1 Welcome

Welcome to the A120 Bypass (Little Hadham) and Flood Alleviation Scheme public consultation event. Hertfordshire County Council is currently progressing plans for a bypass of Little Hadham to relieve congestion and improve environmental conditions in the village. The bypass scheme also includes flood alleviation measures which will be delivered by the Environment Agency in collaboration with the county council.

Today is your opportunity to:

- get more information on what has been done so far;
- view the design for the bypass and flood alleviation scheme;
- speak to a member of the team; and
- provide your consultation response.

Scheme background

Traffic signals were installed in The Ash, Little Hadham in 1975 to provide safer passage of traffic through the narrow carriageway at the cross-roads. Increases in traffic over the years have resulted in longer queues and delays.

The Ash and The Ford, Little Hadham are both at risk of flooding from the River Ash and its tributaries. They have suffered from flooding a number of times historically, most recently in February 2014.

Scheme objectives:

- To reduce the majority of the through traffic congestion in the centre of Little Hadham and to improve the environment of residents along the current route through the village.
- To reduce the risk of fluvial (river) flooding in Little Hadham and surrounding communities downstream as part of the delivery of the bypass.
- To decrease the journey time and improve time reliability along the A120 between Bishop's Stortford and the A10, by delivering a local bypass at Little Hadham, to provide an improved transport network to support the East of England region by 2019.

Flooding in the Ash, Little Hadham, February 2014

Congestion at the Ash, Little Hadham traffic lights

Environment Agency

Hertfordshire

2 Route selection

In 2004, a number of studies were carried out to examine the options for improving the A120. The options included adjustments to the current alignment, bypasses and new off line east-west routes. These studies also considered whether the improvement should result in a single or dual carriageway and included technical, economic, environmental and deliverability assessments. The studies concluded that a bypass of Little Hadham was most beneficial.

In March 2007, seven options (shown on the plan below) were presented to the public for their views. In July 2007, Option 5 was identified on balance as the preferred route for a local bypass. County Council Members also endorsed the recommendation that further localised analysis and consultation be undertaken to determine the optimum arrangement for the tie-ins at either end of the route, given issues that had been raised by directly affected landowners and others during the consultation process.

Between September 2007 and April 2008, further detailed environmental and engineering investigations were undertaken to determine the best layout for the road alignment at the east and west ends. This was supported by consultation with affected landowners, occupiers and local elected members.

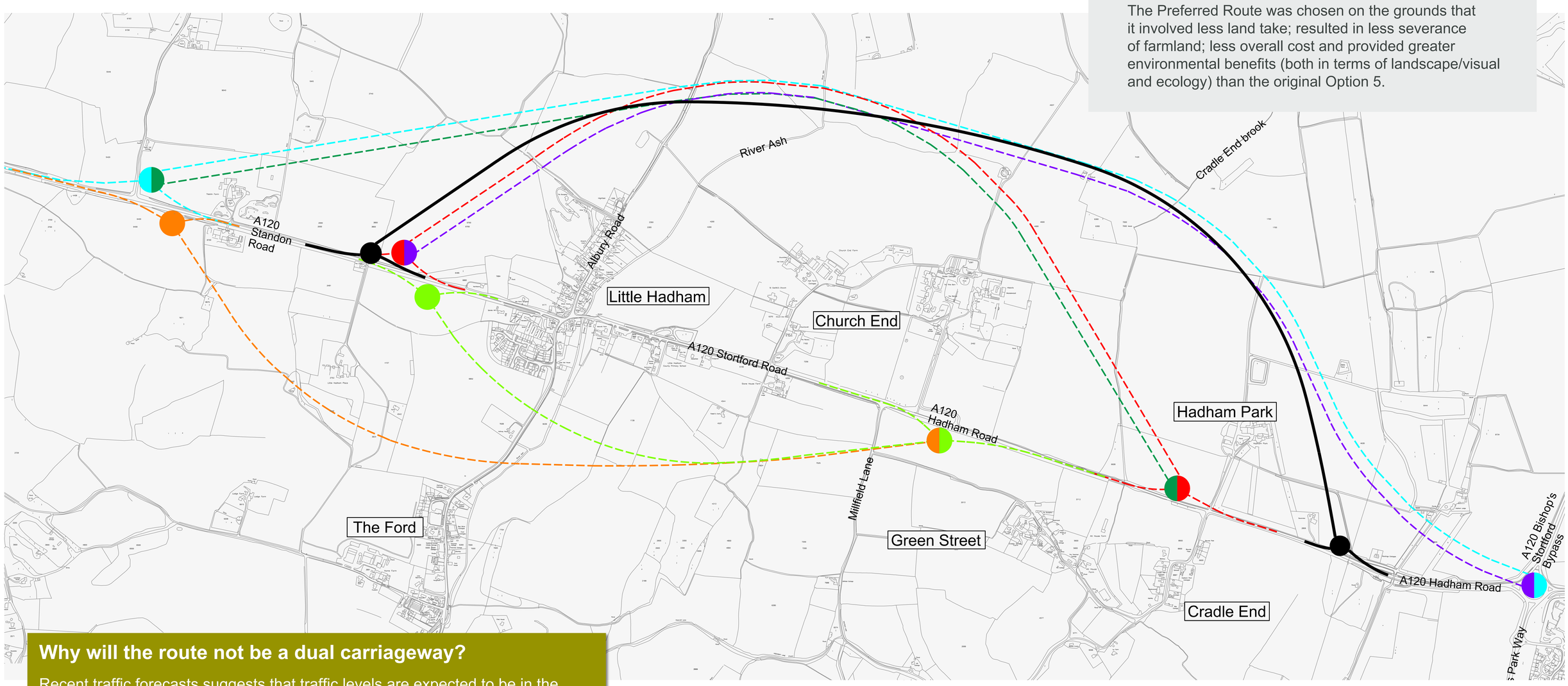
The outcome of these investigations was reported to Cabinet in June 2008, which approved Option 5 with amended tie-in arrangements, as the Preferred Route. This was then publicised, including to the Little Hadham Parish Council. However the scheme did not advance further at the time due to lack of funding.

