# Appendix A. Exhibition boards

# Welcome to the Exhibition

**What is the exhibition about?**

- To show more detailed proposals for a new junction on the M11 between Junctions 7 and 8
- To show short, medium and long term road improvement proposals
- To show what growth is already planned and where some potential growth could take place as part of the Harlow, Epping Forest and East Herts Local Plans
- To discuss the likely effects on the surrounding area, particularly Gilden Way and the Campions

**The objectives of the scheme are:**

- To improve access into and out of Harlow, and improve journey time reliability
- To reduce congestion on important routes including A414 and at M11 J7
- To reduce congestion in, and rat-running through, the town centre and residential areas
- To make Harlow a more attractive location for investment, regeneration and growth

**What's happening with the M11?**

Highways England (formerly the Highways Agency) is developing solutions for the M11 under the Road Investment Strategy (RIS) and this is explained on a separate board at the exhibition.

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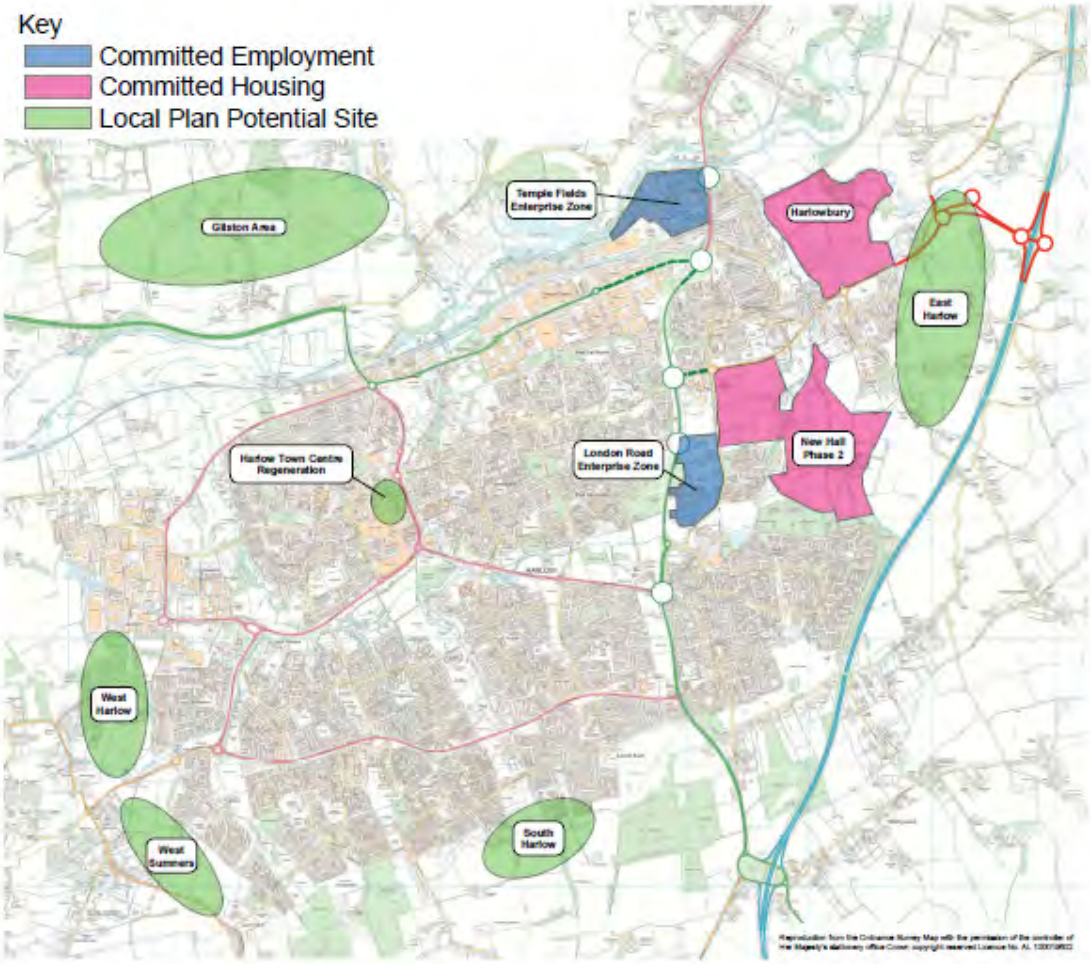
# Future Developments

Harlow, Epping Forest and East Hertfordshire District Councils are currently preparing their Local Plans. As part of this the Councils are investigating how many houses and jobs are needed, together with the infrastructure such as roads, schools etc. required to support this growth. The plan below shows already committed developments as well as possible locations for future planned growth.

