became a Primary Route.

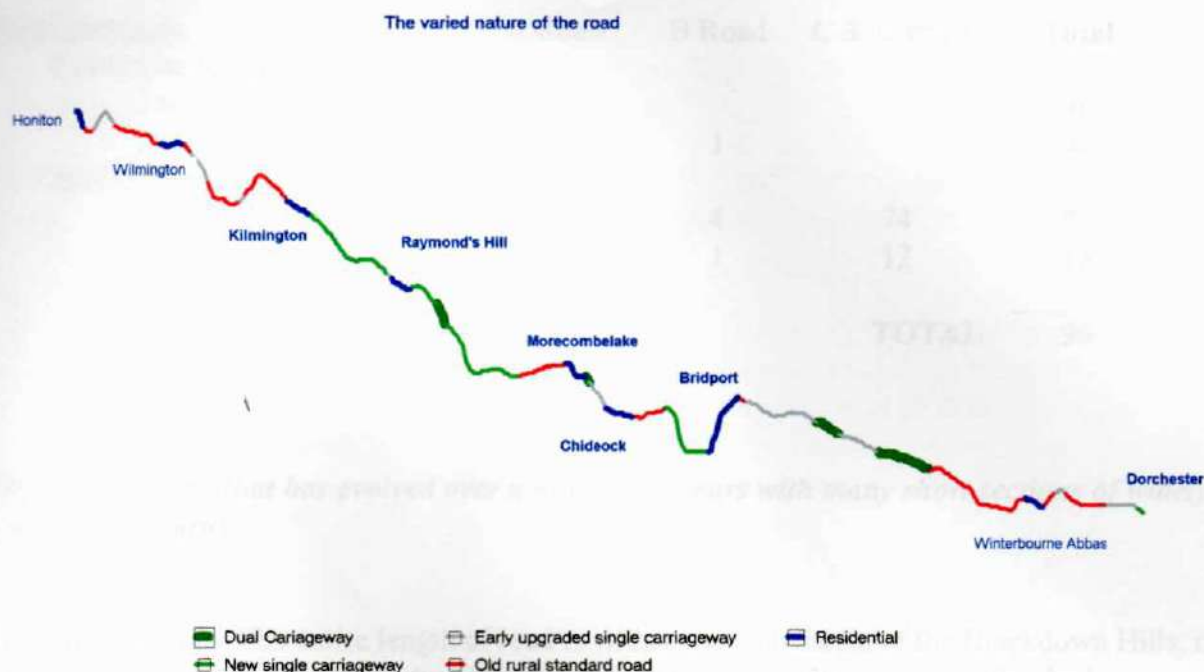
**3.1.4** There was no serious reassessment of the road's fundamental purpose either regionally or nationally. Also the towns originally linked are no longer of such national importance and anyway are now radially linked with high capacity roads from the M25 which fully sustain today's traffic flow requirements.

**3.1.5** Between the late 1960s and early 1990s the road west of Dorchester underwent a series of isolated improvements, recorded later, but any cohesion in these efforts was lost as the more expensive and environmentally damaging elements were deleted from the programme. The most significant withdrawals included Lamberts Hill / Downcroft Farm realignment (1983), Wilmington bypass (1995), Winterbourne Abbas (1995), Morcombelake and Chideock bypass (1996).

**3.1.6** In the 1998 Trunk roads review it was recognised that the road failed to meet any one of the five essential criteria for it to remain a trunk road and it was proposed for detrunking. It appears that this did not happen only because the road is privately managed, a sad distortion of reason.

## The Road Today

3.2.1 "The road" that is subject of this report is the 57.5 km (38.7 mile) section of the A35 from the A30/A35 junction at the eastern end of the Honiton bypass to the Monkey Jump Roundabout at Dorchester. 18.5 km of the road are in Devon and the remaining 39.0 km are in Dorset.



### 3.2.2 Detailed breakdown The road comprises:

<u>Dual carriageway</u>			km	
Penn Farm	(1965)	0.6		
Traveller's Rest	(1965)	0.8		
Askerswell Down	(1965)	2.5		
			3.9	6.8%
<u>Single Carriageway (New standard)</u>				
Axminster bypass	(1992)	3.6		
Charmouth bypass	(1990)	4.2		
Bridport south bypass	(1989)	2.6		
			10.4	18.1%
<u>Early upgraded Single Carriageway</u>				
Various small sections	(1950-1980)		10.2	17.7%
<u>Rural Single carriageway</u> (Original "country lane" standard)			23.1	40.2%
<u>Residential frontage on the road within communities*</u>			9.9	17.2%
			<b>57.5</b>	<b>100%</b>

(\*Honiton, Wilmington, Kilminster, Raymond's Hill, Morecombelake, Chideock, London Inn Hamlet, Bridport & Winterbourne Abbas)

## The A35 Communities Initiative

<u>Speed limited road</u>	km	
50 mph limit	1.11	
40 mph limit	6.52	
30 mph limit	<u>2.90</u>	
	10.53	18.3%

<u>Road Junctions</u>	A Road	B Road	C & Unclass.	Total
Controlled Road Junctions				
Traffic Lights				0
Roundabouts	3	1		4
Uncontrolled Road Junctions				
T Junctions	1	4	74	79
Cross Roads		1	12	13
			<b>TOTAL</b>	<b>96</b>

**3.2.3** *The A35 is a road that has evolved over a number of years with many short sections of widely differing design standards.*

**3.2.4 The Environment** The entire length of road is within the boundaries of the Blackdown Hills, the East Devon and Dorset Areas of Outstanding Natural Beauty (AONB). On a clear day the dual carriageway across Askerswell Down provides some of the most spectacular views in the area across the AONB itself to Chesil Beach and the Portland Peninsular, then all around Lyme Bay as far as Berry Head. There are other comparable glimpses from sections of the road through Eype, Chideock, Morecombelake and Charmouth, across Golden Cap and the East Devon and West Dorset Heritage coasts.

**3.2.5** The road also services proposed World Heritage & Jurassic Coast sites. The bid and management plans for these are in active preparation for submission to UNESCO by UK Government in July 2000. The National Trust Golden Cap estate, "The jewel in the crown of the West Dorset coast", extends over two and a half thousand acres and is over 7½ miles long. It contains one of the largest expanses of ancient grassland under conservation and is a major visitor attraction.

**3.2.6** Unfortunately the exposed nature of the road and the steeply rolling nature of the terrain means there is very little protection against excessive road and vehicle noise. The noise footprint of the road covers a wide swathe of this priceless area. Reduction of the noise pollution by traffic calming and other environmentally acceptable measures should be a high priority.

**3.2.7** *The A35 is a road that passes through a unique and delicate environment.*

**3.2.8 The Through Traffic perspective** The first 8.1 miles from Honiton to the Axminster bypass are difficult to travel. There is a long steep hill with tight bends for the first mile partly in a built up area. From there the road winds up and down. There are few straight lengths and fewer that are level. The sight lines are restricted and heavy vehicle drivers are continually changing gear to cope with the terrain. There is little opportunity for overtaking and "slugs" of queuing traffic continually form behind the slower

## The A35 Communities Initiative

moving vehicles. There are many places where heavy vehicles need to proceed with particular care and slow down for oncoming vehicles or even wait for another to pass.

**3.2.9** From the Axminster bypass the road width and sight lines are to better standards until the eastern end of the Charmouth bypass is reached. From here all the problems of the first section are repeated for a further 4.5 miles through Morcombelake and Chideock until the Bridport bypass is reached.

**3.2.10** East of Bridport the road alignment and visibility are generally better although there are still several dangerous isolated blind bends. An isolated section of dual carriageway on high ground is notoriously prone to extremes of weather. Low cloud and fog, high winds and snow and ice during winter months create hazardous driving conditions for unwary motorists.