As funding has now been secured in principle* Hertfordshire County Council and the Environment Agency are joining resources and collaborating to implement a joint bypass and flood alleviation scheme.

*Subject to obtaining the necessary statutory approvals, and positive economic appraisal.

The Preferred Route

The Preferred Route was chosen on the grounds that it involved less land take; resulted in less severance of farmland; less overall cost and provided greater environmental benefits (both in terms of landscape/visual and ecology) than the original Option 5.



Legend:

2007 Exhibition Routes:

Route 2 · Route 3 · Route 4 · Route 5 · Route 6 · Route 7

2008 Preferred Route:

Note: Route 1 was a study only into the 'do minimum' option

Why will the route not be a dual carriageway?

Recent traffic forecasts suggests that traffic levels are expected to be in the region of 55-65% of the maximum flow associated with a single carriageway.

The proposed design of a single carriageway has a capacity of around 27,000 vehicles, modelling indicates a flow along the bypass would remain within capacity in 2034 (15 years after opening) even allowing for the development currently forecast in the local plans for Hertfordshire, Uttlesford and Harlow.

We plan to have crawler lanes in certain locations for overtaking slow vehicles.

3 Flood alleviation scheme

The Ash and The Ford, Little Hadham, are at risk of flooding from the River Ash and its tributaries. Both have suffered from flooding from rivers on several occasions, most recently in February 2014.