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# The Way Forward

**Short term (within 2-3 years)**
Junction improvements are planned to address existing congestion; Enterprise Zone jobs growth is already restricted by Highways England. More road improvements are needed across Harlow, particularly at M11 J7 and on A414 and Gilden Way to meet the area's economic growth needs, and improve Harlow for residents and businesses.

**Medium term (5-10 years)**
A new M11 junction (J7a) linking to Gilden Way will support future Local Plans growth and provide an additional access to the wider road network and relieve the A414 corridor and J7.

**Long term (15+ years)**
New dual carriageway from J7a to the existing dual carriageway at Eastwick to relieve congestion on A414 and within the town centre to support longer term growth.

The map below shows these improvements.

| | |
|---|---|
| A | A414/A1184 roundabout improvements |
| B | B183 Gilden Way capacity improvements (London Road to new link) |
| C | A414 / First Avenue roundabout dedicated left turns |
| D | Dual B183 from A414 to London Road roundabout |
| E | Relocate Mark Hall School pedestrian entrance to London Road |
| F | Dual A414 from First Avenue roundabout to London Road Enterprise Zone Junction |
| G | London Road, north of new link, to be buses, cycles and pedestrians only |
| H | Dual A414 Edinburgh Way from River Way to A1184 |
| I | A414 Second Avenue roundabout improvements (currently under construction) |
| J | River Way / A1184 Cambridge Road, new traffic light controlled junction |
| K / L | A414 / Enterprise Zone, new traffic light controlled junction, and New Hall link road |

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# M11 J7a Scheme

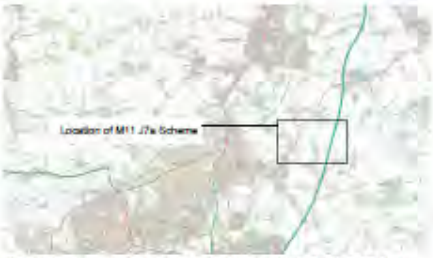
The drawing below shows more detail of the proposed road layout of the M11 J7a and how it will link to the existing B183. The drawing also shows the proposed landscape plans as this will affect how the road appears to people living close by or using the road.

**Legend**

- Existing woodland/trees/hedges to be retained
- Existing tree preservation order (TPO)
- Local Wildlife Site
- Public Footpath
- Proposed public footpath realignment and extension
- Propose single carriageway road in cutting
- Proposed dual carriageway road on embankment
- Plan outline of proposed bridge and abutment wing walls
- Proposed highway boundary
- Drain – Top of cutting (Draft)
- Drain – Bottom of embankment (Draft)
- Proposed stream realignment (Draft)
- Proposed woodland/screening planting
- Proposed decorative shrubs and small trees
- Proposed individual trees to be planted at large size
- Proposed native species hedgerow
- Proposed grassland
- Proposed species-rich grass & wildflowers
- Proposed scattered clumps of native scrub in species-rich grassland
- Proposed landscape earthworks (to soften cutting/ embankment edges)
- Proposed attenuation pond (draft)
- Existing Sheering Road route

## The Campions access

How people get into The Campions will also change, the drawing below shows the proposed access. This replaces the current junction onto the existing Sheering Road.

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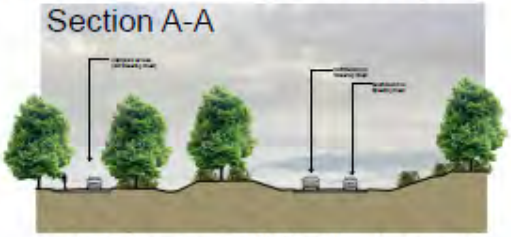
# M11 J7a Scheme

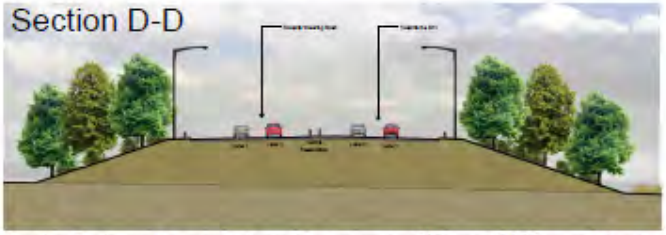
These drawings show how the scheme will look at different locations. The locations are shown on the map on the previous board.




