

Stansted Generation 2 Airport Access from M11 and A120

Introduction

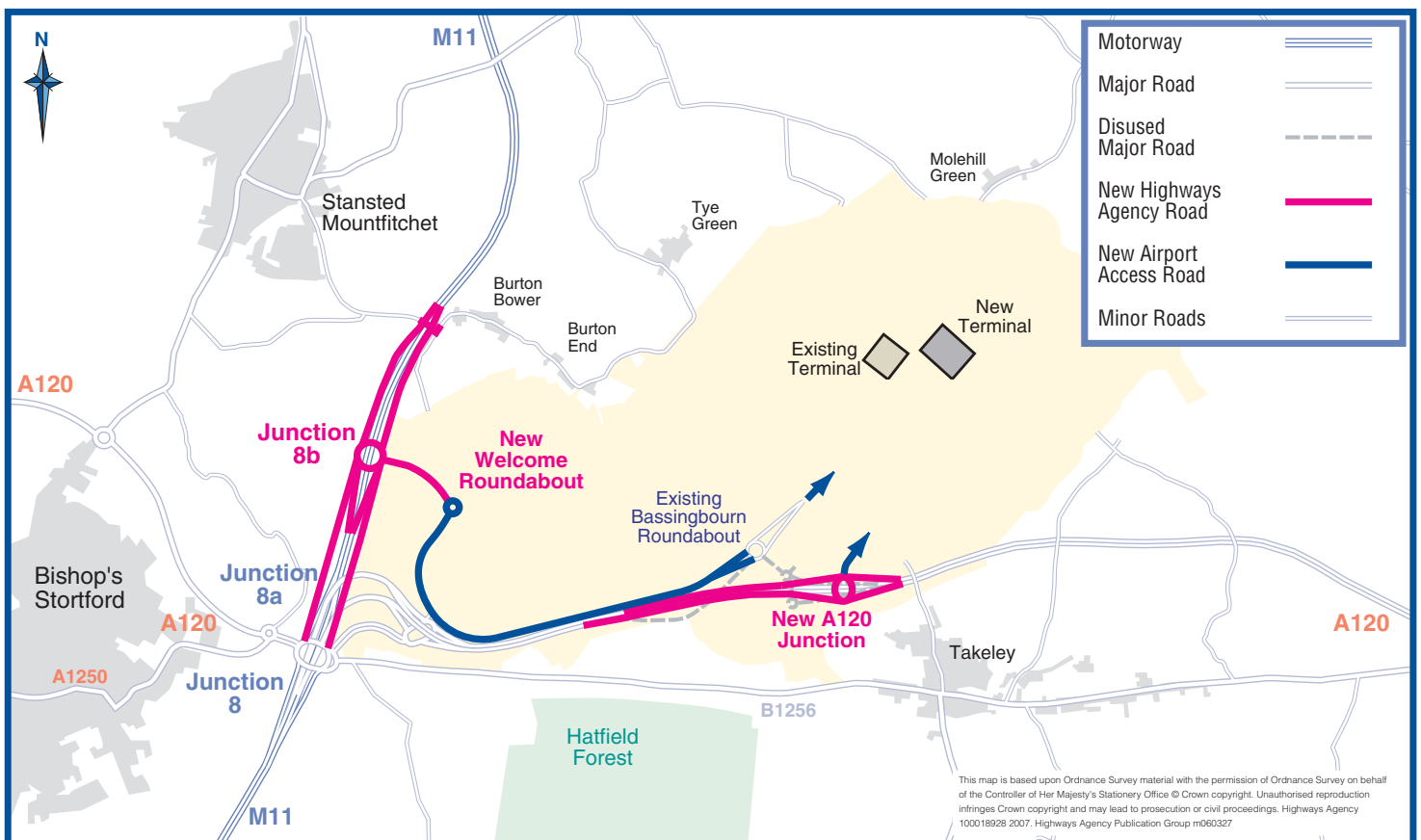
The Highways Agency has been working closely with BAA (owner of Stansted Airport) to develop plans for future improvements to the road access into an expanded Stansted Airport. New junctions are proposed on the M11 and A120.

We are consulting you about the M11 improvements at the same time that BAA is consulting you about its surface access proposals to accompany an expanded Stansted Airport.

This consultation leaflet summarises the need for improvements and seeks your views on the proposals.

There will be a series of exhibitions at which the Highways Agency, BAA and their consultants will be available to answer your questions and provide further information. Details of the venues and times of these exhibitions are given in this leaflet.

Fig 1.