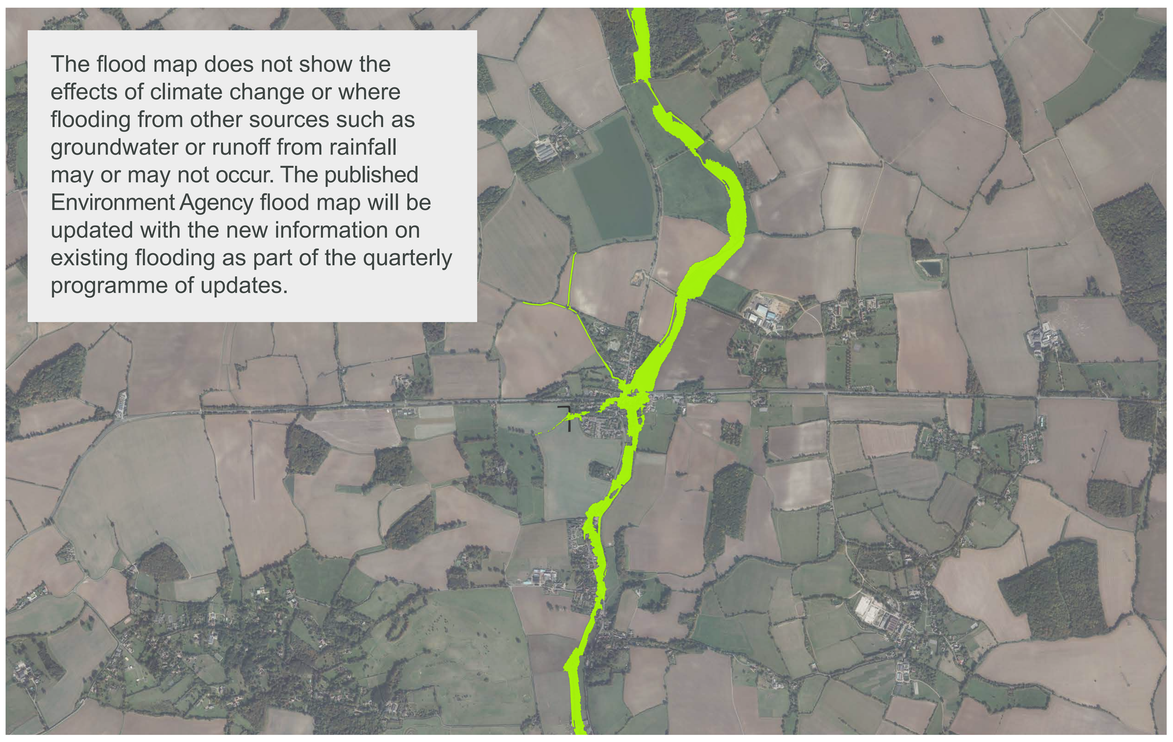
In summer 2014, the Environment Agency refined the detailed flood model of the River Ash for this area taking into account the risk from the Lloyd Taylor Drain and Albury Tributary. This study used information on local rainfall, river flows, river channel shape, historical information, local defences and local topography to map the extent of the flooding.

The flood map below provides an indication of the floodplain. It indicates that 71 properties in The Ash and The Ford are assessed as having a 1 in 100 (one percent) or greater annual probability of river flooding without the scheme in place.

With the proposed bypass there is potential to build in features that will help reduce the risk of flooding to The Ash and The Ford. Where the road is above existing ground levels we can design the embankments to hold back flood water in flood storage areas. Using the flood model to assess the benefit of the scheme, we estimate all 71 properties would have a reduced risk of flooding, of which 68 would no longer be at risk from a 1 in 100 (one percent) or greater annual probability of river flooding.

Where the bypass is used as a flood storage embankment it will need to meet the design and monitoring requirements of reservoir legislation as will a flood storage embankment on the Lloyd Taylor Drain. We will also need agreement from the owners of the land above the embankments that their land would be used to store water in times of high flows. Drainage from the road will be designed so that it would not increase the risk of flooding and meet environmental standards.

Current flood risk map refined 1:100 flood extent



Flood extents in the village with the scheme in place

Flooding in The Ford, Little Hadham 2001

Flooding outside the Nags Head, The Ford, February 2014

Example flood storage embankment at Prince Edward's Playing Field, Little Stanmore, Edgeware, North London

Example of a river control structure and debris screen for an embankment at Edgewarebury Park, Edgeware, North London

4 Funding

The majority of funding for the A120 Bypass (Little Hadham) scheme is coming through Hertfordshire's Local Transport Body, thanks to a successful funding bid to government by Hertfordshire's Local Enterprise Partnership.

As part of the government's localism agenda, national funding for a number of sectors, including transport, has been combined into a Single Local Growth Fund. Local Enterprise Partnerships are responsible for securing Growth Deal funding for their areas. The Growth Deal is essentially a grant from government for local projects that support economic growth, such as improving transport routes.

Under these new arrangements, the Hertfordshire Local Transport Body acts as the advisory body for transport funding for the Local Enterprise Partnership.

This flowchart summarises the Growth Deal funding steps:

2013

The Local Transport Body agrees a priority list of major transport schemes for Hertfordshire with the Department for Transport. The A120 Bypass is one of three schemes prioritised.

March 2014

Hertfordshire's Local Enterprise Partnership submits a bid to government for Growth Deal funding for a range of projects in Hertfordshire, including the Local Transport Body's priority schemes.