**3.2.11** Throughout the whole route the gradients are severe and heavy vehicles and cars towing caravans are up and down the gearbox continuously. There are many hills with no crawler lanes. In many places heavy vehicles need to use the gearbox for braking.

**3.2.12** The piecemeal and fragmented history of improvements suffered by the road has left its mark in frequent variations in the safe speed from section to section. As the accident plot (3.5.1) shows this is a particular hazard to drivers of through traffic who generally have less knowledge of local conditions on the road ahead. The unwary driver is constantly being lulled into speeding up on a short section of apparently reasonable road before being plunged with little warning back into "country lane standard" again.

**3.2.13** Within the communities on the road there are many sections running close to old and often listed houses. Historical pavements have been sacrificed and the carriageway has been stretched well past its original width in an attempt to improve traffic flows. The few remaining local residents brave enough to attempt movement on foot, with prams or on bicycles are at high risk from passing juggernauts and speeding motorists.

**3.2.14** *By its present design the A35 is a poor road that is well below the standards expected by drivers of a National Primary Route and Trunk Road.*

**3.2.15 The Local Traffic perspective** The road passes through steeply rolling countryside which has a dense network of lanes serving many farms, hamlets and small communities. A high proportion of the 91 uncontrolled road junctions are where these side roads join the A35 on the "country lane standard" sections or within the older parts of communities. Access and sight lines are little different from the original layout from the horse and cart era. The volume, size and speed of traffic on the A35 has steadily increased over the years bringing an associated increase in the risk involved in gaining access to the road. Many junctions now carry considerable volumes of local traffic as the villages they serve have been expanded with recent development. Joining the A35 into a stream of unrestrained traffic frequently carries unreasonable risk. Additionally there are numerous field gateways directly accessing the road and a significant number of isolated dwellings outside specific communities all of which add to the hazardous conflict between local users and fast through traffic. Strong measures are needed to make life safer for local residents. However the conventional highway engineering approach to these problems cannot be taken without considerable damage to the unique and valuable local environment. Changes to bring sight lines to modern standards for fast traffic for instance cannot be made without destroying centuries old banks and hedgerows and in some cases houses and cottages.



## The A35 Communities Initiative

**3.2.16 The Local Residents' perspective** Living beside the road is no longer pleasant. The noise, fumes and other pollution generated by the traffic is appreciable. Houses, often no longer protected by pavements, suffer structural damage from vibration and direct vehicle impact. Inadequate footpaths prevent safe pedestrian movement. It is not safe to cycle over large sections of the road yet there are often no alternative routes. As vehicle size has grown so the noise and pollution affects a widening swathe of houses adjacent to the road. Poor road surfaces, badly sited drains and manholes shake lorries and cause loud body rattles especially on speeding vehicles. These are particularly irritating in the middle of the night when long haul traffic takes advantage of the empty road and speeds through the communities. Pavements are less pleasant to use and people who used to walk to see a friend or go to the village shop or pub now elect to use the car for protection and safety. The quality of life is being adversely affected by traffic.



**3.2.17** *It is very apparent that the policy for the design of the road has always been optimised in favour of the through traffic at the expense of the local traffic and the welfare of the residents.*

**3.2.18** *By its present design and the environment through which it passes the A35 is most unsuitable for any development into a regional artery*



### The Traffic Today

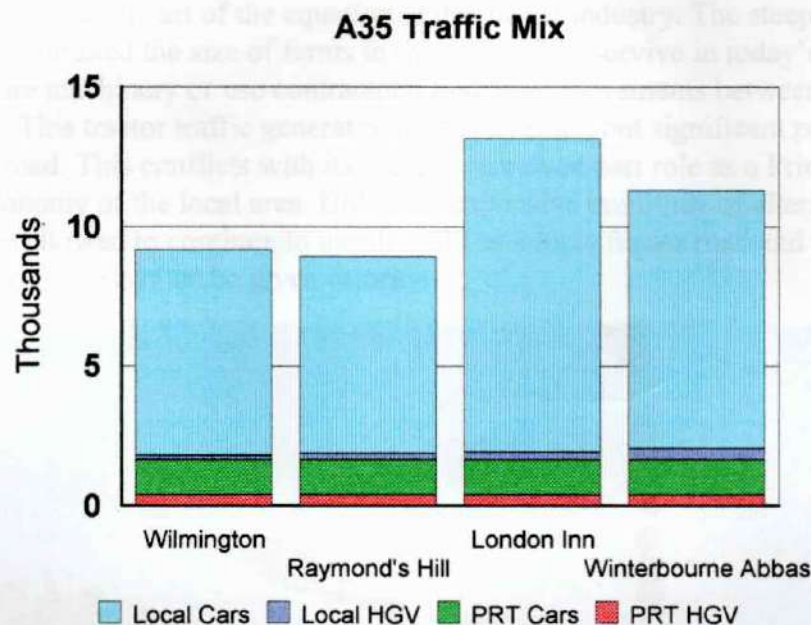
3.3.1 **Detailed breakdown** The A35 from Honiton to Dorchester has two distinct and separate roles. It is partly a road carrying through traffic in its role as a primary route. It is also a local feeder road serving the local communities. The traffic flow has been analysed to identify the proportion related to each of these roles. The following definitions were used in the analysis:

a. **A35 Through Traffic** That portion of the traffic that uses the road as part of the UK Primary Route Network as a means of travelling between origins and destinations in or east of Dorchester to those in or west of Honiton.

b. **A35 Local Traffic** This is all traffic that starts or ends its journey in the Local Area which is the area served by the road for access between local communities and their primary work and shopping locations. It therefore includes traffic involved in the movement of people and supplies in and out of the area (e.g. tourists)

3.3.2 These definitions were deliberately chosen to show the distinction between that traffic which brings in no economic benefit to the local area and that which is vital to it's economic wellbeing.

3.3.3 The 1998 Annual Average Daily Total (AADT) and estimated overall mix at four locations on the road is shown below.



This shows that the Through Traffic daily flow represents only a small portion (12.6%-18.5%) of the overall traffic on the road. The great majority of traffic on the road is Local Traffic using it as the local feeder.

3.3.4 **A35 Through Traffic** Survey and traffic analysis has shown that Through Traffic is made up of a nationally typical mixture of HGV and lighter vehicles. It has a wide range of origins and destinations, many of which could be equally or even better connected by using routes other than the A35. For the relatively few journeys that start in Honiton and end in Dorchester, or vice versa, drivers will generally



## The A35 Communities Initiative

A35 because it appears to offer the quickest route. In fact this is not always the case, depending on the type of vehicle and the time of day. Most Through Traffic is on a much longer overall journey, originating or terminating east of Dorchester or west of Honiton (or even more particularly west of Exeter airport). In this case there are more alternative routes. Any advantage the A35 might give is considerably reduced. In most cases the small extra distance involved on the longer route is more than offset in time and fuel savings.

### 3.3.5 *The A35 does not have to be a regional artery*

3.3.6 **A35 Local Traffic** In an age of car based centralised schooling, medical care, shopping, business etc the A35 is an unavoidable part of the daily flow of life in the area. The network of lanes on either side of the road originated to feed what is now the A35 as the local artery to the market towns and rarely provides a satisfactory alternative route for the local population to reach their essential daily destinations. The lanes evolved from ancient farming byways. They are inadequate routes for today's requirements and are not suited for heavy use for commuter transits. They suffer from chronic underfunding for maintenance and improvements.

3.3.7 The diverse requirements of the widely scattered rural population in the area make it unlikely that the current urban driven national initiatives to reduce the dependency on the car by the provision of public transport will have any significant effect on local traffic flows.

