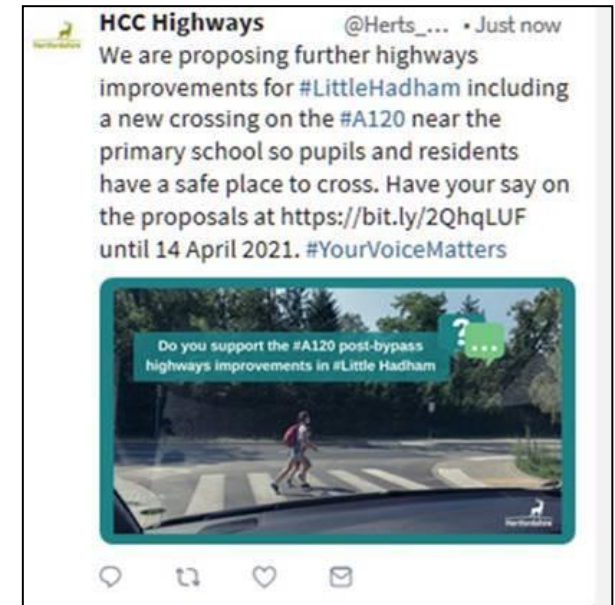


A120 Little Hadham Post Bypass Highways Improvements

Consultation summary
and next steps

Summary of non-statutory consultation

- A letter inviting people to respond to the consultation was delivered to **all c.500 properties within the parish** of Little Hadham
- Consultation materials published on a **dedicated project webpage** and interactive digital consultation platform (**StoryMaps**) plus an **online survey**
- Promotion of the four-week consultation via HCC's **social media** accounts and via the social media accounts of Little Hadham Parish Council
- A press release was published on HCC's website and details of the consultation were also promoted via the A120 Little Hadham Bypass and Flood Alleviation Scheme's monthly **community newsletter** and digital '**Update Me**' bulletin



Example of a social media post promoting the consultation

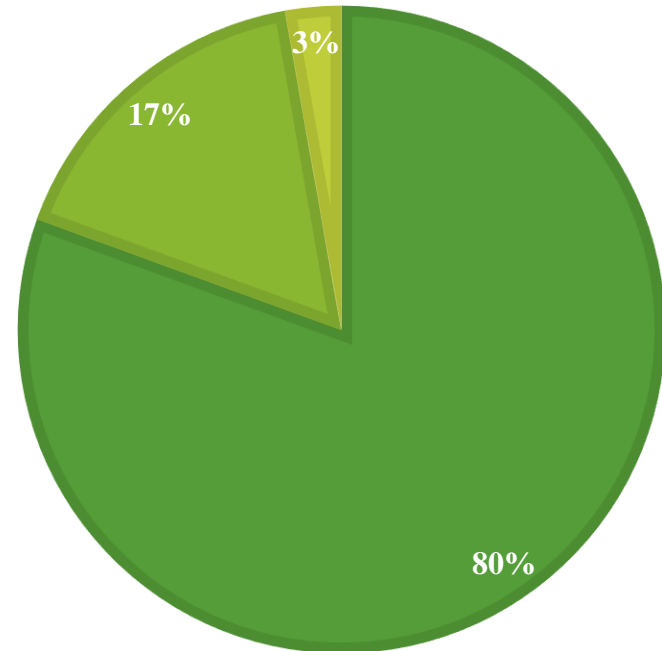
Engagement statistics

A total of **108** representations were received across all platforms

- **87 responses to the online survey**
85 were complete and 5 were partially complete
- **18 responses to StoryMaps**
- **3 enquiries made by direct email**

REPRESENTATIONS

■ Online Survey ■ Story Maps ■ Direct Email



Key feedback and outcomes

82% of consultees support a proposed **new pedestrian crossing** near to Little Hadham Primary School

74% of consultees support **adjustments to traffic signals** around the town centre