July 2014

The Department for Transport indicatively awards Hertfordshire's Local Enterprise Partnership £200m for a range of projects. This includes funding for the A120 Bypass.

October 2014

Following the Local Transport Body's consultation on the A120 Bypass business case the Local Transport Body has committed funding in principle for delivery of the scheme by 2019, subject to planning approval.

Funding source	Amount (£m)
Project Sponsor (Hertfordshire County Council)	£1.55m
Growth Fund (LTB) (funding window up to 2019)	£18.50m
Environment Agency sources	£1.00m
Stansted Airport Ltd	£0.33m
Growth Fund (LEP)	£8.48m
Total	**£29.86m***

*The estimated cost is based on the scheme being delivered by the end of 2019. It is very likely that costs would increase if the scheme could not be delivered within the next five years.

The A120 bypass is one of the priority schemes of the Local Transport Body to deliver within the 2015 – 2019 funding period. The Local Transport Body has committed funding in principle for delivery of the scheme by 2019 subject to planning approval. This is considered to be achievable as the scheme has already progressed through a route selection process, and has an approved business case. If delivery within this time becomes unachievable it is likely that the funding may be reallocated to a different priority scheme within the county or will be returned to central government.

Funding for the flood alleviation scheme

In May 2011 the Department for Environment, Food and Rural Affairs announced a new approach to funding flood risk management, called 'Flood & Coastal Resilience Partnership Funding'. This new approach is more flexible and allows for contributions from central government funding to be made available to more flood and coastal risk management projects.

The amount of government funding available to each project will depend on the benefits delivered by the project.

The flood alleviation scheme for Little Hadham does not have sufficient benefits to qualify for 100 percent central government funding. The Environment Agency has sought additional contributions from elsewhere to cover the gaps in funding and allow the project to go ahead. Additional funding has been provided by the Thames Regional Flood and Coastal Committee, and by working in partnership with Hertfordshire County Council to use the road embankment as part of the scheme, costs can be reduced to make the scheme financially viable.

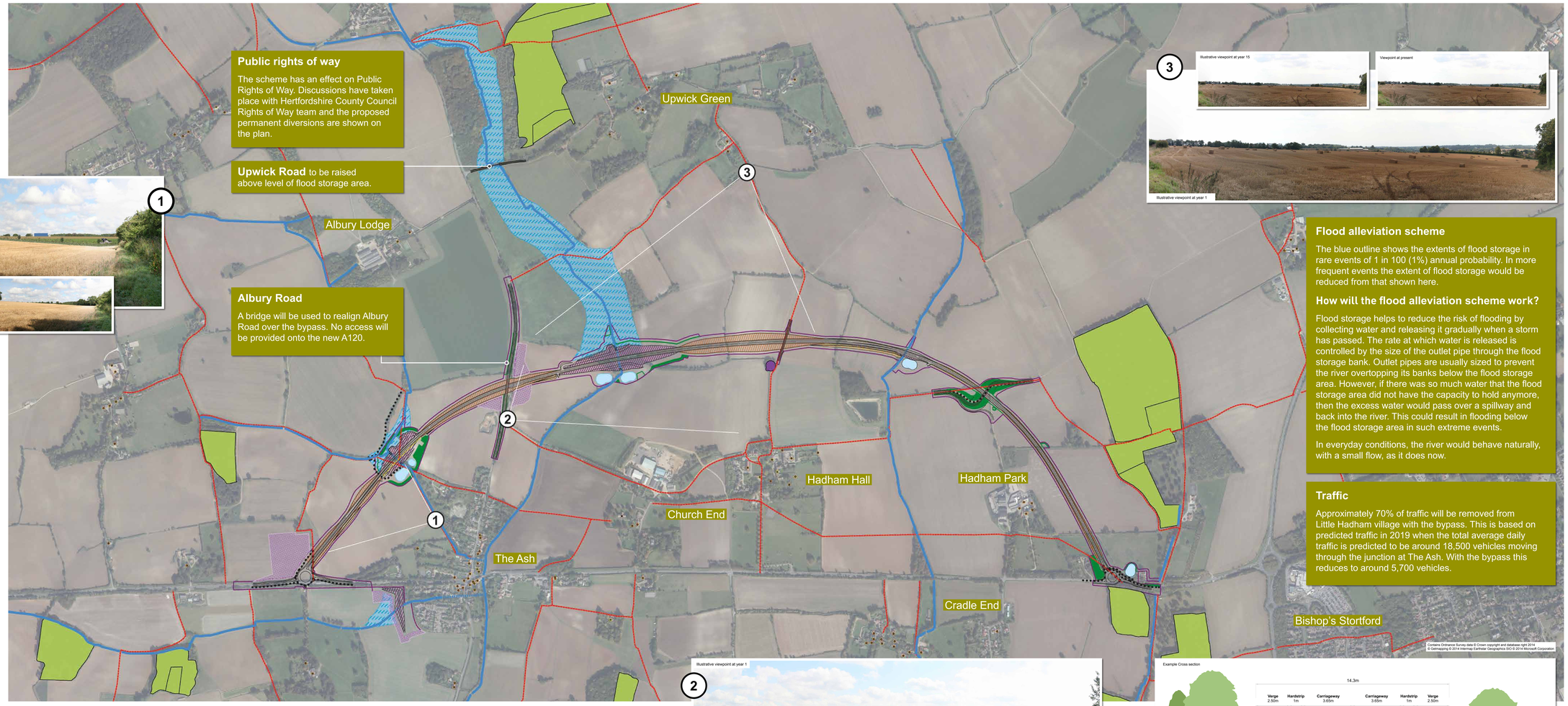
5 The Preferred Route and Flood Alleviation Scheme

