

Boreham Neighbourhood Plan Evidence Base

EB9 Boreham Transport

Otherwise known as “Getting Around” by Charles Martin – August 2025

1. Outline of Document

Evidence base for Transport Section :-

Historic Information

Current position

Forward Planning issues

Boreham being located alongside the A12 Trunk Road has specific traffic and transportation problems caused by this location, in addition to the regular issues that concern most villages in the highly populated county of Essex.

This document outlines the history of the development of the highway network in this Parish and how this has affected the development of the village over the decades.

The document will also outline the current issues the village faces regarding the highway network and highlight the positives and negatives in the current infrastructure.

It will also look at future transportation proposals being developed by other agencies and how these are likely to affect the village.

There is a summary of the results from the Public Questionnaire circulated in 2020 as they relate to transport issues.

This document will inform the objectives and strategies within other sections of the Plan to overcome current problems and assist in the future development of the village to provide a safe environment in which to live.

2. Historic Information

A12 and surrounding areas and routes.

Historically the A12 trunk road passed directly through Boreham Village along Roman Road/Main Road. Thus, all the trunk road traffic that had no business in Boreham passed through the village. Though there were less vehicles on the network at that time there was regularly severe congestion.

During the late 1960s the Springfield Boreham Bypass was constructed which relieved Boreham of the majority of the trunk road through traffic and downgraded the old A12 route to the B1137. This in turn heralded the expansion of the village with the then new development enclosed by Church Road/Plantation Road and Main Road. At the time this expansion was called the Boreham Garden Village.

Cycling into Chelmsford at that time was a direct route along Main Road/ Roman Road to the Cuton Hall Junction and into town via Springfield Road or the Springfield Estates. Though not an ideally safe route, it was straightforward.

However, after the completion of the Chelmsford Southern Bypass in 1986, cycling into Chelmsford became increasingly hazardous due to the new Boreham A12 Junction 19 (Known locally as Boreham Interchange). Negotiating this junction involves cyclists and pedestrians crossing two busy slip roads from/to the A12.

A knock-on effect of this new A12 junction was long queues of local motor traffic south westbound in the mornings backing up into the built-up area of the village. This was caused by the southbound slip road off the A12 taking priority over the B1137. Later partial signalisation of the A12 slip and the circulatory traffic on the Generals Roundabout provided improved opportunities for the B1137 traffic to enter the junction and travel onwards. In recent years the difficulties at this junction have been compounded on the weekends by the Boreham Car Boot Sale.

Further housing expansion of the village between the A12 trunk road and Main Road at Villiers Place/Boleyn Way/Yonge Crescent/ Hurrell Down and Gwyn Close occurred in the 1980s/1990s. Ever increasing through traffic on the B1137 has effectively severed these developments from the remainder of the village during peak periods.

Improvements to pedestrian crossing facilities have been made in an attempt to make crossing this road safer. In addition, traffic calming measures by way of narrowing of traffic lanes and installing central islands were introduced in the 1990s. These have proved relatively ineffective in slowing/discouraging through traffic and indeed have made cycling along main Road more hazardous due to the narrow spaces between the kerb and central islands. An added hazard is police vehicles on an emergency call, speeding along Main Road and having to negotiate the central islands sometimes on the wrong side of the road to pass vehicles that have stopped. These police movements are a regular event due to Essex Police having a transport and armoury unit in Holts Lane off Waltham Road.

Expansion of Maldon has caused greater volumes of traffic on the B1137 through Hatfield Peverel and Boreham. This through traffic increasingly tries to avoid delays on the A414 which is the most direct route into Chelmsford from the Maldon area.

In terms of traffic delays remote from the village on the A12, traffic turns off the trunk road at junction 18 (Sandon) and junction 20 (Hatfield Peverel) and rat runs through the village via Church Road, Plantation Road and Main Road. In addition, traffic uses Church Rd and Plantation Rd to access Waltham Road to travel to northern destinations such as Dunmow/Great Leighs/ Braintree and Stanstead to avoid delays on the A130 Essex Regiment Way.

A further issue the village has with the A12, is that Main Road is designated an emergency A12 trunk road diversion route and is frequently used especially at night when roadworks are undertaken on the trunk road. This causes major disruption to village life and noise pollution on the occasions that this route is used.

[Car ownership and parking.](#)

Over the decades from the 1960s through to the present-day car ownership has increased dramatically. From it being the norm in the past for a household to have no cars or only one car to nowadays when the household that has adult children living at home it is not unknown for a household to have 4+ cars.

