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Dinah's Hollow Project Stakeholder Update – September 2026

Works Update

The main bank stabilisation work in the Hollow is substantially complete, with all soil nails in place and the mesh system installed. The final tensioning of the mesh is currently being completed.

Drainage work through in the Hollow is ongoing and progressing through the site, with kerbing work following behind this.

The shuttle signal reinstallation has started and will continue into October. The signal equipment has been in storage during the work and will be reconfigured and tested as part of their installation.

Other works in October include starting the shotcrete walling, the start of surfacing works and installing bat and bird boxes.

All construction work is currently on track to be finished in December and to have the C13 reopen by the end of the year, as planned.

Further completion and reinstatement works may be required in the New Year, but these will be carried out 'offline' and with the road open.

C13 / Melbury Abbas Temporary Traffic Arrangements

The C13 closure and temporary traffic management measures in Melbury Abbas village are all booked to the end of the year.

These measures will only be removed when construction is complete and the compound has been removed.

The National Trust may need to close Spread Eagle Hill next month for tree works. They will be responsible for organising the necessary traffic management and any letters/publicity. The works will be carried out off-peak.

A350 Signage, Speed Limits & Temporary Signals

The review of the temporary 20mph speed limits along the A350 has taken longer than anticipated.

We're continuing to process our data while awaiting a report back from Dorset Police following their proactive policing of the temporary speed limits. These reports will form the basis of an evidence-based approach to thoroughly reviewing the temporary 20mph restrictions on the A350.

Iwerne Minster signals

Given the level of public interest and the petition submitted, the two-way temporary traffic signals at Iwerne Minster have been reviewed. The decision, made by senior officers with agreement from Cabinet Member for Place Services, is that the signals remain in place for the duration of the Dinah's Hollow works:

The project team remain of the view that the temporary traffic signals continue to provide appropriate and proportionate means of managing traffic through Iwerne Minster during the Dinah's Hollow diversion. Initial reviews of CCTV survey information and available traffic data indicate that the signals are facilitating a balanced flow of traffic through the existing priority give and take restriction and are not resulting in a material increase in overall journey times or queue lengths when considered alongside the wider impacts of diversion traffic.

The original risk assessment identified several potential risks associated with increased traffic volumes on the diversion route, including traffic queueing at the priority narrowing, driver conflict, pedestrian movements associated with Clayesmore School and increased traffic activity at the Tower Hill junction. Officers consider that the temporary traffic signals continue to assist in managing these risks by regulating traffic movements through the restricted section of highway, providing predictable gaps within traffic flows and supporting safer opportunities for pedestrian crossing movements.

Officers acknowledge the concerns raised through the petition process and by some residents regarding congestion, delays, rat running, junction visibility and the wider impacts on the local community. These concerns have been carefully considered alongside feedback received from other stakeholders, including Clayesmore School and Iwerne Minster Parish Council, who have highlighted the perceived benefits of the current arrangement in relation to pedestrian safety and traffic management.

Having reviewed the available evidence and stakeholder representations, officers remain satisfied that the temporary traffic signals represent the most appropriate traffic management arrangement for the duration of the Dinah's Hollow diversion and continue to address the risks identified within the original assessment.

Temporary lights stuck on red

Our traffic management operations regularly change the batteries on the lights and continue to attend whenever lights are reported as being stuck on red.

No faults have been found with the lights and we believe this has been caused by vehicles squeezing onto the end of a green run and running the red light. As the lights are vehicle activated, the system will try to reset if it registers conflicting movements and thinks there is a queue between the two signal heads that needs to be cleared – providing a small amount of 'all red' to facilitate this.