3.3.8 **Farming** This is an essential part of the local economy, not just for its productivity but possibly more importantly for the stewardship role it plays in maintaining the environmental protection of the AONB which is a significant part of the equation in the tourist industry. The steeply rolling nature of the landscape has always limited the size of farms in the area and to survive in today's competitive market farmers have to share machinery or use contractors. Five mile movements between farms along the A35 are not uncommon. This tractor traffic generates additional small but significant perturbations in the traffic flow on the road. This conflicts with its present perceived part role as a Primary Route but it is essential for the economy of the local area. Unless an expensive multitude of alternatives are provided, farm traffic must be allowed to continue to use the A35 as a local feeder road and the special requirements for farm access must be given priority.



3.3.9 **Tourism** This is a major player in the local economy. West Dorset alone attracted one million UK visitors and 80,000 from overseas in 1997. The road provides the major means of bringing them into the area and is also vital in their movement around the various attractions. Whatever attraction they choose to visit they are never far from the A35. Fast through traffic, particularly HGVs, detract from the peaceful tranquillity they are seeking. There is need for a wider range of places along the road where more than just a layby is available for tourists to enjoy the unique views the road provides of the beauty of the area. Such places would offer local employment. They would require careful planning to provide the facilities that tourists need without damaging the environment they have come to see.

3.3.10 As yet we do not know the effect the World Heritage Status of the Dorset and East Devon Coast will have on this area. It is extremely important that careful planning and management of tourism takes place, to ensure that a viable and sustainable tourist industry is achieved without any adverse damage to the environment they come to see, and that we all cherish.

3.3.11 *The A35 has to be the local artery.*



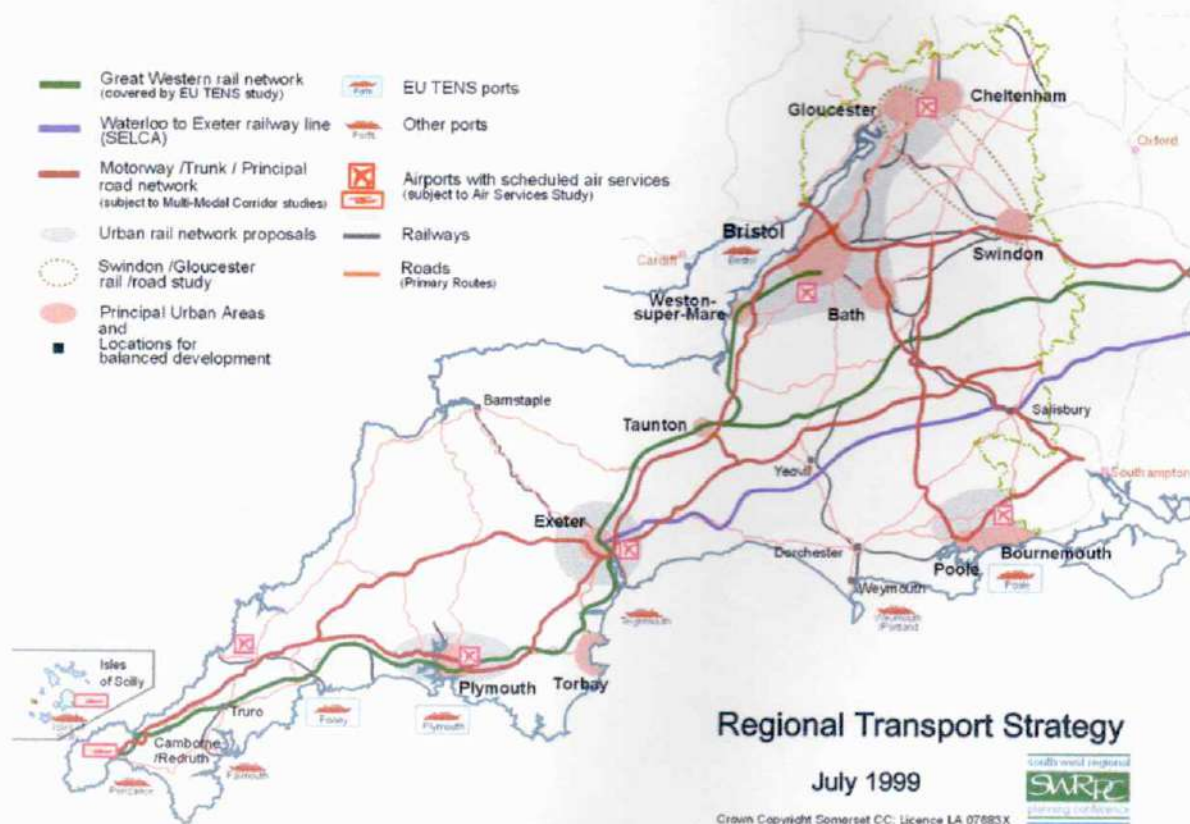
## A Regional View

**3.4.1 The National Primary Route System** This is a network of recommended through routes which are intended to complement the motorway system. Selected places of major traffic importance are designated as Primary Route Destinations. Distances and directions to such destinations are repeated on traffic signs which, on primary routes, have a green background or, on motorways, have a blue background. This system of road prioritisation has been in existence since 1980 and has had very little revision. It is supported by the majority of UK motoring organisations, motoring atlases etc which show motorways in blue and primary routes in green

**3.4.2** Places designated as Primary Route Destinations which affect traffic through and around the A35 corridor are Exeter, Exmouth, Honiton, Taunton, Yeovil, Dorchester and Weymouth. All have better access from other primary routes than the A35.

**3.4.3** Whilst there is no direct linkage between Primary Route designation and specific road standards drivers using primary routes would expect them to be reasonably maintained to current design standards and without undue hazards such as frequent blind local access. They are perceived as offering the best way between places at either end of the road, especially for heavy vehicles. In these respects the depiction of the A35 as a primary route is deceiving, especially to HGV.

**3.4.4 Regional Transport Strategy** The SWRPC Regional Planning Guidance for the South West defines the regional transport network for the SW as shown on their map below.



**3.4.5** As far as roads are concerned the main arteries for access to Exeter and the west of the region are shown as the Motorway/Trunk principal road corridors of the M5 and the A30/A303. These are subject to Multi-Modal corridor studies and additionally the A30/A303 is part of the Trans European Networks (TENs) scheme (with associated funding). The remaining Primary Routes are shown as supporting these arteries.

3.4.6 This approach is considered to be correct and is fully supported. Unlike the fragmented A31/A35 route, the A303 corridor has maintained a much higher priority over the past twenty years for national funding. A cohesive programme has achieved a generally good standard of fast high capacity roads from the M3 at Basingstoke to Exeter. The few remaining pinchpoints are well known and high on the priority list for attention.

3.4.7 The 1998 traffic flows on this network are shown on the diagram on page 18 in graphical form. The very small portion of Through Traffic using the A35 is shown separately from the local traffic. This shows clearly how little the A35 contributes to the overall movement of vehicles into the south west of the region.