This has led not only to problems caused by a general growth in traffic such as delays, pollution, road safety etc. but in addition, the more static problem of parking and development provision of sufficient parking space per dwelling.

Successive planning policies in the past have varied from providing sufficient off-street parking to cater for most of the vehicles a household would own (e.g. four bedrooms equal four parking spaces) down to as is currently, provision of minimal parking, with space for two being rare. In this era of trying to reduce motor vehicle usage the reduced parking space requirement has had a mixed effect. The most obvious detrimental effect is on the local street scene with high on-street parking levels. Coupled with kerbside/footway overparking resulting in blocked footways.

The most pronounced location within the village for on-street parking issues, is the conservation area in Church Road near the Church. This area being the ancient heart of the village has a street scene more suited to the days of horse driven traffic with narrow road width and directly fronting properties. This results in little off-street parking and has become an eyesore, with parked cars in every available roadside slot. This not only causes danger to other road/footway users but causes frustration and risk taking among motor-vehicle drivers. See issues for buses further on in the document. This area is listed as a Conservation Area by Chelmsford City Council however it looks anything but this.

New developments recently have been encouraged to use the Dutch residential model, whereby streets are shared spaces for motor vehicles, pedestrians and cyclists. This can result in there being no footways at all in certain parts of developments. This model can work successfully in very low speed developments such as that at Orchard Way but in the majority of existing streets this cannot work as they are too straight and open aspect.

This shared space model can however result in fronting properties being very close to each other. Ideal for developers trying to maximise their land usage but not so pleasant for the new property owners. Also, the reduced off-street parking requirement in new developments creates on-street parking issues right from the very start.

School parking increasingly is a cause for concern as Juniper Road regularly becomes choked with parked vehicles at school drop off and pick up times.

Cycling

There is a general move to encourage cycling as the preferred mode of transport for shorter journeys. Though this is a laudable principle, many exclusive cycleways in the Chelmsford City area start and end in the middle of normal roads, resulting in the cyclist still having to negotiate through streets congested with motor vehicles. A good local example of where this has occurred is within the parish of Boreham with the cycleway starting at Boreham village outskirts and ending at the Boreham A12 junction, with all the dangerous manoeuvres that would be needed to negotiate around the various hazardous junction crossings. Indeed, the approach to this cycleway travelling south eastbound is directly off main Road with all the above hazards already described for this road above including parked vehicles on the cycleway outside the Lion Inn. This can result in cyclists, especially the more experienced, ignoring the cycleway completely and remaining on the main carriageway.

Public Transport

Boreham is currently relatively well served with buses. Several running directly along Main Road (Numbers 73/371/372/513) and two services diverting around Church Road/Plantation Road (Numbers 71/73B. However these services are constantly under review and may change within the life of the Plan.

At present these services are not used to their capacity and as such there is always the danger of cancellation on efficiency grounds. The bus services that circumnavigate the village and pass along Church Road regularly suffer from priority issues near the church as the road has restricted width. This can cause frustration for bus and other drivers and lead to unsafe manoeuvres by private motorists.

There is a Community Transport system that operates throughout the Chelmsford area, whereby users can telephone and request a taxi type service. This service is very useful for older residents of the village who need to travel to local destinations. There is a particular issue with this service for patients wishing to access the Hatfield Peverel Surgery due to reduction in services at the Boreham Surgery. As this journey would cross district council boundaries from Chelmsford into Braintree this means of transport had been unavailable to users of the service. It is understood that this cross-boundary problem has now been resolved.

There are many secondary school contract buses for use by pupils at the various catchment secondary schools. There are numerous pick-up points around the village to reduce overcrowding near bus stops.

3. Future Transportation Proposal by Other Agencies

A12 Widening Project

Highways England has proposed a large-scale widening to 3 lanes plus various junction improvements of the A12 from Junction 19 at Boreham through to Junction 25 at Marks Tey. The agency has consulted the public and other agencies on several occasions to determine local views. As the A12 around Boreham is already 3 lanes in both directions any local works are limited in scope. Resulting in residents appearing not to be overly concerned in the final design.