Section A shows how the B183 will look facing north-east at the access to the Campions

Section B shows how the B183 will look facing north-east towards the B183 roundabout

Section C shows the new link road between the M11 and B183 roundabout facing north-west




Section D shows the new link road between the M11 and B183 roundabout as you exit the new M11 junction

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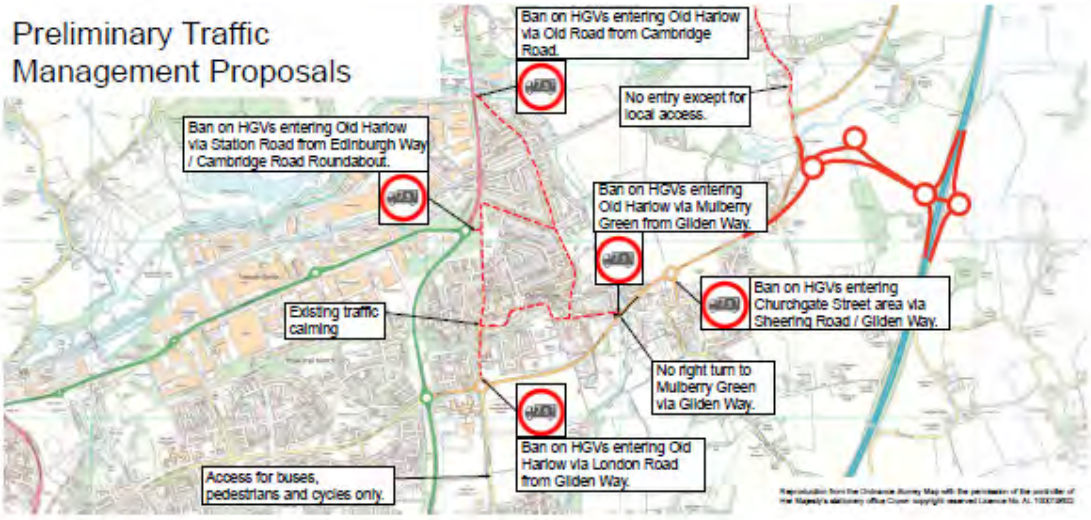
# Gilden Way

Due to already committed developments in Harlow, in the future there is likely to be much more traffic on Gilden Way. With J7a in place traffic will increase further. This drawing shows the planned improvements to help manage this situation.

## Preliminary Traffic Management Proposals

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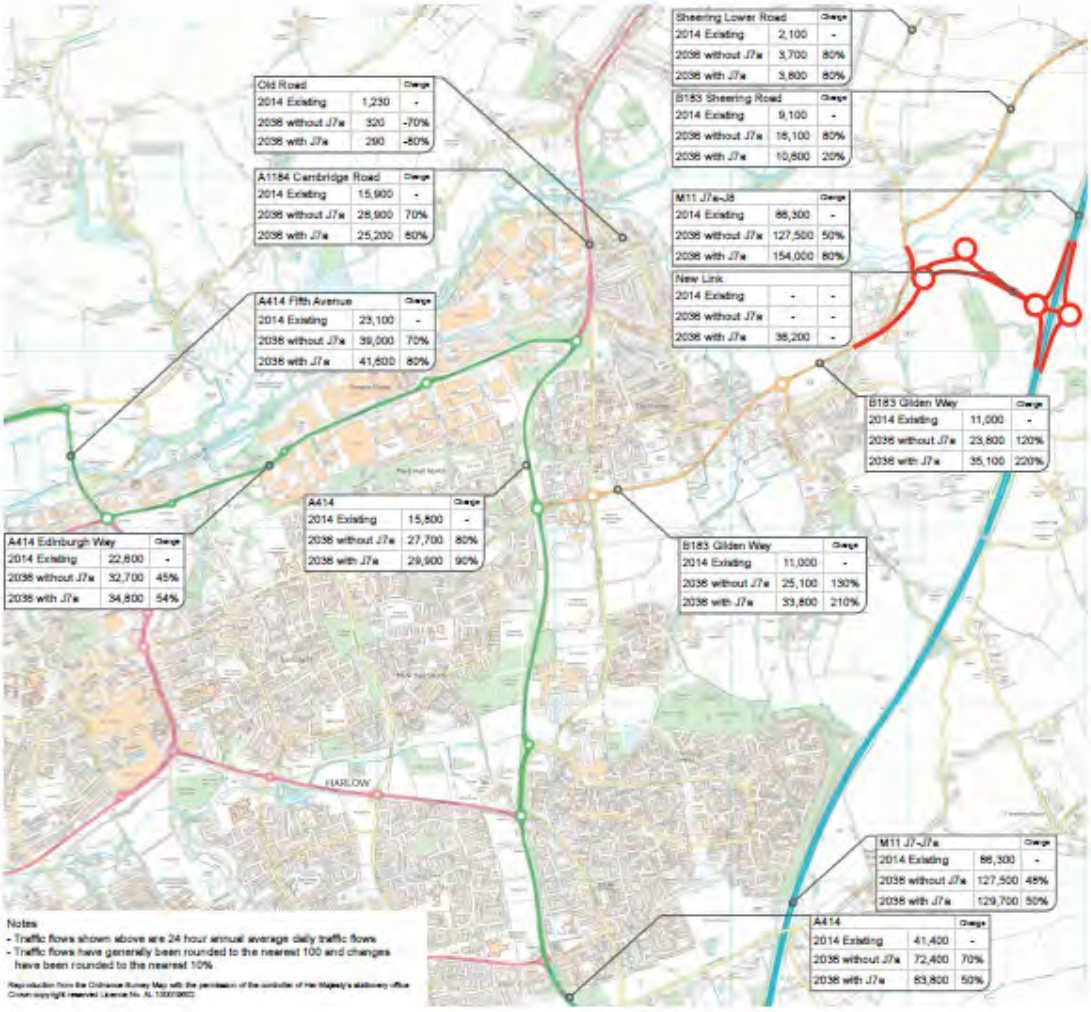
# Traffic Flows