82% of consultees support proposed **improvements to gateway village signs**

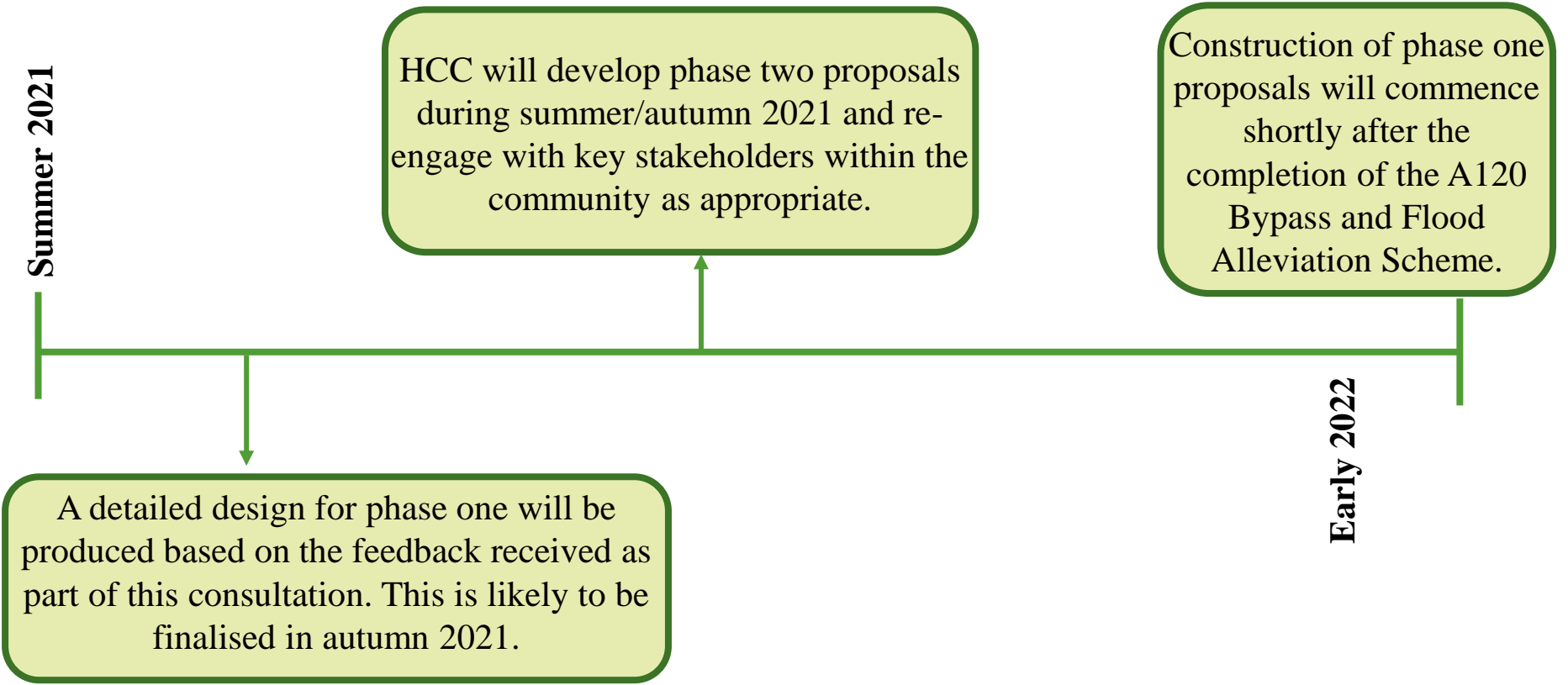
Other feedback raised:

- A number of consultees also raised concerns regarding **road safety and speed management along the A120**
- There was a strong desire among consultees for **footpaths to be widened** and generally improved to encourage more walking
- A small number of consultees suggested the **reclassification of the A120 to a B road**

You said, we did

You Said	We did
‘There is a need for a crossing located close to Little Hadham Primary School.’	HCC is proceeding to develop a puffin crossing at the recommended location.
‘There is a need to adjust the phasing of traffic lights in the locality to take into account adjusted traffic flows resulting from the creation of the new crossing and vehicle movements resulting from the opening of the new bypass.’	HCC will consult with its signals engineers to review phasing requirements based on changing traffic flows and the potential increased intensity of movements at the Albury Road junction. It will monitor and review phasing following the opening of the bypass to ensure efficient operation.
‘There is an opportunity to see further environmental upgrades in the locality.’	HCC will consult with local stakeholders and highways colleagues about what complementary environmental improvements may be appropriate and when they can be implemented. For example, timely maintenance of the War Memorial and repair of potholes.

