

### **Boreham Parish Council Deadline 3**

#### **Written confirmation of comments made during ISH1 and comments on the materials presented**

The focus of Boreham Parish Council (BPC) is on the well-being of Boreham's residents, and on the need to reduce the negative effects on them of the A12 widening scheme. That is our priority. We recognise that the removal of A12 Junctions 20a and 20b will increase the amount of traffic passing through Boreham on Main Road, particularly during the morning rush hour. BPC broadly supports the measures proposed by Essex County Council (ECC) and Chelmsford City Council (CCC) to mitigate impacts on the village of Boreham and we use this opportunity to clarify the specific mitigation measures which we believe are necessary to ensure Boreham residents can safely access village amenities and residences on both sides of Main Road as traffic volumes increase.

We stated in the ISH1 hearing that we are not convinced by the traffic projections submitted by the Applicant and particularly the view that 88% of A12 southbound traffic from Maldon will go north to Junction 21 when the A12 widening is complete. These projections are the basis of calculations of traffic flows, road noise and air quality impacts and modelling uncertainty introduces potential for error. Therefore, we support the ECC suggestion that, to give more reliable data, traffic numbers should be monitored for one year before and three years after completion of work on the widening scheme.

The speed limit for traffic passing through Boreham on Main Road (B1137), and on the stretch of the Main Road between Junction 19 and Hatfield Peverel, should be reduced to 30 mph to improve safety for Boreham residents and to make selection of this route (rather than the A12) less attractive. This will also benefit users of the proposed Paynes Lane WCH overbridge and also make it safer for Boreham cyclists using the cycle path to and from Chelmsford. However, we do foresee the likelihood of non-compliance with the reduced speed limit on this straight road and, therefore we support enforcement via the siting of average speed cameras along this route.

We also support suggestions from ECC and CCC for additional traffic calming measures in the village of Boreham. A zebra or signalised pedestrian crossing with road-narrowing is required in the area of the Co-Op (in order to make crossing the road to and from the Co-Op easier and safer for residents). We further propose that the entire length of the Main Road (B1137) between the two Boreham village signs should be narrowed and the additional road width be used for a cycle/WCH pathway through the village whilst retaining pull ins for local bus services.

In order to avoid congestion at the main junctions in Boreham which will result from the increase in through traffic, we propose that mini-roundabouts be sited at the junction of Plantation Road with Main Road and at the end of Church Road at Main Road so that Boreham traffic from these side roads can get onto Main Road. We are not persuaded by the applicant's assertion that that the volume of traffic from Waltham Road will reduce. It seems more likely that increased westbound traffic on Main Road during the morning rush hour will increase delays for traffic joining Main Road from Waltham Road. Therefore, we propose that traffic lights (which may be part-time) are installed at the junction of Waltham Road with Main Road.

We have previously proposed that noise-reduction measures be implemented on both carriageways of the widened A12 in order to reduce the effect of traffic noise on Boreham residents. We also support other measures proposed by CCC for the mitigation of noise and decreased air quality predicted under the applicant's traffic models, including installation of natural or manmade barriers between houses and the road in the affected locations.

We offer these proposals as practical measures for reducing the effects of the widening of the A12 on the residents whose interests we represent.