The map below shows the current situation and estimated future number of vehicles each day on key links in Harlow in 2036, without and with J7a in place. It also shows the percentage (%) changes in vehicle flows in 2036 compared with the current traffic flows on these links.

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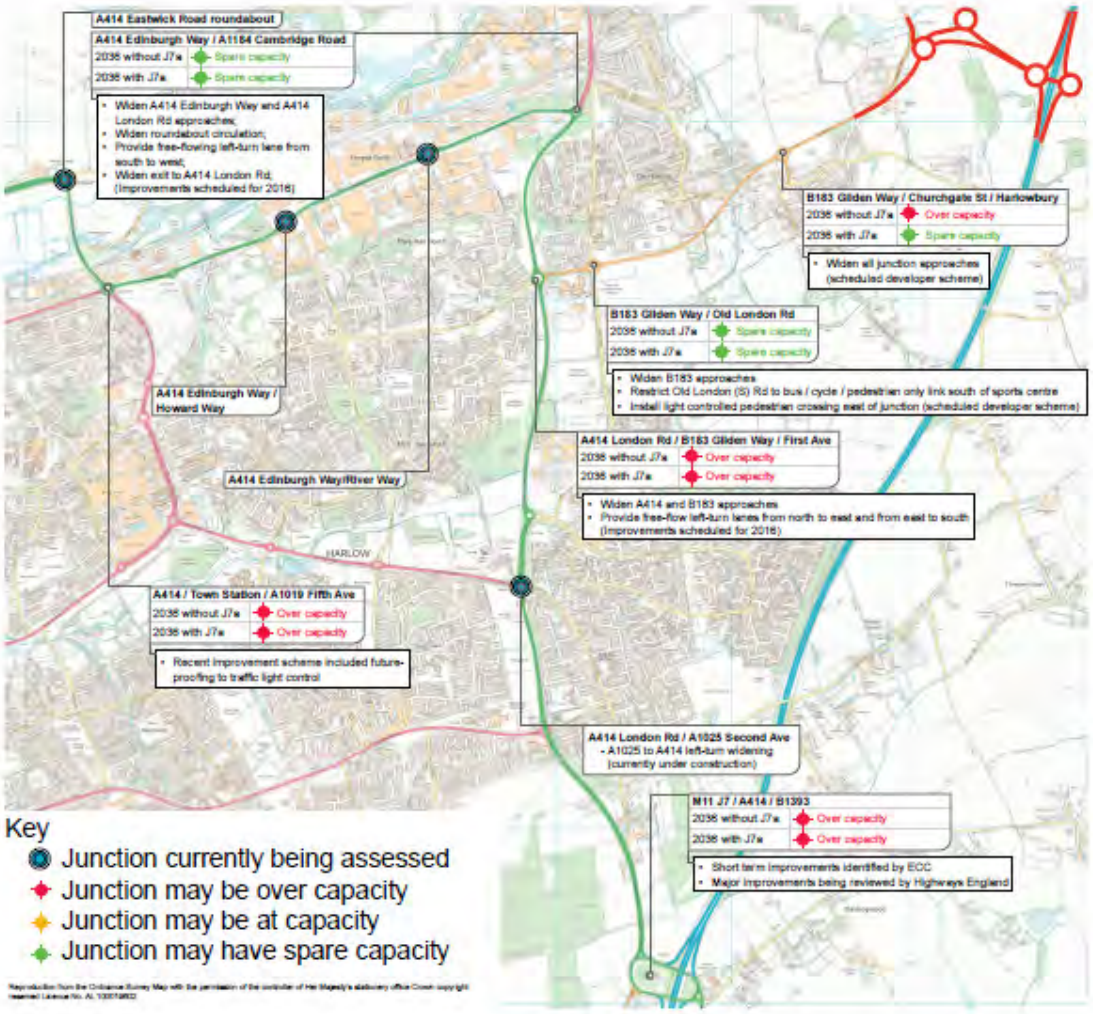
# Junction Capacities

