**Standon bypass and wider context**

**You said:** concerns were raised regarding the need for wider improvements on the A120 in Hertfordshire and the potential for increased traffic through Standon.

STANDonA120, an organised community campaign, submitted a response with 833 signatures, which called for a Standon bypass to be built.

**We responded by:** confirming that the early stages of the scheme assessment included a wide range of options for improving the A120. This considered both works to the existing road, bypasses, and completely new offline routes. It also considered whether the improvements should result in a single or dual carriageway road. This defined Hertfordshire County Council’s current agreed strategy for the A120 between the A10 and Bishop Stortford: to promote local bypasses of Little Hadham and Standon of single carriageway standard, with Little Hadham coming forward first.

Currently funding is only available for a bypass of Little Hadham, however separate to the Little Hadham Bypass Scheme we will soon start work to define potential alignments for a Standon bypass. We will consult on these ideas with residents early in 2016. This will be a separate consultation to the Little Hadham bypass scheme.

The results of this work and consultation will feed into the long-term Transport Vision that the County Council is currently developing, identifying and prioritising the key areas and corridors where transport improvements will be required in Hertfordshire from now until 2050. This will be subject to a further wider public consultation, and it is planned that this document will be finalised and adopted in 2016.

Following the completion of the Transport Vision, if interim measures are required in the Standon area, the County Council will investigate opportunities for mitigation to ensure any required changes take place in reasonable time.

**Next chance to comment**

Thank you for taking an interest in the scheme. There will be an opportunity to comment to the planning authority once the application has been submitted. We will also continue to update our website as the scheme progresses.

**General Enquiries**

For further information regarding the scheme see www.hertsdirect.org/a120bypass

If you require an alternative format or wish to contact us directly you can:

Call: 0300 123 4040
Email: A120bypass@hertfordshire.gov.uk

Writing: Highways Major Projects Group, Hertfordshire County Council, 19c St Alban’s Road East, Hatfield, AL10 0NG

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**Indicative Programme**

- Draft legal orders (CPO, TRJ, and SROs)
- Planning submission
- Hertfordshire County Council Planning Authority Statutory Consultation
- Potential Public Inquiry (if required)
- Achieve planning permission (if successfully granted) and make legal orders
- Contractor appointment
- Commence construction
- Bypass and flood alleviation scheme opens
- Environmental enhancement and traffic management for Little Hadham

**Construction & Operation**

- Autumn 2015
- Spring 2016
- Summer 2016
- 2017
- 2018
- 2019
- 2020

*Subject to:
1. Successful completion of statutory procedures
2. Positive economic appraisal
3. Continued availability of funding

**A120 Bypass (Little Hadham) & Flood Alleviation Scheme**

Update: Autumn 2015

Hertfordshire County Council and the Environment Agency will seek planning permission in autumn 2015 for the A120 Bypass (Little Hadham) and Flood Alleviation Scheme.

We have considered the feedback we received as part of the pre-planning application consultation (October-November 2014). Where appropriate, we have refined our design which can be seen on the plan overleaf. This leaflet also provides information on some of the wider issues that were raised in the public consultation and our response to these.
Albury Road Junction
You said: you were concerned about accessing the bypass from Albury Road and existing traffic continuing to use Albury Road.
We responded by: reviewing the case for and against a junction between Albury Road and the bypass. A number of options were considered against key criteria and objectives for transport, e.g. safety, environment, cost and integration with policy. On balance, retaining the proposed design of an overbridge without a junction is considered the best performing option because it is the safest in terms of minimising conflicts between traffic flows, follows our policy of not providing direct access on a strategic route, and represents the most affordable road layout.

Lloyd Taylor Drain Bund to Lloyd Taylor Drain Diversion
You said: you were concerned about the remaining risk of flooding to properties near the Lloyd Taylor Drain.
We responded by: reviewing and altering the design of the flood alleviation scheme to remove the Lloyd Taylor Drain flood storage area, and diverting the Lloyd Taylor Drain around the edge of the field adjacent to Lloyd Taylor Close instead. This successfully contributes to the proposed scheme by reducing flood risk from a 1 in 100 chance in any year flood event for a total of 42 properties in The Ash, compared to 40 properties which would have been protected by the original proposal, and continuing to protect 28 properties in The Ford. The diversion will use less land, and have lower construction and maintenance costs than a flood storage area.

Provision of an alternative pedestrian route in addition to the diverted Public Right of Way
You said: you were concerned about the safety implications of crossing the proposed A120 bypass when walking along the permanent diversion for FP57/58.
We responded by: providing an additional pedestrian route through Albury Tributary flood storage spillway under the bypass, in addition to the diverted Public Right of Way. This can be used to link the Public Right of Way to the north and the south of the scheme.

Clapgate and Albury’s flood risk
You said: you were concerned about the impact of the scheme on flood risk in Clapgate and Albury.
We responded by: carrying out further review of the flood risk modelling up to Clapgate Lane. The modelling has determined that the flood alleviation scheme will not affect flood risk upstream of Clapgate Lane so there would be no change in flood risk in Clapgate and wider Albury Parish area.

Changes to the vertical alignment close to Albury Road and Mill Mound
You said: you were concerned about the amount of waste produced by the scheme and the number of construction movements needed to build it.
We responded by: refining the design and reducing the standard headroom of all bridges over the bypass. The road now cuts into the land by approximately 1m in the vicinity of Albury Road and Mill Mound. This significantly reduces the volume of excess material produced from the works reducing the environmental impact caused by disposing of this material.

Hadham Park roundabout realigned
You said: you were concerned about the impact on properties and vegetation because of the A120 Bypass design at the Hadham Park roundabout.
We responded by: realigning the central island of the roundabout approximately 1.5m further south. This has benefited the surrounding area by increasing the distance between the roundabout and the properties, increasing visibility at the roundabout for vehicles approaching from the west and reducing the amount of existing vegetation that needs to be removed and replaced.

Environmental mitigation
You said: you wanted to maximise planting and environmental mitigation as part of the scheme.
We have responded by: reducing the loss of vegetation and including more planting. Opportunities to include planting within the scheme have to be balanced with the requirements of landowners to continue to use their land.