

Appraisal Summary Table 1: Airport Access Roads from the M11 and A120

Date: 05/03/08

Scheme: Airport Access from M11 and A120 –		Description: Close Linked new junction north of existing Junction 8/8a on M11 (J8b) and a replacement junction for, and located east of, the existing Trinity Junction on A120 (A120J)	Problems: Provision of sufficient capacity or resilience to meet Stansted G2 traffic flows	Present Value of Costs to Public Accounts £131m	
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT	
ENVIRONMENT	Noise*	No residential properties significantly affected by Scheme but with an overall slight increase in noise nuisance at J8b, except at Duck End, and a slight reduction at A120J.	Do Min 343 annoyed Do Some 348 annoyed	Change in population (Yr 15) annoyed +5. PVB (residential) =£145k	
	Local Air Quality**	No AQMA's will be declared as a consequence of the scheme. No properties are at risk of exceeding national air quality objectives. The scheme has negligible effects on local air quality.	PM ₁₀ /NO ₂ improve 0/0 PM ₁₀ /NO ₂ No Change 8/8 PM ₁₀ /NO ₂ worse 20/20	Change in Concs wtd for exposure: NO ₂ +7.2 PM ₁₀ +0.78	
	Greenhouse Gases**	Small increases in carbon (C) emissions occur as a consequence of increased vehicle kms travelled.	Scheme vs 2015 DM +7,102 t of C. Scheme vs Future (60yrs) DM + 838t of C.	PVC -24,253	
	Landscape	Undesignated mainly arable landscape with large heritage interest, influenced in part by existing M11, A120 & airport. Hedgerows form medium sized fields which, with copses/ woods give distantly enclosed character. Slight beneficial effect from removal of existing A120 junction + improved screening of traffic on M11 & A120 offset by adverse effects of additional lighting & signage, which cannot be fully mitigated.	N/A	Slight Adverse	
	Townscape	Townscape areas include suburban edge of Bishops Stortford, historic large village of Stansted Mountfitchet with Conservation Area, other villages and small hamlets with a wealth of listed buildings. No townscape area would be directly affected & although some village or hamlet properties would experience generally slight beneficial or slight adverse effects on views, this would have a negligible effect on townscape character.	N/A	Neutral	
	Heritage or Historic Resources	No direct impacts on the fabric of SAMs or listed buildings. Slight adverse effect on setting of two Grade 1 & two II* buildings. Effects on settings of Grade II listed buildings: Slight beneficial x20, moderate adverse x1, slight adverse x17. Slight adverse effect on locally designated Stansted Park and overall historic landscape. Possible moderate adverse effect on buried archaeology.	N/A	Moderate Adverse	
	Biodiversity	No statutory or non-statutory designated sites within 200m. Moderate adverse effect caused by removal of 1790m of species rich hedgerow, a UK Priority BAP Habitat, 0.22ha of semi-natural broadleaved woodland, and loss of 23 mature trees, including 13 veteran trees.	N/A	Moderate Adverse	
	Water Environment	Current road drainage provides marginal environmental protection. New measures will reduce risks to water quality, spillage and flooding significantly, partially offset by higher traffic flows. Max new culvert length (inc ext): 753m. Length of new open channel 1321m. Length of open channel removed: 1240m resulting in Neutral to Slight Beneficial effect on habitats.	N/A	Slight Beneficial	
	Physical Fitness	No changes in opportunity to undertake 30 mins of walking / cycling as a result of the scheme.	N/A	Neutral	
	Journey Ambience	Some additional driver stress anticipated exiting/joining M11 due to complex arrangement of slip and link roads with merges. Large numbers of people affected by this minor increase in stress leading to a score of Large adverse.	N/A	Large Adverse	
SAFETY	Accidents	Opening of J8b diverts traffic away from A120 reducing the risk of accidents. Advantage offset by the removal of free flow slip. Complex Junction 8b but careful signing provision has neutral impact on road safety.	Not assessed	Slight Beneficial	
	Security	Security will be slightly enhanced by reduced delays and stopping periods at Junction 8b thus reducing the opportunity of incidents. A120 junction is neutral in terms of security.	N/A	Slight Beneficial	
ECONOMY	Public Accounts	The scheme is likely to be a bespoke infrastructure agreement. Figure shown does not include developer contributions.	PVC 131m	PVC 131m	
	Transport Economic Efficiency	Business Users & Transport Providers	Provision of suitable access to Stansted would support airport growth. Traffic assessments indicate that the current J8/8a facilities would be inadequate to support this development. The provision of adequate access arrangements would therefore contribute to the substantial national benefits identified in the Air Transport White Paper associated with the development of Stansted.	Not assessed	Large Beneficial
			Consumers	Provision of separate access route provides flexibility for management of traffic in non-peak periods	Not assessed
	Reliability	Provision of separate access route provides flexibility for management of traffic in non-peak periods	Not assessed	Slight Beneficial	
	Wider Economic Impacts	The scheme will not have significant implications for regional transport network. Accessibility to employment at Stansted will however be improved. No technical assessment undertaken at this stage. Cautious assessment therefore taken that wider economic impacts are neutral.	Not assessed	Neutral	
ACCESSIBILITY	Option values	This scheme will not affect transport mode options in the study area.	N/A	Neutral	
	Severance	Existing public rights of way would be retained or reconnected broadly along existing or improved alignments. Improved cycle facilities. No new severance is caused by the junctions.	N/A	Slight Beneficial	
	Access to the Transport System	This scheme is not likely to have an impact on access to the transport system.	N/A	Neutral	
INTEGRATION	Transport Interchange	Delivery of Interchange improvements is dependent on additional measures by the operators and as such there is no direct impact on Transport Interchange.	Not assessed	Neutral	
	Land-Use Policy	Adverse effect on Local and Plan policies and PPG 2 on the Metropolitan Green Belt and affects Local Plan Countryside Protection Zone around the existing Stansted airport boundary. The Scheme is in accordance with the draft East of England Plan and the Scheme supports the implementation of national policy in the Air Transport White Paper.	N/A	Beneficial	
	Other Government Policies	Integration with national policies by supporting regional development objectives for strategic and local infrastructure improvements for access to Airports.	N/A	Beneficial	