

ISH 3 Boreham Conservation Society

BCS welcome the Applicant's agreement to the traffic calming measures proposed by Essex County Council (ECC) in respect of the B1137 through Boreham Village, although the Applicant has omitted any reference to the remainder of the B1137.

BCS support the comments made today by ECC regarding the Applicant's use of ECC data to seek to support the Applicant's contention that Average Speed Cameras (ASC) are not necessary to enforce the lower speed limits proposed for either side of Boreham Village; in particular, the use of averages rather than the more relevant mean numbers. The Applicant is requested to provide the mean speed numbers. Additionally, it was pointed out that a speed monitor in the area of the Church Road junction in Boreham would almost certainly record the lowest speeds, on Main Road, within Boreham.

The Applicant's statements do not become fact simply by being made by the Applicant. Should Junction 20a be closed, mitigation will be the prime concern for Boreham residents. In fact, should southbound access between Hatfield Peverel and Boreham be closed, ASC are the only practicable mitigation available as,

Once southbound access is closed it will not be reinstated no matters how large the actual increases in traffic may be

The Link Road solution may not be built

The B1137 is an Emergency Diversion Route, physical barriers / speed bumps are inappropriate

The Applicant's position regarding ASC seems to be derived from a combination of factors.

- a) Current observed speeds are near to the proposed lower speed limits, so no further mitigation nor enforcement is necessary.
- b) Lower speeds mean longer journey times.
- c) Lower speeds mean less noise.

BCS have doubts regarding a) above and it is **only if** a) is correct that b) and c) apply to the B1137.

BCS contend that speed measurements are dependent on when and where speed it is measured. As to "where" the measurements were taken, the Applicant is requested to advise the location and number of speed sensors between Hatfield Peverel and Junction 19. As to "when" the measurements were taken, the Applicant states this to be in a "non-peak" period but does not define "non-peak" and BCS request that it does so.

BCS contend that it is traffic speed and consequential noise nuisance, after the pm peak and before the am peak that is the issue. Inter- peak is not generally an issue due where speed is impacted by social pressure. BCS also contend that, especially during the night, it is HGV speed and noise that is the problem. BCS ask the Applicant to provide the HGV data to which they used.

Given the characteristics of the former Roman Road, and former A12 that is now the B1137, BCS do not agree with the Applicant's assumption that drivers will voluntarily observe the reduction in speed limits between the villages of Hatfield Peverel and Boreham. The Applicant states (REP1-002) that "the traffic model indicates a change in vehicle speed influences driver behaviours about which route to take". BCS agree that an **actual** reduction in speed increases journey time. However, without enforcement, speeds on the B1137 are unlikely to reduce and the direct route via the B1137 will be a more attractive and quicker route than the Junction 21 route. Without enforcement to really reduce traffic speed, the actual traffic through Boreham will be much greater than the Applicant predicts. BCS record surprise at the average speed recorded; anecdotally BCS members trying out the proposed 40 mph, found it an uncomfortable experience with other drivers pushing to go faster. There are no physical changes on this road and without enforcement BCS contend drivers are unlikely to be persuaded to drop their speed by a third from the current 60mph to the proposed 40 mph.

BCS pointed to those from the west of Hatfield Peverel, who currently access the A12 via Junction 20a but, as the Applicant states following closure of that Junction, will be diverted back on to the B1137 through Boreham, and will be expected to drive on the B1137 (parallel to the A12) at 40mph while those on their former route – the A12 – at 70 mph; perhaps an understandable, but not acceptable, reason for speeding. BCS requested the Applicant to provide their estimate of the number from the west of Hatfield Peverel who will be impacted.

The responsible road authority, Essex County Council (ECC) **oppose** lowering the speed limits between the villages of Hatfield Peverel and Boreham, reference REP4 -044 "ECC does not support the proposed speed limit reduction on the stretch of the B1137 between Boreham and Hatfield Peverel to 40mph, because the nature of this road is such that compliance with a 40mph speed limit is likely to be an issue." ECC (in common with CCC, Essex Police, Boreham Parish Council and BCS) advocate Average Speed Cameras REP4-056 "

- Average speed cameras covering the section of Main Road from the southern end of Boreham village to the existing A12 Junction 20a on-slip".

BCS has common ground with ECC, CCC, Maldon and District Council, Boreham Parish Council, Essex Police and the East of England Ambulance Service, that enforcement is necessary. This point has been made repeatedly to the Applicant. It has been ignored. The Applicant continues to rely upon theoretical assumptions having universal application; they do not. The Applicant continues to ignore the specific, **local knowledge** of ECC, CCC, Essex Police and the like together with residents. BCS hope that the ExA, when assessing the dDCO proposals, will, as did the ExA for the Lower Thames Crossing, decide that actual local knowledge trumps theoretical assumptions and rule that ASC's must be provided. BCS welcome the support expressed at the meeting, by East of England Ambulance Service, for the installation of ASC.

It could reasonably have been anticipated that the Applicant would support ASC's to seek to shore up its assertions that 88% of traffic will use Junction 21 and consequently there is no need to maintain southbound access between the villages of Hatfield Peverel and Boreham. This is so especially as the Applicant will be installing ASC's for the construction phase. BCS join with Essex Police in requesting that the installed cameras be retained after the construction phase has been completed.

The reality is that the Applicant will not accept that ASC's are essential. It will need the ExA to recognise reality, protect the quality of life for potentially thousands of residents and rule that either:

Preferably, BCS's roundabout solution be implemented (and the 3-lane highway and the 2019 Value Engineering savings secured)

Or

Should southbound access be closed at Junction 20a, without replacement, permanent ASC's are installed to the B1137 between Hatfield Peverel and Junction 19.

BCS April 2023