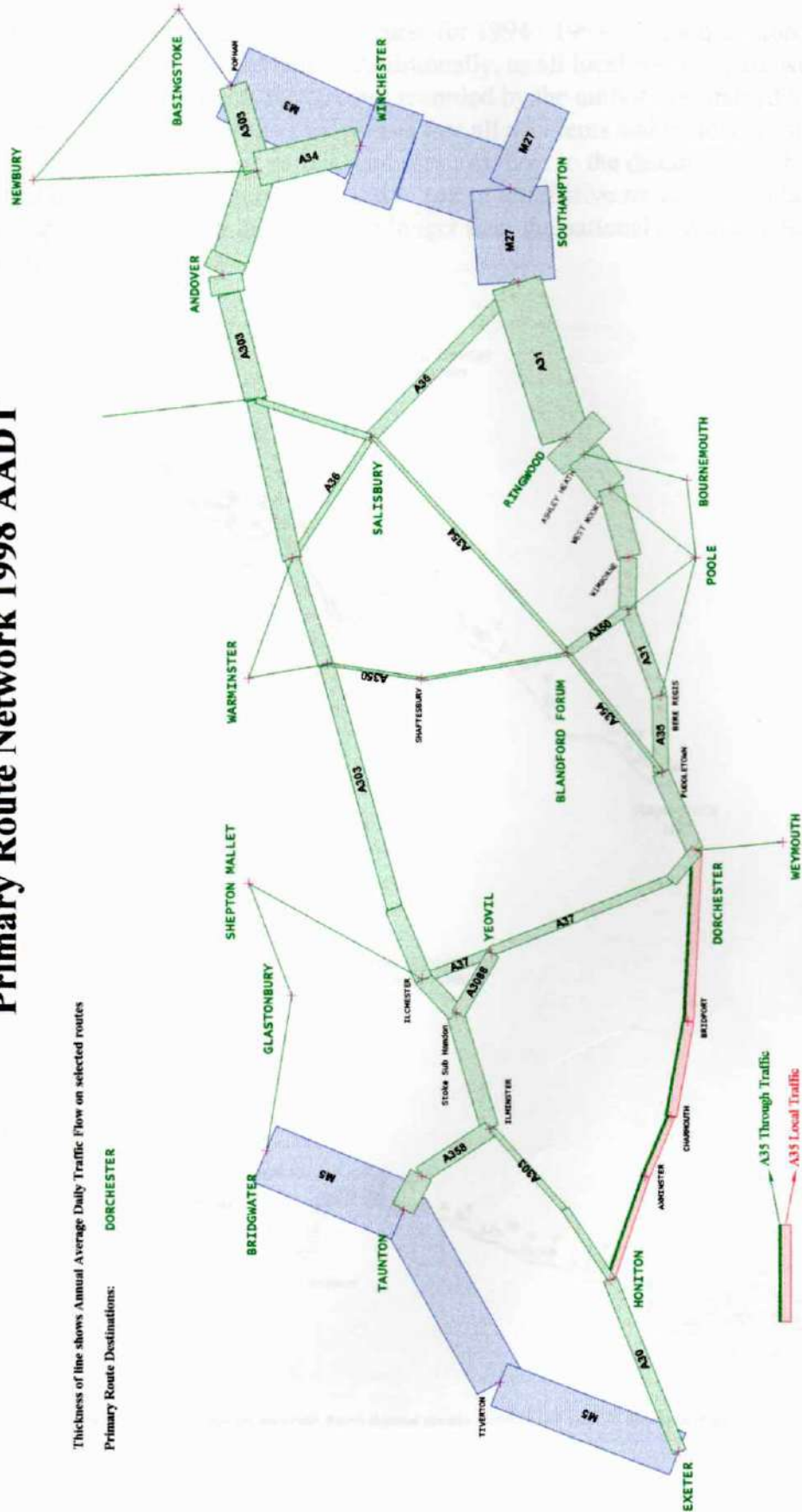
3.4.8 **Use of alternatives to the A35** Analysis of origin and destination studies shows that there are other routes that traffic could take to avoid using the A35 without significant extra time or fuel penalties. If at some future stage the sum of individual traffic calming measures on the A35 makes it less attractive to through traffic these other roads are generally well able to absorb any extra traffic that might elect to avoid the A35. The point at which drivers make this choice will differ from driver to driver and will be as much influenced by improvements to pinch points on alternative routes as by any alterations to the A35.

3.4.9 *The regional principal road corridors can and should in future absorb some of the small proportion of through traffic that is currently causing problems on the A35. Study shows that the routes used to gain access to the A303 would be spread across several regional feeder roads without causing extra loading problems.*

# Primary Route Network 1998 AADT

Thickness of line shows Annual Average Daily Traffic Flow on selected routes

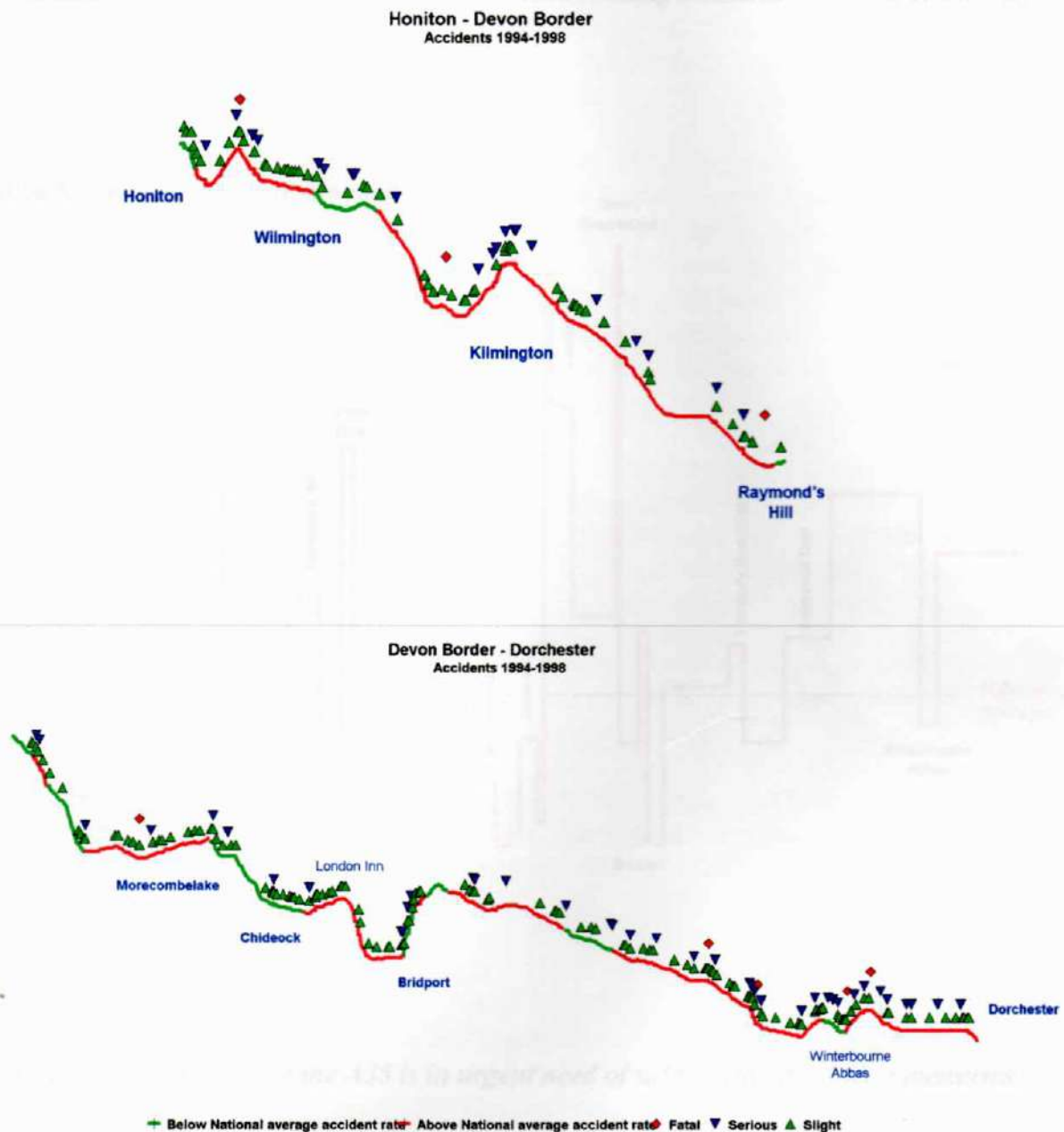
Primary Route Destinations: DORCHESTER





## Accidents

3.5.1 **Accident Locations** Detailed accident figures for 1994 - 1998 for each section of the road are at Table 1 (page 29) and they are plotted below. Additionally, as all local residents are well aware, there is a high level of damage-only incidents that are not recorded by the authorities, indeed many are not required to be reported. The nature of the road means that all accidents and incidents cause a disproportionate number of complete or partial road closures. Due to the distances that have to be travelled by emergency and recovery services and the lack of alternative routes, particularly for heavy vehicles, these disruptions frequently last for much longer than the national average. They do not however show in any official figures.