Building J7a is likely to affect flows on the A414 corridor and on the B183. All of the junctions on these roads are being assessed and the plan below shows the latest information on how well they are likely to work, and what can be done to make sure they work properly in future.

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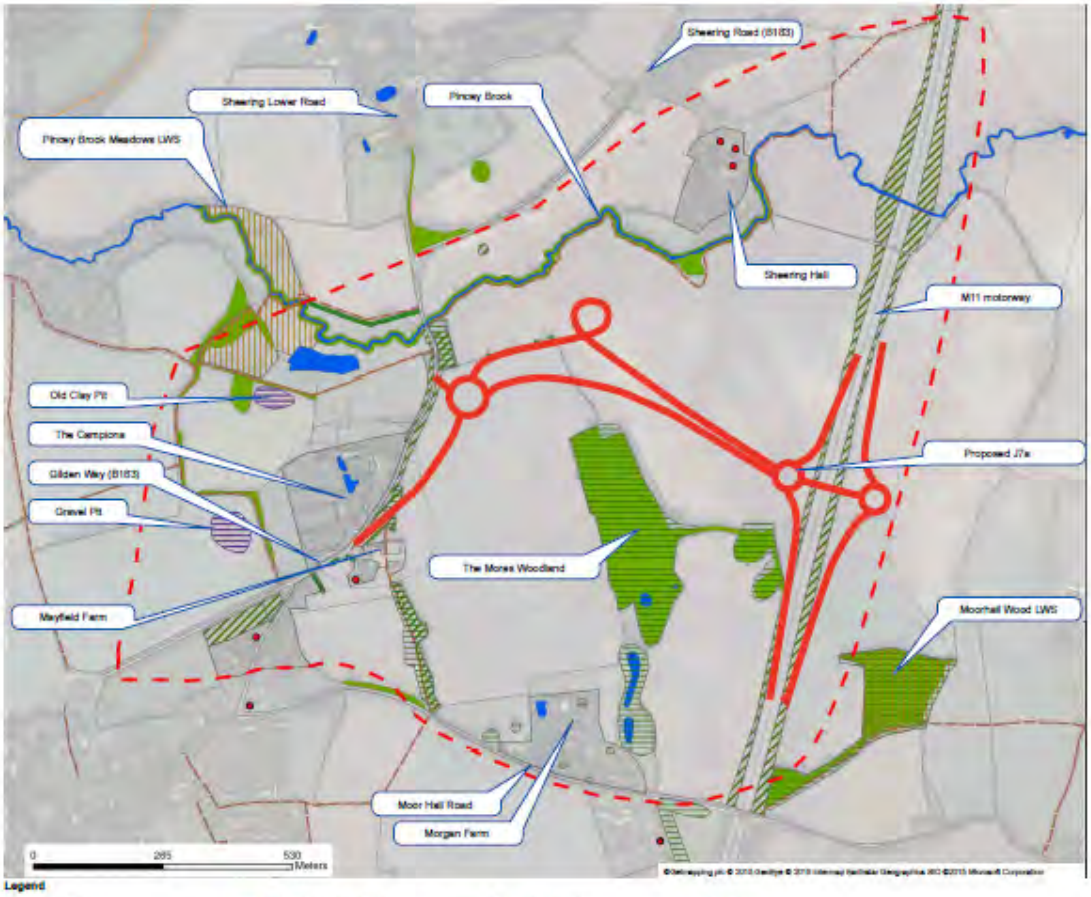
# Local Environment

An initial assessment of the existing local environment has taken place to identify potential impacts of J7a on different environmental features. The assessment considered how the air quality could be affected, what the change in noise levels could be and how the scheme might look. Where there could be a negative effect, appropriate mitigation measures could be put in place.