However, the proposal does include, in Braintree District, for the closure of the Hatfield Peverel south and north junctions 20a and 20b. Of concern to Boreham is the proposed closure of the southbound junction near Crix Junction 20a. The proposal is for the more local southwest bound traffic on Maldon Road H.P to turn right at the Duke of Wellington Pub and connect with the A12 at a new junction 20 between H.P and Witham. This is potentially a big assumption that local drivers will abide by the road signage directing them that way. The risk is that drivers will continue to turn left at the Duke of Wellington and continue through H.P and past what was the junction 20a location (now closed) where they could have turned onto A12 at Crix and onto and through Boreham Village, effectively increasing the traffic on Main Road.

This increase in traffic is entirely predictable and indeed is forecast to do so by Highways England. Measures need to be put in place to deter through traffic from using the B1137 Main Road route. This A12 proposal was recommended for approval by the Planning Inspectorate in 2024. Since that time, as a result of a government spending review in 2025, the project was cancelled. However it could be reinstated at a later date, so the issues remain the same.

A130 Chelmsford North-East Bypass

Chelmsford in conjunction with Essex Highways has long had a vision of a North-East Bypass for Chelmsford to relieve the current A130 which used to be routed along White Hart Lane, Springfield, now a totally unsuitable route for the current traffic volumes. Also, Essex Regiment Way has changed in nature from being a County Strategic Route A130 to more like a local distributor type road, as the number of junctions has increased to serve the residential expansion at Beaulieu Park and Channels.

A route was identified for this NE Bypass in the 1990s and later a corridor of land was reserved for this purpose starting at A12 Boreham Junction 19 through to A131 Gt Leighs. Draft junction improvements were investigated for connecting this proposed route to the A12 at Junction 19 but no firm proposal was detailed.

Subsequent to the above route land reservation, Highways England completed their own detailed design for the North-East Bypass connection to the A12 at Junction 19. In parallel with the Highways England design, the developers of Beaulieu Park and Channels have constructed their own development radial relief road to enable connection to the A12 and access a new railway station (see later). The construction works for this road are substantially completed, with the station due to be completed in 2025. In the interim period pending large scale changes to Jn 19 The North-East Bypass will eventually connect into this development radial road and works are currently in progress 2025.

Any further connection improvements of the A12/A130 Junction 19 to be implemented by Highway England in later years could cause an undesirable knock-on effect for Boreham. Namely the A120, A131, A130, A12, A130, A13 and a connection to a proposed third River Thames Crossing east of the M25 at Dartford. These developments could bring increased traffic to this location using this route as a London Outer Orbital. Probably a long way down the line but a potential risk.

Expansion of Airports

London Stanstead Airport will undoubtedly undergo some expansion in the future, indeed plans for large growth in passengers have already been published. This has the potential for locally increasing traffic flows wishing to access this facility.

To a lesser extent London Southend Airport has plans for passenger numbers to increase with consequent pressure on routes to this facility.

The Covid 19 pandemic slowed the projected increase in passenger numbers at these two airports temporarily but long term these expansions are expected to materialise.

New Railway Station at Beaulieu Park

As part of the Beaulieu Park project, it was always envisaged to construct a new station between White Hart Lane and Generals Lane/A12 Junction 19. This project is due to be completed in late 2025. This could have an effect on Boreham Village by increasing pressure on the available housing stock and also increasing the risk of commuter parking within the village. Also an integral part of the previously discussed A12 Widening Scheme was to be a new pedestrian bridge over the A12 at Paynes Lane to simplify access to the new station from the Boreham direction. This facility is now cancelled and access to the station from Boreham on foot will be complex, having to negotiate the A12 Boreham Interchange.

Public Consultation

During 2020 a detailed Questionnaire was circulated to all residents and businesses of Boreham to determine their wishes for the future of Boreham and the following views were received, (these have been summarised in this section.)

Answers to the questions are listed in four categories in the table below.

A. Preferred Option

B. Second Choice Option

C. Third Choice Option

D. Least Preferred Option

“Getting Around” Question	A	B	C	D
Boreham is well served by public transport	53	169	80	38
Boreham is well served by footpaths and bridleways	80	226	33	6
Boreham needs more dedicated cycle paths	105	131	90	20
Connectivity between footpaths and bridleways north and south of the A12/railway needs to be improved	105	172	30	10
Speed limits are beyond the scope of the Neighbourhood Plan But speed reduction measures are needed in parts of Boreham	205	96	34	9
There are insufficient off-road parking facilities on Church Road	242	73	18	5
Access to and from Boreham onto the Boreham Interchange is adequate	80	145	74	53

The Questionnaire was a snapshot of views during 2020 and there are clearly many “Getting Around” issues needing resolution within this Plan.