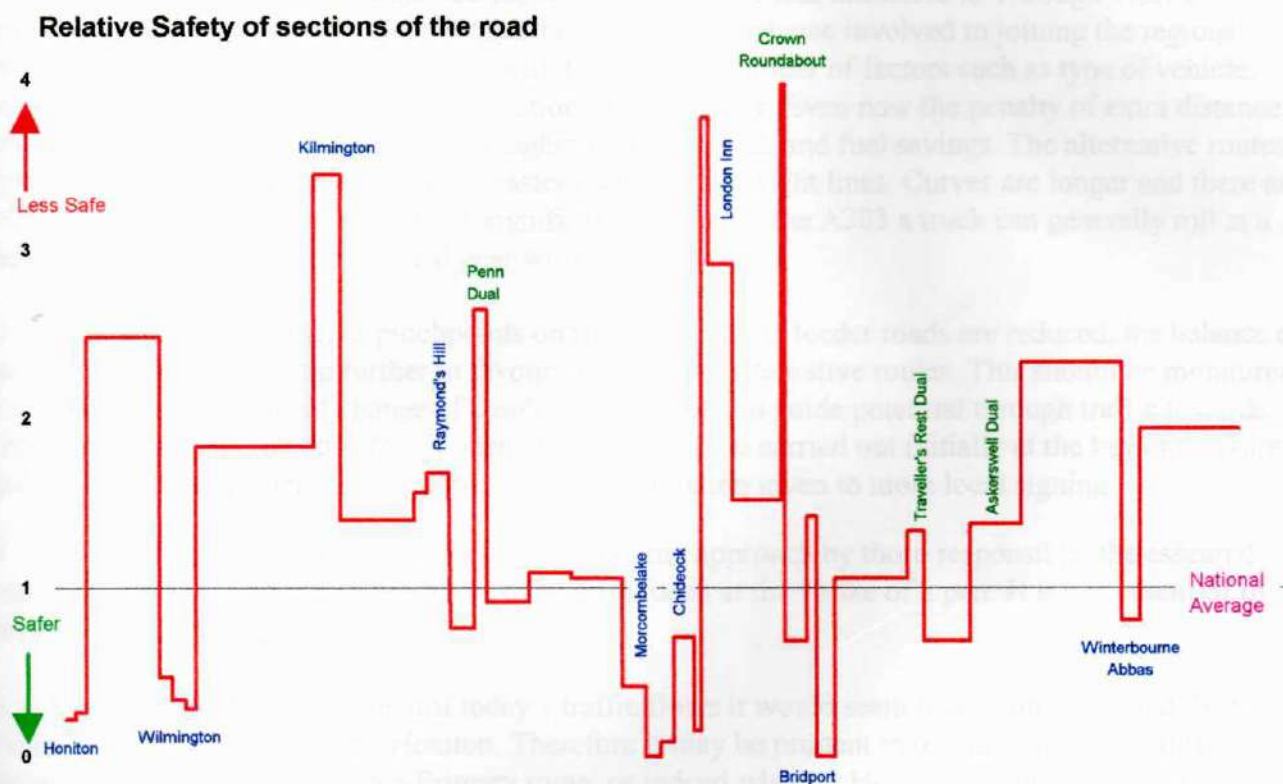
3.5.2 Plotting the accident locations highlights those portions of the road that are accident prone, generally emphasizing the problems caused at locations where vehicle speeds should change from fast to slow.



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**3.5.3 Road Sections with poor accident records** In analysing the accident figures the decision as to how to subdivide the road will obviously affect the outcome. The method chosen was to take a neutral approach and allow the road design to dictate the subdivisions. Wherever possible each section boundary was chosen as the point where the nature of the road changes from one national accident category to another. By this method 74.8% of the length of the road has an accident rate above the national average. However if measures were introduced to eliminate some accident concentrations there could be a significant reduction in this figure.

**3.5.4** The graph below takes data from Table 2 (page 30) and shows how accident rates on the different sections of the road exceed or fall below the national average. It is current government policy to press for a reduction in accident figures so there is clearly some scope on this road for improvement. The accident data has been used by the Initiative to focus on areas where calming measures should be given high priority.



**3.5.5** *By its current performance the A35 is in urgent need of safety related calming measures.*

**PART 4 THE RECOMMENDATIONS OF THE A35 COMMUNITIES INITIATIVE**

**Future Policy for the management of the road - A reversal of Priorities**

4.1.1 In its present form the road can only ever be a bad primary route. The scale of engineering works required to correct this would be quite unrealistic in today's financial constraints as well as hugely damaging to a sensitive environment. Furthermore as long as the minority through traffic is given priority over local traffic, local residents and the environment will continue to suffer. There is no need for this. Through traffic would not be significantly inconvenienced or delayed if it took an alternative route or travelled more slowly. **If the policy is changed there are a number of traffic calming, access and safety improvements that can be made to greatly improve the road for both the local residents, the tourists and the environment.** These improvements, which are listed later on page 23, could be implemented administratively at very little cost. Although it would be preferable to introduce them quickly they are generally not interdependant. A phased introduction over a three year period would be practical and allow their impact to be monitored.

4.1.2 As the measures are implemented the road may become less attractive to Through Traffic. The point at which informed drivers elect to take the small extra distance involved in joining the regional Motorway/ Trunk principal road corridors will depend on a number of factors such as type of vehicle, time of day/week/year and origin and destination of the journey. Even now the penalty of extra distance is offset by gains on the alternative routes in higher journey speed, and fuel savings. The alternative routes to gain access to the A303 have generally easier gradients and sight lines. Curves are longer and there are usually crawler lanes on gradients of any significance. Once on the A303 a truck can generally roll at a steady 60mph with little uneconomical gear work.

4.1.3 Over a period of time, as pinchpoints on the A303 and its feeder roads are reduced, the balance of benefits will progressively tip further in favour of the use of alternative routes. This should be monitored and a dynamic programme of change of emphasis on signing to guide potential through traffic towards the regional principal road corridors is needed. This should be carried out initially at the key entry points to the A303 regional feeder roads and thereafter consideration given to more local signing.

4.1.4 Given imagination and a suitably forward looking approach by those responsible, the essential points of changing the policy on the A35 can be introduced at the stroke of a pen. **It is not essential to change any status or agreement.**

4.1.5 **Status of the Road** Set against today's traffic flows it would seem that Ilminster would be a more significant traffic node than Honiton. Therefore it may be prudent to re-examine the validity of keeping this section of the A35 as a Primary route, or indeed whether Honiton is still a valid Primary Route Destination.