Landscape and visual impact assessment

The design of the proposed route has been developed with the engineers to reduce the potential impact on landscape character and views where possible. This has been achieved through the avoidance of most mature trees, developing visually sensitive bridge designs and identifying areas where new native planting may screen views of the proposed road. Extensive site walkovers have been undertaken and photomontages have been prepared from key locations to accurately identify and present the scale of potential visual impact.

Ecology and nature conservation

Extensive ecological surveys are being carried out including habitats, bats, badgers, reptiles, amphibians, hedgerows, hazel dormouse, breeding birds, otter and water vole. Great Crested Newts have been found east of the scheme and ponds and terrestrial habitat are provided in the design. Extensive badger activity has been observed and further surveys will take place to ensure that appropriate mitigation is provided so as not to sever territories with the road. Consultation with the landscape architect will ensure that appropriate habitat replacement and enhancement will be included in the scheme.



Flood alleviation scheme

The blue outline shows the extents of flood storage in rare events of 1 in 100 (1%) annual probability. In more frequent events the extent of flood storage would be reduced from that shown here.

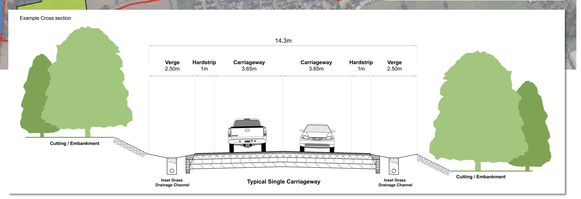
How will the flood alleviation scheme work?

Flood storage helps to reduce the risk of flooding by collecting water and releasing it gradually when a storm has passed. The rate at which water is released is controlled by the size of the outlet pipe through the flood storage bank. Outlet pipes are usually sized to prevent the river overtopping its banks below the flood storage area. However, if there was so much water that the flood storage area did not have the capacity to hold anymore, then the excess water would pass over a spillway and back into the river. This could result in flooding below the flood storage area in such extreme events.

In everyday conditions, the river would behave naturally, with a small flow, as it does now.

Traffic

Approximately 70% of traffic will be removed from Little Hadham village with the bypass. This is based on predicted traffic in 2019 when the total average daily traffic is predicted to be around 18,500 vehicles moving through the junction at The Ash. With the bypass this reduces to around 5,700 vehicles.



- Public rights of way
- New public rights of way diversions
- Open watercourse
- Culverted (piped) watercourse
- Fill slopes
- Cut slopes
- Environmental bunds
- Noise fence
- Existing woodland
- Mitigation planting
- Temporary works area
- Drainage ponds
- Flood storage areas
- Scheduled monument
- Listed buildings

A120 Bypass (Little Hadham) & Flood Alleviation Scheme

Environment Agency

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6 Environmental assessment and management

Environmental Impact Assessment (EIA)

An Environmental Impact Assessment (EIA) is required for the scheme, in accordance with current regulations. This will identify the likely significant environmental impacts of the scheme (both positive and negative).