Legend

- Study Area
- Indicative Location of Route
- Tree Preservation Order (TPO)
- Local Wildlife Site (LWS)
- Broadleaved Woodland
- Plantation Broadleaved Woodland
- Lake / Pond
- Watercourse
- Residential Areas
- Potential Contaminated Land
- Tree
- Grade II listed building
- Hedge
- Public footpath

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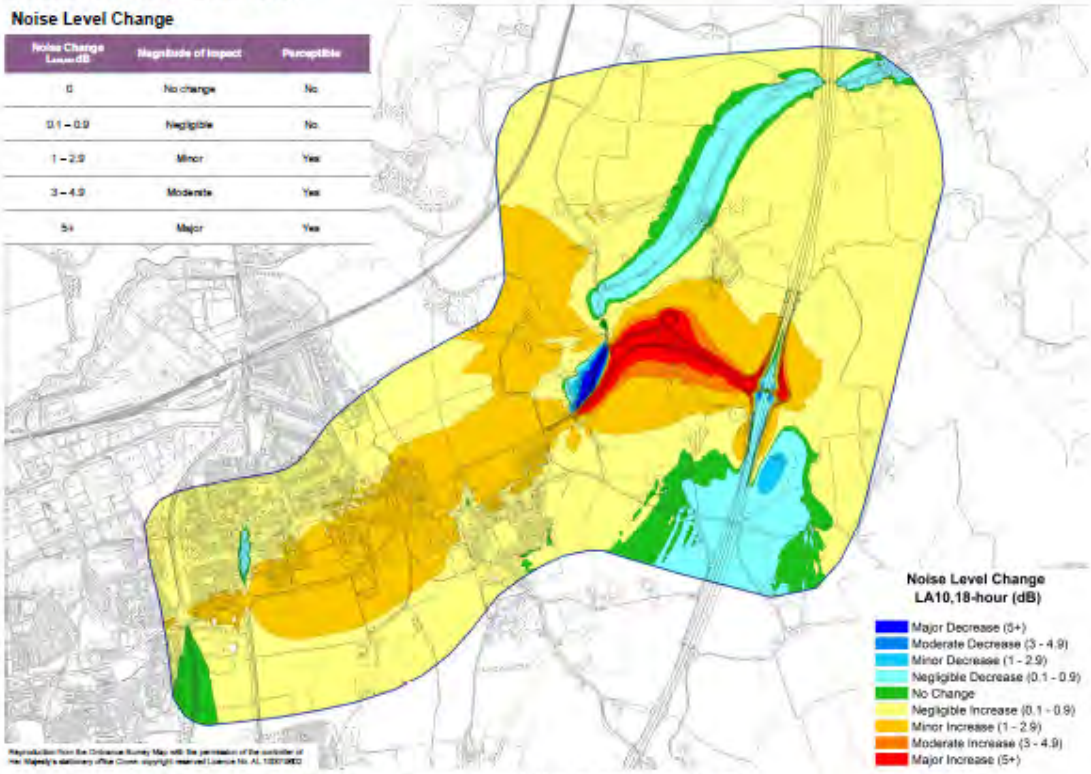
# Noise and Air Quality

Preliminary noise and air quality assessments have been carried out to see how local communities could be affected by the J7a scheme. Where a significant negative effect is predicted, appropriate mitigation measures could be considered.

**Noise Level Change**

| Noise Change Leq,18dB | Magnitude of Impact | Perceptible |
|---|---|---|
| 0 | No change | No |
| 0.1 – 0.9 | Negligible | No |
| 1 – 2.9 | Minor | Yes |
| 3 – 4.9 | Moderate | Yes |
| 5+ | Major | Yes |




- 1 dB change is equivalent to an increase in traffic flow of 25% or reduction of 20%;
- 3 dB change is equivalent to an increase in traffic flow of 100% or reduction of 50%; and
- 5 dB change is equivalent to an increase in traffic flow of 215% or reduction of 70%.

The Noise Level Change contour plan shows the likely noise level change for the area surrounding the proposed scheme, including Gilden Way. The colours on the plan show the predicted change in noise levels in the proposed year of opening (2021). The plan shows where positive and negative noise level changes are likely to occur.

The preliminary air quality assessment suggests that properties close to Gilden Way are likely to experience an increase in road pollution (NOx emissions) of between approximately 50% and 80% which is a negative impact on air quality. The next stage of the assessment will provide more details of the amount of impact in the Gilden Way area.