4.1.6 By the same token the present classification as a trunk road may cause some problems with the suggestions made in this report if current practice continues to be followed. It would be disappointing to find authorities hiding behind any such practice as a reason for further inactivity. The road has a unique set of local problems that need imaginative and special handling. Creation of a special status "Scenic Route" or "Heritage Coast Route" with unique features such as used in Dartmoor and other National Parks would assist compromises and thus avoid conflict with Trunk Road or Primary Route rules. The Initiative is not specifically seeking to change any status or classification as, given sensible handling, all proposals can be introduced within existing management structures.

4.1.7 **Trafficmaster** There is a further status related wrinkle that concerns the Trafficmaster system. At present this system is in its infancy but it is growing fast. There are already areas where the system is

## The A35 Communities Initiative

influencing traffic flow as users elect to reroute to avoid slow or blocked traffic arteries. The blue poles of the system currently provide real time information to customers on traffic flow on the A35 and the A303/A30 but there is no indication available on conditions on the A303 regional feeder roads, the A37, the A36, the A34 and the A350. This is because at present the system is only allowed to be installed on trunk roads. Key regional feeder roads have attracted considerable investment to allow them to share the burden of moving strategic traffic into and around the region. However lack of real time information on their usage is presenting a biased picture that will more and more discourage the optimum pattern of traffic routing. Changes are needed to allow the system to monitor key roads that are currently not covered.

**4.1.8 The Safety Net** Even if eventually all through traffic elected to avoid the A35, which is unlikely, the regional principal road corridors could easily absorb the extra load. Funding of the principal corridor routes will always be given priority to enable them to cope with any future traffic growth. The main proposals therefore are low risk and low cost. However the benefits to the local communities, environment and economy are considerable.

**4.1.9 The alternative course** The alternative to following the above proposal is to maintain the existing approach, do nothing and allow the leakage of through traffic from the regional principal road network to continue unchecked. It will steadily grow, in parallel with the inevitable growth in local traffic related to the predicted local housing and population growth. The road and adjacent environment will continue to be under ever increasing strain, decreasing the attractiveness of the area to tourism, until serious engineering measures and bypasses become necessary in the not too distant future to relieve the strain. These would be hugely expensive and damaging to the environment and cause further damage to the tourist appeal of the area. It is a downward spiral that really is not an option.

**4.1.10 *Implementing the core proposal to give greater prominence to the local environment in the near term would cost very little. A modest programme of improvements would make the road serve the area more effectively. This at the same time would avoid significant expenditure in the medium term that will become inevitable if the present situation is allowed to continue deteriorating.***

### **Proposed Traffic Calming measures for the A35**

4.2.1 The Initiative called for proposals for improvements to the A35 which have been put forward by member councils based on the detailed knowledge they have of conditions in their immediate area. Some are current and others have been turned down earlier for reasons related to the priority given to through traffic in the past or because a promised bypass would eliminate the problem. Their validity as measures to improve local conditions remains unchanged. Their resubmission is appropriate in view of the major proposal to change priorities and they are illustrative of the kinds of improvements that could be achieved given a new approach. Almost without exception the proposals returned relate to the need to reduce speeds on the A35 which are widely considered too high for the condition of the road.

4.2.2 **Speed limits.** The speed limits within communities on the road are:

<u>Present Limits</u>	<u>Speed Limits</u>	<u>Length of restrictions (metres)</u>
Honiton	30/40	510/470
Wilmington	40/30/40	610/640/510
Kilmington	No limit	-
Raymond's Hill	50	1110
Morecombelake	40	1180
Chideock	40/30/40	620/1030/330
London Inn Hamlet	No limit	-
Bridport	30/40/30/40	250/1010/470/900
Winterbourne Abbas	40	890

4.2.3 **Rural Speed Limit** It is widely recognised that the current 60 mph speed limit for single carriageway roads is highly inappropriate for most rural roads on both safety and environmental grounds. There is current pressure nationally to introduce a lower 50 mph limit and there is still debate on which roads should qualify. Perhaps all roads within AONBs should be high on the list for inclusion.

4.2.4 Regardless of national progress with this debate however it is already a fact that the twisting hilly nature of most of the rural road west of Briport is not capable of safely supporting sustained 60 mph traffic. A general 50 mph limit is strongly recommended on the old standard single carriageway ("the country lane standard") between Honiton and Bridport other than inside communities, where the appropriate lower limits proposed in section 4.2.8 should apply, and on the new standard single carriageways on the Axminster and Charmouth bypasses which should stay at 60 mph.

4.2.5 Whilst the road from Bridport to Dorchester will generally sustain faster traffic there is a stretch of the eastern part of the road that is still largely of the original standard with a series of twisting and undulating sections and poor road junctions. It is therefore recommended that a 50 mph limit be applied from OSGR E 5670, just west of Long Bredy Hut Lane junction to OSGR E 6536, near the Friary Press printing works, other than where lower speed limits through Winterbourne Abbas apply.

4.2.6 **Speed limits in communities** The Village Speed Control Working Group (VISP) recommends certain key features in the design of speed limit measures within communities. These are principally two-tier buffer and core speed limit zones, advance warnings with rumble strips and distance to go boards, prominent village entrance gates etc. Only Wilmington and Chideock get close to matching the recommendations yet even here there is still concern in the communities that the measures are not effective enough.

4.2.7 It is therefore recommended that in the first instance all communities on the road be brought up to a uniform standard of speed limit display measures.

## The A35 Communities Initiative

**4.2.11 Speed Limit Enforcement** Only Chideock has speed cameras (two). More cameras, backed up by a range of enforcement aids are needed in the revised speed limit areas. There are several designs of speed activated warning signs available now and more under trial, including an apparently very successful "name and shame" device that flashes the registration number and a warning message at the drivers of speeding vehicles. There is a particular need for these devices when the speed limited area is approached down a hill or the end of a fast section of the road. Priorities for such treatment should include:

Wilmington west end	Bridport east end
Kilmington east end	Winterbourne Abbas east end
Raymonds Hill east end	

**4.2.12** Several communities report concerns with overtaking vehicles breaking speed limits especially on uphill sections where motorists regularly take risks to get past slow moving heavy vehicles. The wider use of double white lines to prevent overtaking within communities is recommended and Wilmington, Kilmington, Raymond's Hill and Winterbourne Abbas have particular problems.

**4.2.13 Road Junctions within communities** There is a strong need to improve local access at several junctions within communities. They include:

Raymonds's Hill	Roundabout or traffic lights to allow safe access from Lyme Regis and B3165 traffic from north.
Raymond's Hill	Improved access required into Red Lane and Harcombe Road.
Chideock	Traffic lights to aid safe and timely access from North Road and Duck Street, reinforced with double yellow lines either side of Duck Street junction and opposite the Chideock Hill Stores.
Winterbourne Abbas	Junction with B3159 needs improved access and better protection for vehicles entering from the A35 from the west.
Winterbourne Abbas	Right turns by eastbound A35 traffic into the slip road to B3159 at Steepleton Ponds should be prohibited

**4.2.14 Pedestrian Crossings within communities** There is a need for pedestrian crossings within several communities, and the nature of the traffic requires that they be controlled by push button traffic lights as in most cases centre refuges would not be possible or appropriate. All the sites recommended below now fall within the proposed 30 mph limits.

Morcombelake	Near Post Office
Chideock	Near Post Office / Garage
London Inn Hamlet	At regular visitor crossing point near Old London Inn
Bridport Sea Rd South	Exact sites(s) to be determined by survey of pedestrians crossing the A35.
Winterbourne Abbas	Near School

## The A35 Communities Initiative

**4.2.15 Rural Junctions** There are two general problems faced at many rural junctions, poor visibility for the emerging driver and poor protection for a vehicle turning right off the A35 across the flow of oncoming traffic. (It must not be forgotten that this is particularly exacerbated when the vehicle concerned is one of the prime user of such roads - a tractor, generally with a protruding front loader, and often towing a large grain/silage trailer with very limited vision to the rear). The junctions below have been reported by local councils as having particular problems and their location was a factor in making recommendations for the wider 50 mph speed limits. This will not totally solve the problems however and further measures are needed. The junctions are:

**Shute-** Colhayne Lane, Colcombe Lane, Pacehayne Lane are all very bad for farm users.

**Dalwood-** Taunton Cross requires further calming, particularly to protect traffic crossing the A35 southbound from Dalwood to Shute.