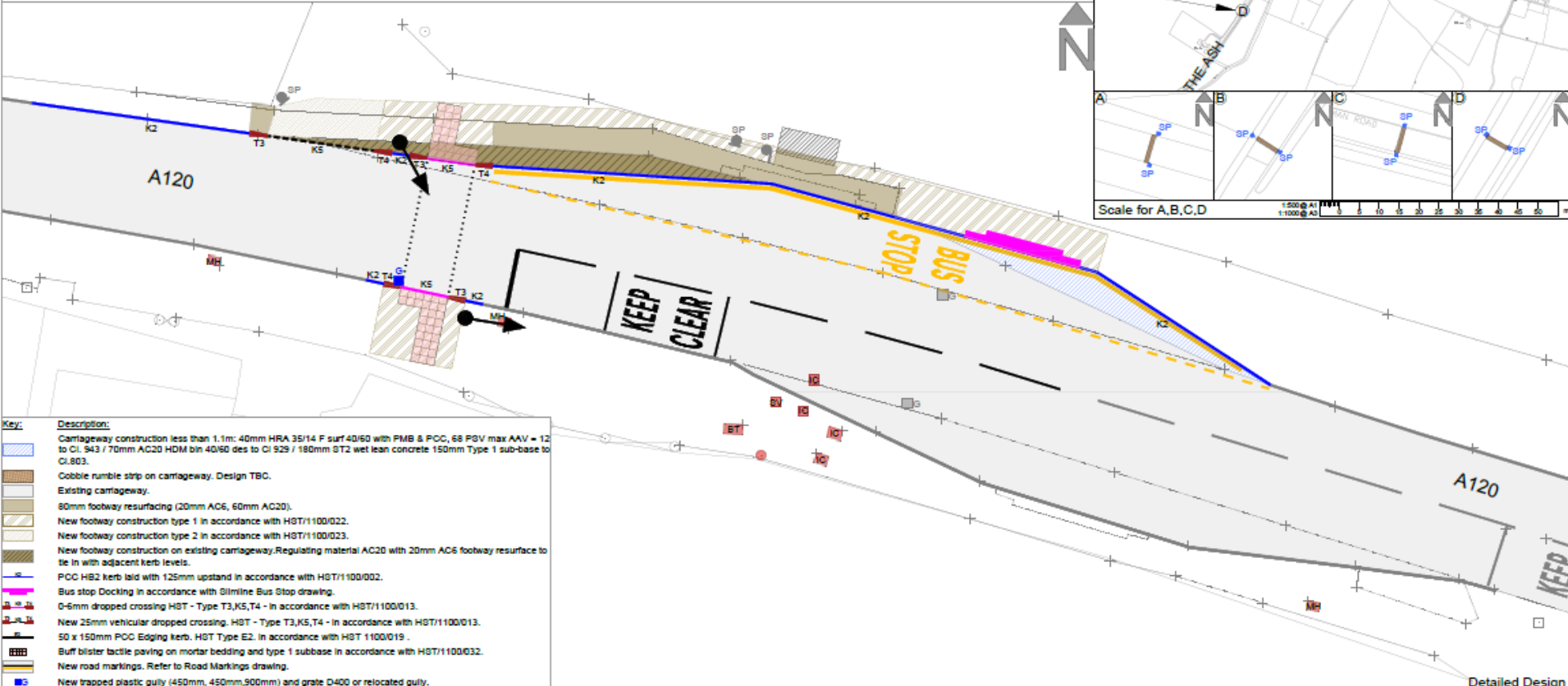
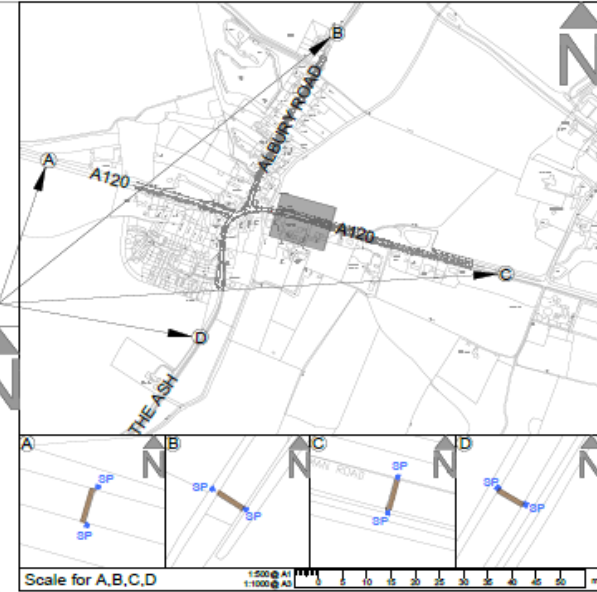
The next steps



Phase 1: Improvements

Notes:

1. Signage location shown as indicative only. Contractor to liaise with HCC officers and agree on final sign location in advance of works. Details can be found in the Pre-construction-Information document.
2. Dimensions are measured from the front of kerb face. Dimensions for footway are taken from the inside of the edging kerbs or from the front of kerb face up to the inside of the edging kerb.
3. Wherever new footway construction lies with existing footway, vertical joints shall be painted with rapid curing cationic bitumen emulsion in accordance with BS-EN13808.
4. For new footway existing ground to be excavated 230mm below proposed footway level to accommodate the required depth for Type 1 footway construction.
5. Any sections where the footway abuts the carriageway, kerb type K2 with 125mm upstand to be provided unless otherwise specified on the drawing.
6. Refer to Statutory Undertaker's plans and take into account prior to works commencing on site. Sign post locations to be positioned to avoid utilities.
7. The existing haunch foundation to be extended 150mm beyond the face of the kerb and haunch 100mm below to the carriageway finish level.
8. Highways Boundary Plan to be consulted and advised prior to any footway / carriageway construction / resurfacing work take place.
9. Extents of all works are to be agreed with the overseeing organisations representative on site prior to commencement of works.
10. No footway / carriageway surface course to be laid unless all street furniture features have been installed.
11. New footway construction surface level to tie with existing footway surface level wherever is applicable.
12. Drawing to be read in conjunction with other contract documents. Refer to drawing register document.
13. For specifications refer to HBT standard document HBT Works Specification contract document.
14. ST2 to be used as sub base where the carriageway construction is less than 0.8m in width.
15. All new road markings and signage to be installed in accordance with TBRGD and TDM.
16. Service covers to be adjusted to suit new footway levels if required.
17. All dimensions are in metres unless specified otherwise.
18. Granular Type 1 material Clause 803 to be used.



Key:	Description:
[Blue hatched]	Carriageway construction less than 1.1m: 40mm HRA 35/14 F surf 40/60 with PMB & PCC, 68 PSV max AAV = 12 to Cl. 943 / 70mm AC20 HDM bin 40/60 des to Cl 929 / 180mm ST2 wet lean concrete 150mm Type 1 sub-base to Cl.803.
[Brown hatched]	Cobble rumble strip on carriageway. Design TBC.
[Grey hatched]	Existing carriageway.
[Light brown hatched]	80mm footway resurfacing (20mm AC6, 60mm AC20).
[Light grey hatched]	New footway construction type 1 in accordance with HST/1100/022.
[Light blue hatched]	New footway construction type 2 in accordance with HST/1100/023.
[Dark brown hatched]	New footway construction on existing carriageway.Regulating material AC20 with 20mm AC6 footway resurface to tie in with adjacent kerb levels.
[Blue line]	PCC HB2 kerb laid with 125mm upstand in accordance with HST/1100/002.
[Pink area]	Bus stop Docking in accordance with Silmline Bus Stop drawing.
[Red dashed line]	0-6mm dropped crossing HBT - Type T3,K5,T4 - In accordance with HST/1100/013.
[Red solid line]	New 25mm vehicular dropped crossing. HBT - Type T3,K5,T4 - In accordance with HST/1100/013.
[Black dashed line]	50 x 150mm POC Edging kerb. HST Type E2. In accordance with HST 1100/019 .
[Red dashed line]	Buff blister tactile paving on mortar bedding and type 1 subbase in accordance with HST/1100/032.
[Black dashed line]	New road markings. Refer to Road Markings drawing.
[Blue circle]	New trapped plastic gully (450mm, 450mm,900mm) and grate D400 or relocated gully.
[Black circle]	Existing gully to be retained.
[Black circle]	Existing sign and post to be retained.
[Black circle]	Existing lighting column to be retained.
[Black circle]	Existing services covers to be retained.
[Black circle]	Existing kerb to be retained.
[Black circle]	New traffic signal heads, Refer to Signal Design Drawing.
[Black circle]	New sign and post.

No.	Date	Description of Revisions	Drawn	Checkd	Appr
XXX	XXX	XXX	XXX	XXX	XXX



Notes					Project	
N1. You are not permitted to copy, sub-source, distribute or sell any of this data in any form. (This restriction may not apply to HCC and its licensed contractors, agents & partners.)					ITP210016-1 A120 (Post Bypass) Highway Improvements Little Hadham Village	
N2. © Crown copyright and database right to 2020 Ordnance Survey 100019006.					Drawing Title: General Arrangements - Phase 1 Key & Plan Sheet 01 of 01	
Drawn	Designed	Checked	Approved	Revision Code		
M.Nikolaids	M.Nikolaids			01/11/2021		
Signature	Signature	Signature	Signature	Date		

Phase 1: Improvements

- Installation of a controlled signalized crossing (puffin).
- Widening of existing footway on the northern section of the A120.
- Upgrade of the current bus stop on the northern section of the A120 to meet HCC standards.
- New gateway features (strip of line on carriageway with different texture).

Location of the crossing

- Existing footway is too narrow, below HCC minimum standards, on the northern side of A120.
- Existing farm gate has to be retained.
- Bus stops are nearby, hence people can use the crossing to cross safely A120 as soon as they get off the bus.

thank you