The findings of the EIA will be reported in an Environmental Statement for the scheme which will be submitted as part of the planning application in spring 2015. It will outline the principal environmental impacts identified and any predicted residual effects that would remain following the implementation of the scheme and associated mitigation measures.

The Environmental Statement considers the following key areas:

- ecology and nature conservation
- landscape
- cultural heritage
- geology and soils
- road drainage and the water environment
- noise and vibration
- air quality
- effect on pedestrians, equestrians, cyclists, drivers, etc
- community and private assets

Construction Environmental Management Plan

When the scheme enters into the construction stage the appointed contractor will produce a Construction Environmental Management Plan based on recommendations from the Environmental Statement.

This will describe methods by which they will meet environmental requirements. Implementation of the plan will be monitored by the relevant authorities.

The proposed Environmental Management Plan will cover:

- defining responsibilities for the environment
- protection measures for nature conservation and biodiversity
- noise control and hours of working
- traffic management
- materials and waste management
- air quality protection such as dust management
- management of complaints and corrective action processes
- monitoring and reporting processes

Noise assessments

A noise model of the scheme is being used to compare road traffic noise levels with and without the scheme. It is being validated against surveys of background noise made earlier this year.

Noise mitigation is being considered to minimise the predicted adverse impacts of the scheme. Typical mitigation measures include noise barriers, earth bunds and low noise road surfacing. The use of each measure depends on the amount of mitigation required and operational, maintenance and engineering constraints.

The guidance of the Design Manual For Roads and Bridges states that a change in road traffic noise of 1dB in the short term (when a project is opened) is the smallest change that is considered perceptible. In the long term (typically 15 years after project opening), a 3dB change is considered perceptible. The guidance therefore considers a noise change of up to 2.9 dB in the long term to be a negligible impact.

We have predicted road noise levels without the scheme in 2019 and with the scheme in 2034 in order to assess noise impacts of the scheme.

We found that at properties close to the existing A120 reductions in traffic noise up to 10dB(A) are predicted, where they face the existing road. This is due to the forecast reduction in numbers of cars and heavy goods vehicles on the existing A120.

At properties along Albury Road increases in the road traffic noise of up to 4dB(A) are predicted where they face the proposed bypass. Noise bunds and noise barriers are being designed to mitigate this effect. The proposed measures (shown on panel 5) are predicted to mitigate impacts so that increases in traffic noise would be up to 2dB(A) along Albury Road.

Background noise monitoring location

Background noise monitoring location

7 The planning process

The scheme requires planning permission before construction can begin. We aim to submit a full planning application in spring 2015 to Hertfordshire County Council as the planning authority for this type of development.

The planning application will be supported by a Statement of Consultation, in which we will explain how we have considered the issues you raise.

The planning authority will undertake a statutory consultation process on the planning application. At this stage you will have another opportunity to share your views on the planning application. Consultation responses will be considered and reported to Hertfordshire County Council's Development Control Committee. The planning application will be determined by the Development Control Committee at a public meeting, which is anticipated to take place later in 2015.

In addition to the planning application we will also need to publish and consult on other statutory documents including a Side Road Order (SRO) (including Public Rights of Way Diversions), Compulsory Purchase Order (CPO) and Traffic Regulation Orders (TRO).

Project milestones and opportunities to get involved

Up to 2008

- Highways and Transport Panel endorse Local bypass at Little Hadham — Summer 2006
- Public consultation — Spring 2007
- Hertfordshire County Council Cabinet confirm Route 5 for further consultation — Autumn 2007
- Hertfordshire County Council Cabinet approve Preferred Route — Summer 2008

Planning Application and Environmental Impact Assessment

- Local Transport Panel and Local Enterprise Partnership funding approved in principal — Autumn 2014
- Pre-planning application public consultation — **We are here** 16th Oct – 3rd Dec 2014
- Scheme design and Environmental Impact Assessment update — Autumn/Winter 2014
- Draft legal orders (CPO, TRO, and SROs) / Planning submission — Spring 2015
- Hertfordshire County Council Planning Authority Statutory Consultation and development control committee decision — **Your next chance to comment** Spring/Summer 2015
- Potential Public Inquiry (if required) — Autumn/Winter 2015
- Achieve planning permission (if successfully granted) and make legal orders — Early 2016

Construction & Operation*

- Contractor appointment — 2016
- Commence construction — Spring 2017
- Bypass and flood alleviation scheme opens — 2019
- Environmental enhancement and traffic management for Little Hadham — 2020

***Subject to:**

1. Successful completion of statutory procedures
2. Positive economic appraisal
3. Continued availability of funding

8 Getting and staying involved

Following this consultation there will be a six week feedback period. Following this Hertfordshire County Council, the Environment Agency and the design team will review your comments, and consider how these can be incorporated into the design and mitigation for the scheme.