Vehicles entering the A35 at Loughwood junction need better visibility and protection from fast moving eastbound traffic.

**Kilminster / Axminster-** B3261 west slip to Axminster. Westbound A35 traffic on Axminster bypass "takes a run" at Gammons Hill. It requires severe calming to protect this slip and the approaches to Kilminster services and crossroads. A roundabout is recommended.

**Axminster-** A deceleration lane for eastbound traffic leaving the bypass at the middle exit would preclude following traffic from overtaking over double white lines.

Bypass middle exit requires a requires new westbound slip to the A358 underpass.

Existing Give Way signs on entry points to the bypass need upgrading to Stop to dissuade traffic from driving straight out and cause faster traffic on the bypass to take avoiding action.

**Symondsbur-** Quarr lane. A very bad junction that apparently has no easy solution. It requires detailed study and it may be necessary to consider making the south access from Eype one way southbound for a few yards south of the junction.

Roundabout at Miles Cross to eliminate dangerous egress from Bridport west and calm traffic approaching London Inn hamlet.

Eype turning by the picnic site requires new eastbound slip to Broad Lane overbridge and a westbound deceleration lane in the present verge.

**Bridport-** New roundabout at Broomhills. This would calm traffic approaching the Crown Roundabout from the West, reduce the recorded high accident rate at this location and simplify access from Bridport South Street, West Bay and Burton Bradstock.

**Loders-** Provide new access to North side of A35 from New road / Shipton Lane (simple cut through from old main road just west of underbridge).

Change signs to make primary access to Lodgers via old A35 at Stoney Head for eastbound A35 traffic.



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Kingston Russell & Long Bredy- Long Bredy Hut Lane. Eastbound A35 traffic requires severe calming on approach. Possibly to include restriction to single lane from new proposed 50 mph limit at top of the hill before the turning.

Kingston Russell access requires improvement.

Winterbourne Abbas- The camber on the A35 bend at Wellbottom turning is poor and the bend and turn off to Compton Valence are inadequately marked.

Muckleford Road requires realignment to enter A35 at near 90 degrees.

Compton Valence road, Lamberts Hill. Westbound A35 traffic turning right requires protection.

Access from the Lodges, near Purlands farm, is dangerous.

Monkey Jump roundabout. Earth banking blocks view of A37 traffic from A35 drivers and vice versa.

### **4.2.16 Bus passenger, pedestrian and cyclists needs :**

Wilmington- Road realignment to allow additional footway.

Chideock/  
Symondsbury- A footpath and cycleway, generally "behind the hedge" from Chideock to Quarr Lane, then in front of houses through the London Inn Hamlet to Miles Cross is badly needed on a particularly dangerous section.

A school bus layby is needed at Quarr Lane junction

Bridport- Combined footway/cycleway on east side of Sea Road South and a footway on its west side to link up the existing sections.

Loders- Laybys for buses at Loders Cross Junction

Winterbourne Abbas- Road realignment to allow additional footway.

Layby for eastbound buses at Morngate Caravan Park

**4.2.17** *It is estimated that implementing the full package of traffic calming measures proposed will cost about £4.1 million. Local councils are looking in some instances to obtain funding from development related proposals*

## The A35 Communities Initiative

### Part 5

### STATUS OF RECOMMENDATIONS

**5.1.1 Affirmation of support from Councils represented on the A35 Communities Initiative** In the weeks before 21 October, a draft of this report was circulated to the Councils and bodies identified in Part 1. Although some of the Councils have not yet been able to consider the report, or have yet to deliver a final corporate view, support for the report's aims and broad contents has been received from:

<u>Devon</u>	Axminster	<u>Dorset</u>	Bothenhampton & Walditch
	Dalwood		Bradford Peverell
	Kilmington		Bridport
	Shute		Catherston Lewiston
	Uplyme		Charmouth
	Widworthy		Chideock
			Dorchester
			Kingston Russell
			Loders
			Long Bredy
			Stanton St Gabriel
			Whitchurch Canoncorum
			Winterbournes Abbas & Steepleton
			Wooton Fitzpaine

**5.2.1 Affirmation of support from other groups** The following Groups have reported that they give overall support to the report:

Bridport East Road Action	London Inn Hamlet Group	CPRE Dorset
Morcombelake Action Group	West Dorset District Council	The National Trust

**5.2.2** The tight timescale placed on the delivery of this report to the SWRPC has meant that several Councils and Organisations in and around the A35 have yet to confirm their decision.

**5.3.1 Affirmation of support from County Councils and other relevant Organisations** A series of meetings with County Councils and other relevant Organisations are planned. To date a successful meeting with Dorset County Council has elicited overall support for the proposals. A meeting with Devon County Council is planned in the near future.

**5.4.1 Reservations and Suggestions not included** In a report of this nature affecting such a wide range of people and issues it is not surprising that there have been additional suggestions and some reservations expressed. Although most suggestions have been incorporated in the main text the following dissension or suggestions are listed below:

Honiton TC	Council believe Honiton's interests are different from communities and hence no overall support.
Chideock PC	Traffic lights at Duck Street opposed but proposal retained for investigation due to support from neighbouring Parishes.
Uplyme PC	Speed limit of 50/40/50 at Raymond's Hill preferred. Proposed 40/30/40 is supported by Axminster, the Parish on the North side of the road.
Uplyme PC	50 mph speed limit, para 4.2.4, not supported.

**Table1****A35 Accident Data**

HONITON to DORCHESTER	Speed	Length	% Built-up	For the 5-year Period 1994-1998				
	Limit mph	km	(40 mph or less)	AADF Vehs per Day	No. of Accidents	Accidents per 100 million vehicle kms	Accidents per km per year	
Built-up Sections	40 or less	9.42	100	12,043	101	48.8 (85.1)	2.1 (6.1)	
Non Built-up Sections	Above 40	48.10	0	9,907	305	35.1 (20.2)	1.3 (1.2)	
All Sections	30 to 70	57.53	16.4	10,256	406	37.7 (30.8)	1.4 (2.0)	

