

Dear Kevin and John,

## **FEASIBILITY REPORT**

### **PELDON TO SALCOTT TRAFFIC MANAGEMENT IMPROVEMENTS JUNE 2021**

The Parish Council is pleased to have received the long awaited report consequent on the speeding meeting held in Peldon in 2019. We welcome the improvements but ask that notice be taken of the following comments:

#### **1. Traffic volumes and speeding data**

Councillors and other residents believe that the traffic volume and speeding data collected do not fully represent what was happening in reality when the readings were taken nor can it make allowance for what seems to be a worsening situation since that time. Unfortunately the timing of data collection coincided with traffic lights controlling a one way system in Peldon, thereby resulting in some traffic avoiding the area and the traffic that did go through the controlled system doing so at unnaturally low speeds. We did report this at the time requesting that the data collection be extended beyond the restricted access period but our comments were not addressed.

#### **2. 30 mph speed restrictions**

The report suggests that extension of the 30 mph speed limits is not recommended because the data does not support change. Given our concerns about the validity of the data and our observations of day to day life here we believe that both Peldon and Great Wigborough would benefit from extending the 30 mph limits along the exit roads from both villages heading towards Salcott. They should ideally extend beyond the houses which are viewed as being of the village but straggle along the exit roads.

#### **3. Accident rates**

As with the traffic flow data we believe that the officially recorded accident rate is artificially low. We know from experience that many simple accidents such as coming off the road with minimal vehicle damage and only minor human injury do not get reported. Cars are hauled out of hedges by local farmers and residents rush to help but each unreported minor accident has the potential to be a more serious one and improvements to avoid them, such as extending the speed limits stretches, would be welcomed. We also experience too many near misses from speeding vehicles involving cyclists, horse riders or pedestrians trying to cross the road.

#### **4. High risk junctions**

The area covered by the report contains two particularly high risk junctions - the crossroads at Salcott where Barnhall Road, The Street and the B1026 meet and the King's Head T- junction in Great Wigborough where the B1026 takes a right angled turn on meeting the Maldon Road.

At the Salcott crossroads vehicles coming along the B1026 in both directions tend to be going too fast to see or be seen by traffic emerging from the minor roads early enough for either party to take avoiding action. Coming out from either Barnhall Road or The Street is an extremely risky business. We have reports of two injury and at least three damage-only accidents at the Salcott crossroads within three months of the last data collection exercise. Had these been included the accident rate in the report would have looked materially different.

At the King's Head again there would seem to be insufficient warning of the presence of the junction from all three directions of approach.

We would like assurances that every form of legal warning signage both in the shape of road markings, chevrons, roadside signs and notices of whatever format and/or VAS units should be considered for deployment in these two areas. We accept that residents are not Highways professionals but we do know that both of these junctions are highly dangerous, inadequately signed and that many accidents and near misses there never enter the official records.

**5. Councillor Lee Scott**

While we would not wish to delay any actions in upgrading the Salcott to Peldon road you should know that we have invited Councillor Lee Scott, the Head of Essex Highways, to visit the Parish and tour our roads to discuss our problems. We shall of course provide you with any relevant feedback from that visit.

**6. Signposts in Great Wigborough**

While outside the remit of this report we would draw your attention to the large directional signposts mounted without warning or consultation some years ago at the junction of Layer Breton Hill and the Colchester Road in the vicinity of Garr House Farm. These signs constitute a risk for motorists as they obstruct clear vision. We wonder if they could be removed or replaced by something smaller and more motorist-friendly.

In conclusion we thank you and others for progressing our concerns and look forward to delivery of a safer better regulated traffic situation in our villages.

Yours sincerely

Jinny Gale  
Chairman, Winstred Hundred Parish Council