Your views are important to us so please complete the response section in the leaflet available today and drop it into the box provided at the exhibitions. Alternatively you can post it to us at the address on the leaflet. You can also respond online using the response form on our website at: www.hertsdirect.org/a120consult

This consultation will run from **16 October to 3 December 2014**.

Please make sure that feedback reaches us by **3 December 2014** so that we have adequate time to consider your comments.

Additional leaflets including response forms will be available from:

- County Hall, Pegs Lane, Hertford
- East Hertfordshire District Council, Bishop's Stortford office
- Albury, Much Hadham, Standon and Little Hadham Parish Council clerks

If you would like to contact the project team you can do so in the following ways:

Email: **A120bypass@hertfordshire.gov.uk**

Writing: **A120 Bypass (Little Hadham) & FAS**
Major Projects Group
19C St Albans Road East
Hatfield AL10 0NG

Phone: **0300 123 4040**

Thank you for coming to today's event.
We look forward to hearing from you.

To access the website via your smart phone scan the code using a QR reader app

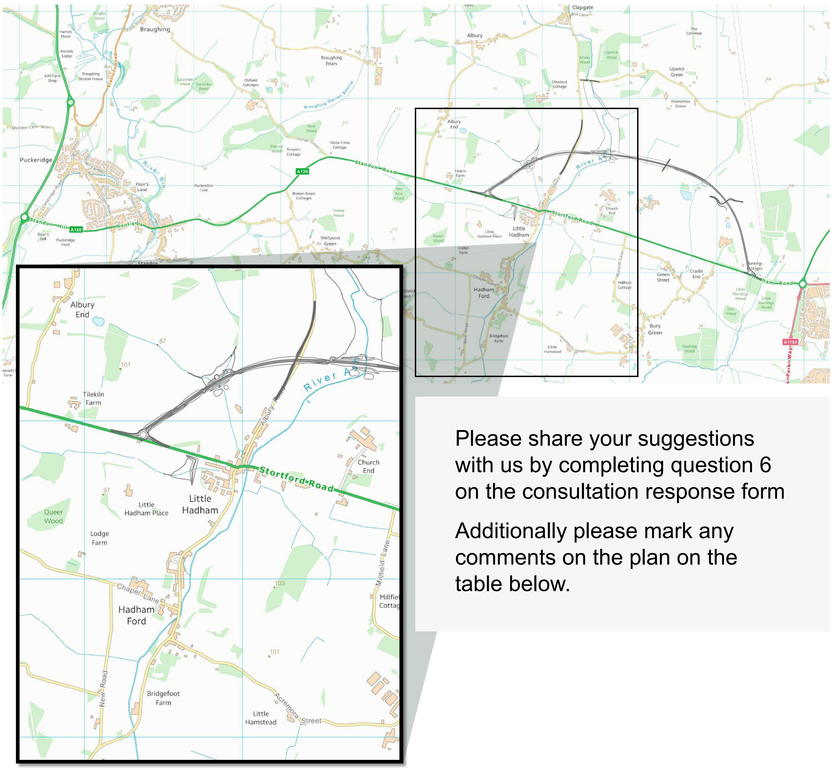
Environment Agency

Hertfordshire

9 Little Hadham area in the future

Further to Little Hadham bypass the council plans to review the highway layout within the village and the surrounding area to reflect changes in traffic levels and movements expected as a result of the bypass.

We would be interested to know any key issues in the village and surrounding area that you feel could be addressed at this stage. We plan to start formal design and consultation following completion of the bypass, therefore preliminary work will not start before 2020.



Please share your suggestions with us by completing question 6 on the consultation response form

Additionally please mark any comments on the plan on the table below.

Hertfordshire