Communities on the A35	Speed	Length	% Built-up	For the 5-year Period 1994-1998				
	Limit mph	metres	(40 mph or less)	AADF Vehs per Day	No. of Accidents	Accidents per 100 million vehicle kms	Accidents per km per year	
Honiton	30	510	100	11,438	2	18.8 (85.1)	0.8 (6.1)	
Honiton	40	470	100	10,483	2	22.2 (85.1)	0.9 (6.1)	
Honiton	30 & 40	980	100	10,981	4	20.4 (85.1)	0.8 (6.1)	
Wilmington	40	610	100	8,948	4	40.2 (85.1)	1.3 (6.1)	
Wilmington	30	640	100	8,948	3	28.7 (85.1)	0.9 (6.1)	
Wilmington	40	510	100	8,948	2	24.0 (85.1)	0.8 (6.1)	
Wilmington	30 & 40	1,760	100	8,948	9	31.3 (85.1)	1.0 (6.1)	
Kilmington	60	1,380	0	8,566	15	69.5 (20.2)	2.2 (1.2)	
Raymond's Hill	50	1,110	0	8,705	6	34.0 (20.2)	1.1 (1.2)	
Morcombelake	40	1,180	100	11,779	9	35.5 (85.1)	1.5 (6.1)	
Chideock	40	620	100	11,930	1	7.4 (85.1)	0.3 (6.1)	
Chideock	30	1,030	100	12,448	14	59.8 (85.1)	2.7 (6.1)	
Chideock	40	330	100	12,572	1	13.2 (85.1)	0.6 (6.1)	
Chideock	30 & 40	1,980	100	12,306	16	36.0 (85.1)	1.6 (6.1)	
London Inn Hamlet	60	1,110	0	12,584	15	58.8 (20.2)	2.7 (1.2)	
Bridport	30	250	100	11,008	17	338.5 (85.1)	13.6 (6.1)	
Bridport	40	1,010	100	15,673	17	58.8 (85.1)	3.4 (6.1)	
Bridport	30	470	100	16,421	17	120.7 (85.1)	7.2 (6.1)	
Bridport	40	900	100	14,184	0	0.0 (85.1)	0.0 (6.1)	
Bridport	30 & 40	2,630	100	14,854	51	71.5 (85.1)	3.9 (6.1)	
Winterbourne Abbas	40	890	100	10,793	12	68.5 (85.1)	2.7 (6.1)	

Bypasses on the A35								
Axminster	60	3,570	0	8,697	16	28.2 (20.2)	0.9 (1.2)	
Charmouth	60	2,080	0	9,549	8	22.1 (20.2)	0.8 (1.2)	
Bridport Link Road	30 & 60	2,370	0	9,194	15	37.7 (24.8)	1.3 (1.5)	

Dual Carriageways on the A35								
Penn Farm	70	590	0	8,705	5	53.3 (20.2)	1.7 (1.2)	
Traveller's Rest	70	750	0	10,793	4	27.1 (20.2)	1.1 (1.2)	
Askerswell	70	2,550	0	10,793	14	27.9 (20.2)	1.1 (1.2)	

Other sections of the A35								
Honiton bypass exit	60	540	0	5,437	9	167.9 (20.2)	3.3 (1.2)	
Honiton to Wilmington	60	3,570	0	9,797	32	50.1 (20.2)	1.8 (1.2)	
Wilmington to Kilmington	60	5,690	0	8,582	33	37.0 (20.2)	1.2 (1.2)	
B3621 Junc. to Raymond's Hill	60	600	0	8,705	3	31.5 (20.2)	1.0 (1.2)	
Raymond's Hill to Penn Dual	60	1,230	0	8,705	3	15.4 (20.2)	0.5 (1.2)	
Penn Dual to Fernhill Roundabout	60	2,040	0	8,705	6	18.5 (20.2)	0.6 (1.2)	
Charmouth Bypass to Morcombelake	60	2,460	0	11,486	11	21.3 (20.2)	0.9 (1.2)	
Morcombelake to Chideock	60	660	0	11,924	0	0.0 (20.2)	0.0 (1.2)	
Chideock to Quarr Cross	60	400	0	12,572	7	76.3 (20.2)	3.5 (1.2)	
Bridport to Traveller's Rest Dual	60	3,580	0	10,793	15	21.3 (20.2)	0.8 (1.2)	
Traveller's Rest Dual to Askers Dual	60	2,200	0	10,793	6	13.8 (20.2)	0.5 (1.2)	
Long Bredy Hut to Winterbourne Abbas	60	4,850	0	10,793	45	47.1 (20.2)	1.9 (1.2)	
Winterbourne Abbas to Monkey Jump	60	4,780	0	10,793	37	39.3 (20.2)	1.5 (1.2)	

See notes at the foot of Table 2



**Table 2****A35 Relative Safety Index**

Road Sections in sequence	Speed Limit mph	Length metres	For the 5-year Period 1994-1998				
			AADF	No. of	Accidents per 100	million veh.km	Proportion of
			Vehs per Day	Accidents	A35	National Avg.	National Avg.
Honiton Bypass exit	60	540	5,437	9	167.9	20.2	8.3
Honiton 30 mph section	30	510	11,438	2	18.8	85.1	0.2
Honiton 40 mph section	40	470	10,481	2	22.2	85.1	0.3
Honiton to Wilmington	60	3,570	9,797	32	50.1	20.2	2.5
Wilmington 40 mph section	40	610	8,948	4	40.2	85.1	0.5
Wilmington 30 mph section	30	640	8,948	3	28.7	85.1	0.3
Wilmington 40 mph section	40	510	8,948	2	24.0	85.1	0.3
Wilmington to Kilminster	60	5,690	8,582	33	37.0	20.2	1.8
Kilminster	60	1,380	8,566	15	69.5	20.2	3.4
Axminster Bypass	60	3,570	8,697	16	28.2	20.2	1.4
B3621 Junc. to Raymond's Hill	60	600	8,705	3	31.5	20.2	1.6
Raymond's Hill	50	1,110	8,705	6	34.0	20.2	1.7
Raymond's Hill to Penn Dual	60	1,230	8,705	3	15.4	20.2	0.8
Penn Farm Dual carriageway	70	590	8,705	5	53.3	20.2	2.6
Penn Dual to Fernhill Roundabout	60	2,040	8,705	6	18.5	20.2	0.9
Charmouth Bypass	60	2,080	9,589	8	22.0	20.2	1.1
Charmouth Bypass to Morcombelake	60	2,460	11,486	11	21.3	20.2	1.1
Morcombelake	40	1,180	11,779	9	35.5	85.1	0.4
Morcombelake to Chideock	60	660	11,621	0	0.0	20.2	0.0
Chideock 40 mph section	40	620	11,930	1	7.4	85.1	0.1
Chideock 30 mph section	30	1,030	12,448	14	59.8	85.1	0.7
Chideock 40 mph section	40	330	12,572	1	13.2	85.1	0.2
Chideock to Quarr Cross	60	400	12,572	7	76.3	20.2	3.8
London Inn Hamlet	60	1,110	12,584	15	58.8	20.2	2.9
Bridport Link Road	30 & 60	2,370	9,194	15	37.7	24.8	1.5
Bridport 30 mph section	30	250	11,008	17	338.5	85.1	4.0
Bridport 40 mph section	40	1,010	15,673	17	58.8	85.1	0.7
Bridport 30 mph section	30	470	16,421	17	120.7	85.1	1.4
Bridport 40 mph section	40	900	14,184	0	0.0	85.1	0.0
Bridport to Traveller's Rest Dual	60	3,580	10,793	15	21.3	20.2	1.1
Traveller's Rest Dual carriageway	70	750	10,793	4	27.1	20.2	1.3
Traveller's Rest Dual to Askers Dual	60	2,200	10,793	6	13.8	20.2	0.7
Askerswell Dual carriageway	70	2,550	10,793	14	27.9	20.2	1.4
Long Bredy Hut to Winterbourne Abbas	60	4,850	10,793	45	47.1	20.2	2.3
Winterbourne Abbas	40	890	10,793	12	68.5	85.1	0.8
Winterbourne Abbas to Monkey Jump	60	4,780	10,793	37	39.3	20.2	1.9

**Notes:**

- Table 1: (1) Comparable (1996) mean values for accident rates on Trunk Roads in GB are shown in parentheses.  
Local rates exceeding these are shown against a shaded background
- (2) Any section which shares a terminal junction has been assigned half the junction accidents.
- (3) AADF refers to the Annual Average Daily Flow or the total number of motor vehicles passing a point in a year divided by the number of days in the year

- Table 2: (1) The figures in the final column have been plotted on page XXXX to give an illustration of the Relative safety of the individual sections of the road

Sources: Devon and Dorset County Councils and the Department of the Environment, Transport and the Regions