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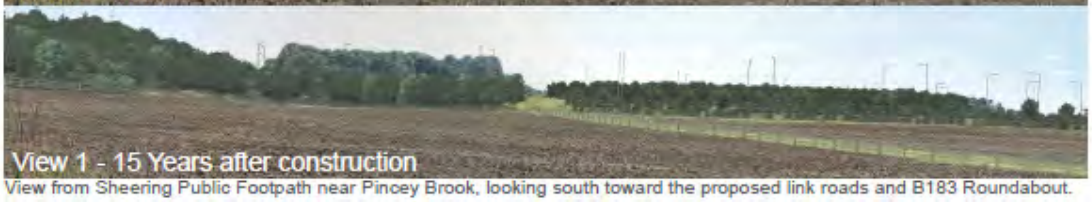
# What J7a could look like

The views below show the scheme from four locations. The existing view shows how the landscape looks at present. This is compared with the same view fifteen years after the scheme has been completed which shows proposed woodland planting, hedges and individual trees.




View from Sheering Public Footpath near Pincey Brook, looking south toward the proposed link roads and B183 Roundabout.

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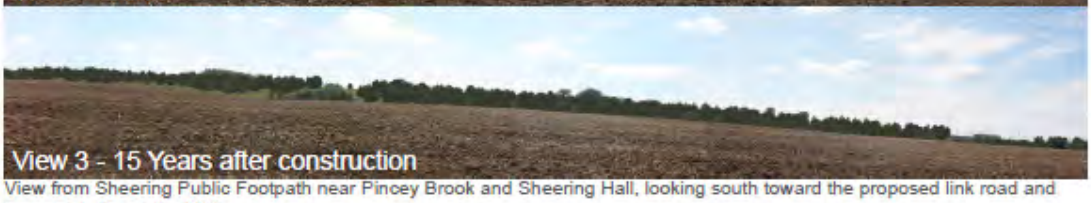
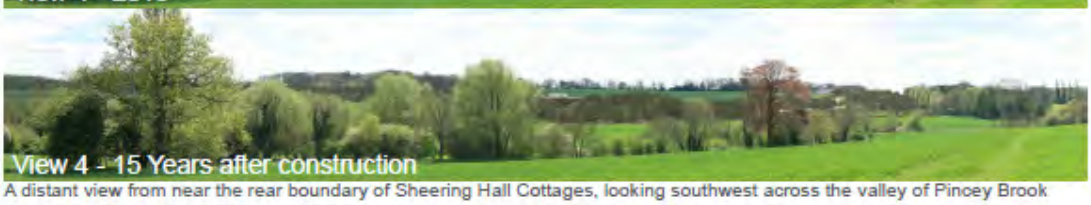
# What J7a could look like

View from Sheering Public Footpath, looking east-southeast toward the loop and over-bridge on the proposed link road connecting the proposed B183 roundabout with the M11.




View from Sheering Public Footpath near Pincey Brook and Sheering Hall, looking south toward the proposed link road and proposed J7a on the M11.




A distant view from near the rear boundary of Sheering Hall Cottages, looking southwest across the valley of Pincey Brook toward the link road and B183 roundabout.

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# What happens now?

2015

**WE ARE HERE - Exhibition**
July 2015

**Develop the scheme options further**
Late 2015

2016

**Public consultation**
Early 2016

**Analyse responses and report on findings**
Early 2016

2017

**Preferred route announced by Essex County Council**
Mid 2016

**Submit planning application**
Late 2016

2018

**Possible start of construction**
Early 2018

2019

**Possible completion of construction**
2020

2020

For further information on the scheme and to keep up to date with how we are progressing please visit: http://www.essex.gov.uk/junction7a

Follow us on Twitter @ twitter.com/essex_cc #M11Junction7a

Follow us on Facebook @ www.facebook.com/essexcountycouncil

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# Appendix B. Civic Centre boards

# M11 Junction 7a Information

**Three public information events which include an opportunity to talk to Essex County Council and Project Team officers are taking place at:**

**Sheering Village Hall**
Situated off The Street, almost opposite the War Memorial (CM22 7LX)

Tuesday, 7th July 2015. 1:30pm – 8pm

**St John's Art and Recreation Centre**
St Johns Walk, Old Harlow
CM17 0AJ

Thursday, 9th July 2015. 2pm – 8pm
Wednesday, 15th July 2015. 2pm – 8pm

This mini exhibition provides you with a brief outline of what is proposed. The objectives of the scheme are:

- To improve access into and out of Harlow and improve journey time reliability
- To reduce congestion on important routes including A414 and at M11 J7
- To reduce congestion in, and rat-running through, the town centre and residential areas
- To make Harlow a more attractive location for investment, regeneration and growth

If you would like to see the full exhibition information this can be found online at: http://www.essex.gov.uk/junction7a

Formal public consultation will take place in early 2016 which will lead to a planning application in late 2016.