The need for enhanced road access

The principle of a second runway at Stansted Airport is Government policy. *The Future of Air Transport* White Paper states that airport growth must be accompanied by clear proposals on surface access.

BAA has identified a variety of measures to reduce the growth in car use by air passengers and airport workers travelling to the expanded airport, including improvements to public transport. Our consultants have also looked at making the best use of the existing access arrangements. Even with measures in place to reduce the growth in car use, there would still be a need to provide additional road capacity from the M11 and A120.

References for information:

The Government set out the policy for the development of Stansted Airport in the '*Future of Air Transport*' White Paper (December 2003) and asked BAA to bring forward clear proposals on surface access. BAA's consultation on these proposals is available in the *Stansted Generation 2 – Surface Access – February 2007 Consultation*.

What would the benefits be?

The improvements to the junctions on the M11 and A120 would deliver:

- easy, safe and reliable access to the two terminals of the expanded airport;
- reduced traffic congestion around Junction 8;
- a solution that represents good value for money.

The Proposal

The proposed scheme would provide another junction on the M11 and a replacement junction on the A120 to suit the expanded airport layout. There would be two main routes into the airport.

Figure 1 shows the proposed scheme consisting of a new junction (Junction 8b) on the M11 close to the existing Junction 8a and replacement of the two existing junctions on the A120 by a single, all movements junction.

The existing M11 Junction 8/8a would mainly be used to give access to the new airport terminal through the new A120 junction (shown in pink for A120 improvements). Access to the existing terminal would be from the new Junction 8b (also shown in pink), using a new link road within the airport (shown in blue).

The new Junction 8b would be linked to the existing Junction 8/8a creating an extended Junction 8 which would act as one interchange, operating safely and efficiently.

These improvements will only be taken forward if BAA receives planning consent for the second runway and BAA will fund their entire cost.

Respecting the environment

We take our environmental responsibilities seriously and are committed to environmental enhancement where possible and to minimising unavoidable adverse effects.

The environmental effect of the scheme has played an important role in helping choose between the proposed scheme and other options. Environmental issues considered and the implications of the proposed scheme include:

- **Ecology** – there would be no effects on designated ecological sites, although some protected species may be affected and lengths of species-rich hedgerow would be lost. Where effects are unavoidable new wildlife habitat would be created.
- **Heritage** – no buildings of heritage interest would be lost although the setting of some may be affected in which case screening measures would be introduced. There is also a risk of effects on buried archaeology, which would be investigated and recorded.

- **Noise** – quieter noise surfaces would be used to keep noise to a minimum and initial studies indicate that most properties would experience imperceptible increases or decreases in noise. A few would experience a discernable noise reduction.
- **Air quality** – initial work indicates that changes would be very minor and at no location would air quality standards be exceeded.
- **Landscape** – increased intrusion from new structures, additional road lighting and sign gantries. Mounds plus tree and shrub planting would be provided to screen the junctions, which in some locations could enhance existing views.
- **Water** – most existing highway drainage flows directly into local watercourses. The proposed scheme would result in the diversion and culverting of some minor watercourses but also includes measures to improve the quality of highway drainage water and reduce the risk of accidental spillages entering these streams.
- **Pedestrian, cycle and equestrian** – routes would be retained and where possible alignments would be similar to existing routes resulting in minor effects.
- **Land and property** – landtake is likely to be up to 24ha of agricultural land. Some mobile homes may be affected.

Traffic management in the form of lane and road closures, contraflow and lower speed limits may be needed during the building of the junctions.

Discounted options

The options that were considered but not taken forward are described below. Figure 2 shows where these schemes would have been located. If you wish, you may express views about these discounted options.

The following options have been discounted for a combination of cost, environmental impact, operational and safety considerations when compared with the proposed scheme:

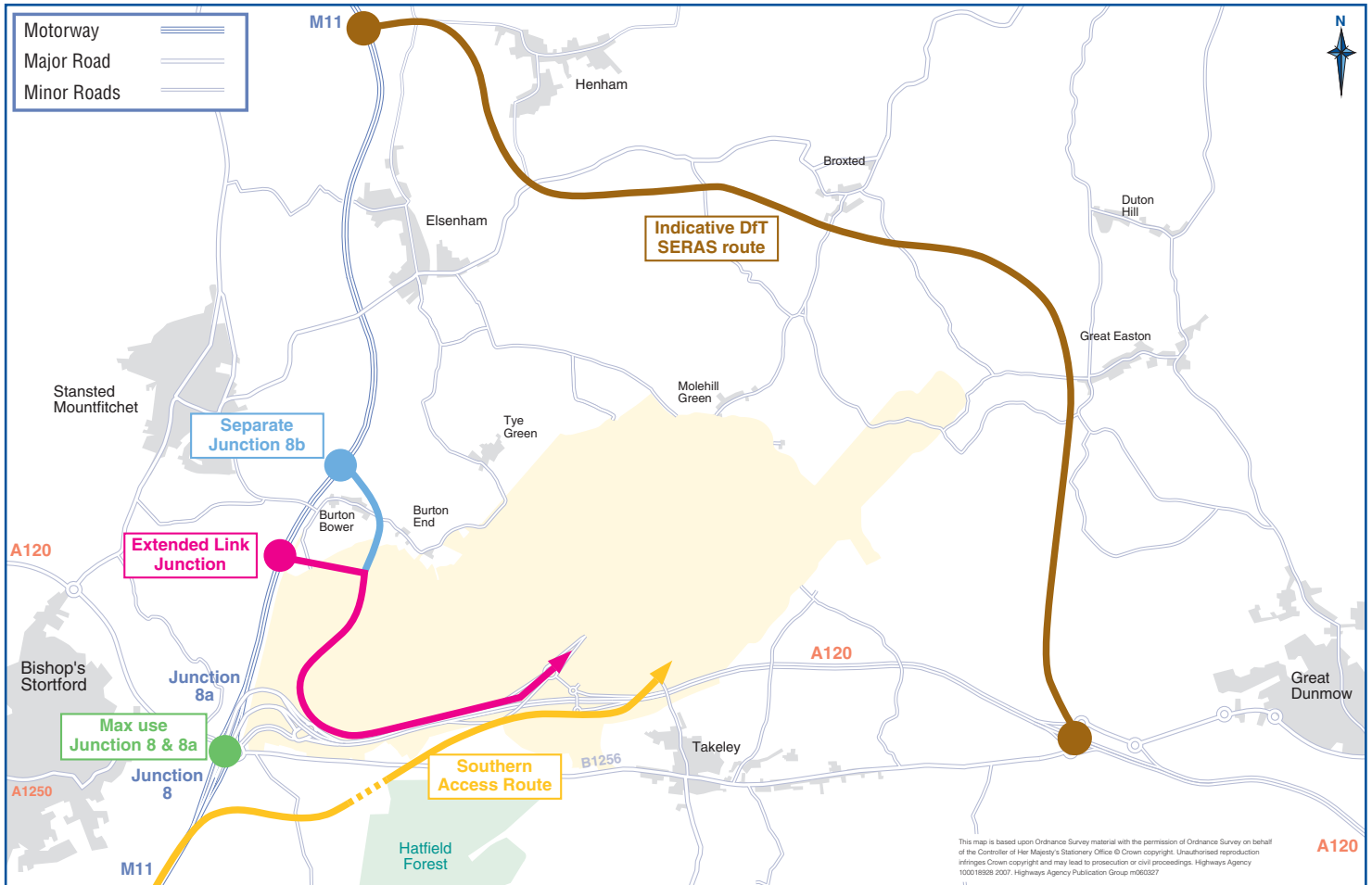
Completely new routes

- **Indicative DfT SERAS Route (brown)** – greater environmental impact and not as effective in serving the traffic into the airport;
- **Southern Access Route (orange)** – greater environmental impact and not as effective in serving the traffic into the airport.

Developments to the existing access from M11 and A120

- **Improvements to and maximum use of Junction 8/8a (green)** – insufficient capacity and less robust in terms of a single access to the airport;
- **Separate Junction 8b (blue)** – would have greater environmental impact on the village of Burton End and most people would have to travel further;
- **Extended Link Junction (pink)** – people would have to travel further to get into the airport from the south and west and this option would be more costly.

Fig 2. Discounted options



Public exhibition and consultation

The exhibitions will provide further indicative layouts of the proposed scheme.

Documents illustrating the proposals in more detail can be seen at public libraries in Bishop's Stortford, Stansted Mountfitchet, Dunmow and Harlow, and on the Highways Agency website.

Exhibition Venue	Date and Time
Harlow	
Civic Centre The Water Gardens College Square Harlow, Essex CM20 9SA	Friday 9th March 2007 11 am to 9 pm and Saturday 10th March 2007 11 am to 4 pm
Bishop's Stortford	
Charis Centre Water Lane Bishop's Stortford, Herts CM23 2JZ	Wednesday 14th March 2007 11 am to 9 pm and Thursday 15th March 2007 11 am to 9 pm
Elsenham	
Memorial Hall Leigh Drive Elsenham Essex CM22 6BY	Thursday 22nd March 2007 11 am to 9 pm
Epping	
Quality Hotel High Road Bell Common Epping, Essex CM16 4DG	Thursday 29th March 2007 11 am to 9 pm and Friday 30th March 2007 11 am to 9 pm
Little Hadham	
Little Hadham Village Hall The Ford Little Hadham Ware, Herts SG11 2BX	Wednesday 4th April 2007 11 am to 9 pm
Thaxted	
Bolford Street Hall Bolford Street Thaxted Essex CM6 2PY	Thursday 5th April 2007 11 am to 9 pm
Takeley	
Silver Jubilee Hall Takeley Herts CM22 6QJ	Wednesday 11th April 2007 11 am to 9 pm
Stansted Mountfitchet	
United Free Church Chapel Hill Stansted Mountfitchet Essex CM24 8AP	Wednesday 9th May 2007 11am to 9 pm
Great Dunmow	
Foakes Hall 47 Stortford Road Great Dunmow Essex CM6 1DG	Fri 11th May 2007 11 am to 9 pm
Sawbridgeworth	
Memorial Hall The Forebury Sawbridgeworth Herts CM21 9BD	Friday 25th May 2007 11 am to 9 pm

What happens next?

After carefully considering all comments and representations, the Secretary of State for Transport will decide on a preferred scheme to be announced.

The scheme design will be developed to enable the publication of draft Orders under the Highways Act, together with an Environmental Statement. At this design stage, the scheme engineering will be taken forward and will be subject to full environmental assessment. This will include identifying appropriate measures to mitigate environmental impacts and, when completed, this work will be published.

Depending on the nature and weight of any objections to the draft Orders, a Public Inquiry may be held.

We welcome your views

Please use the attached questionnaire to make your views known on the specific points raised and/or make your own statements using the space provided. We value your opinion and would be pleased to receive your written response by 5th June 2007. Since studies are at a preliminary stage, the information that has been given can only be regarded as approximate.

Further information

If you require further information please write to Mr Chris Shuker at:

The Airport Access to M11 and A120 Team
Highways Agency
Woodlands
Manton Lane
Bedford
MK41 7LW

or email:

sg2airportaccesstom11@highways.gsi.gov.uk

The Highways Agency Information Line:

08457 50 40 30

Website:

www.highways.gov.uk/sg2airportaccesstom11

Related documents

We are consulting you about the M11 and A120 junctions at the same time that BAA is consulting you about its plans to increase the size of Stansted Airport. If you are interested in finding out more about these plans there are other documents like this one that you may like to read. They are called:

Stansted Generation 2 – Surface Access – February 2007 Consultation;

M11 Junction 6 to 8 – Highway Agency Public Consultation Leaflet.

This leaflet has been prepared in accordance with the principles of the Cabinet Office Code of Practice on Consultation. A copy of the criteria is available on request, or on the Cabinet Office's website at:

www.cabinetoffice.gov.uk/regulation/Consultation/Code/index.asp

The six consultation criteria are:

1. Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least once during the development of the policy.
2. Be clear about what your proposals are, who may be affected, what questions are being asked and the timescale for responses.
3. Ensure that your consultation is clear, concise and widely accessible.
4. Give feedback regarding the responses received and how the consultation process influenced the policy.
5. Monitor your Department's effectiveness at consultation, including through the use of a designated consultation co-ordinator.
6. Ensure your consultation follows best practice, including carrying out a Regulatory Impact Assessment if appropriate.

Any complaints or comments about this consultation should be sent to:

Miss Monica Brown
HA Consultation Co-ordinator
Room 2/19e, Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6HA

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Live traffic information:

08700 660 115

www.highways.gov.uk/trafficinfo

24 hours a day, 365 days a year

(Calls from BT landlines to 0870 numbers will cost no more than 8p per minute; mobile calls usually cost more)

Got a question or comment?:

08457 50 40 30

email: ha_info@highways.gsi.gov.uk

24 hours a day, 365 days a year

(Calls from BT landlines to 0845 numbers will cost no more than 4p per minute; mobile calls usually cost more)

Stay safe on the roads this winter



In winter, our weather can change quickly. If there is severe weather don't travel unless your journey is essential. If you must drive, make sure you are prepared for bad weather.

- Before you set out, check local and national weather forecasts. Listen to travel information on the radio. Make sure you're equipped with **warm clothes, food, water, boots, a torch and a spade.**
- It can take ten times longer to stop in icy conditions. Allow extra room to slow down and stop.

Remember that tiredness kills. Take regular breaks from driving.

For wider motoring advice visit DirectGov
www.direct.gov.uk/topics/motoringandtransport

Directgov
Straight through to public services