Follow us on Twitter @ twitter.com/essex_cc #M11Junction7a

Follow us on Facebook @ www.facebook.com/essexcountycouncil

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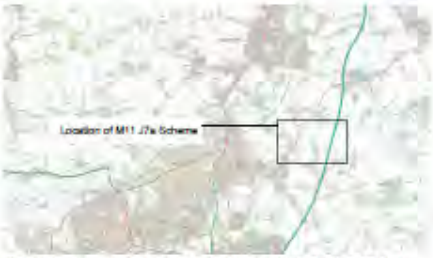


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# Appendix C. Highways England boards

highways england

# Better journeys on the M11

## Improvements under the Road Investment Strategy

Everyone wants less congested roads and swift, safe, and more reliable travel.

The Government has identified the need to improve the M11 as part of its Road Investment Strategy. It's part of a long term plan to transform England's Strategic Road Network to support economic growth and connect communities.

Highways England is responsible for delivering this change. Our purpose is to operate and modernise our motorways and major A roads.

highways england

# Better journeys on the M11

Improving access to Stansted Airport, Cambridge and the East of England

Under the Road Investment Strategy, the proposals are:

- **Expanding junction 7**

  This junction provides access to A414 which connects Chelmsford and Hertford. It also joins the B1393 which links Epping and Harlow, and provides important access to the Epping Forest district.

  Tackling the capacity issues at this signal controlled roundabout can support the development of the Epping and Harlow Forest areas

- **Improving technology at junction 8 - 14**

  Proposals to upgrade the technology between Stansted Airport and the Girton Interchange in order to improve safety and reduce congestion.

- **What next?**

  We are currently researching the feasibility and cost implications for these schemes. We are working together with Essex County Council to ensure all improvements to the highway network are co-ordinated.

# Appendix D. Highways England leaflet

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If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

highways england
driving forward

# Better journeys on the M11

## Improvements under the Road Investment Strategy

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If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR**
Highways England creative job number S150142

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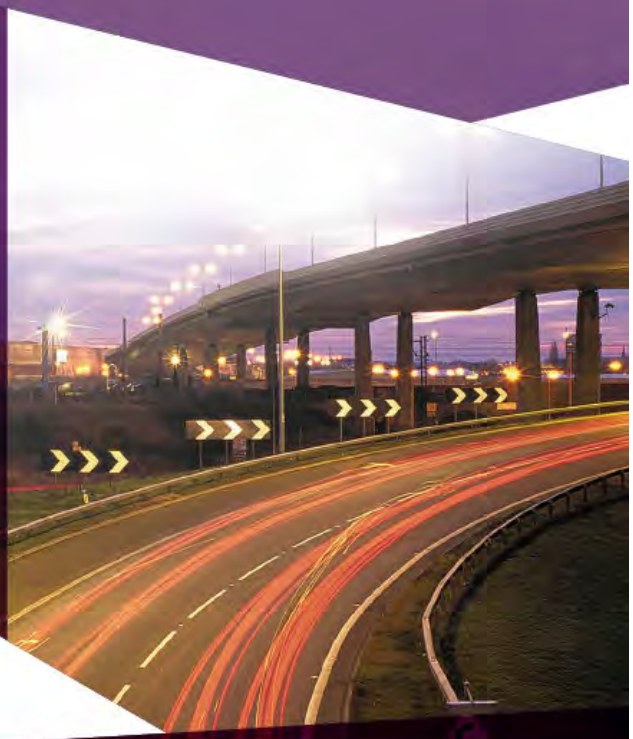
number 09346363



# Improving access to Stansted Airport, Cambridge and the East of England

Less congestion and safer, more reliable journeys are the aim of the Government's Road Investment Strategy.

Find out more about the two main proposals for the M11 to help connect communities, relieve congestion and support housing growth.

## What is the Road Investment Strategy?

The Road Investment Strategy outlines the key schemes and improvements on our motorways and major A roads for the period 2015-2020.

It's part of a long term plan to help transform our motorways and major A roads to support economic growth and connect communities.

## How does this affect the M11?

The Government has identified two schemes to improve the M11 in the Road Investment Strategy. Highways England is currently reviewing the feasibility and cost effectiveness of these proposals:

### 1. Expanding junction 7

This junction provides access to A414 which connects Chelmsford and Hertford. It also connects to the B1393 which links Epping and Harlow, and provides important access to the Epping Forest district.

Tackling the capacity issues at this signal controlled roundabout can support the development of the Epping and Harlow Forest areas.

### 2. Improving technology at junction 8 - 14

Proposals to upgrade technology between Stansted Airport and the Girton Interchange aim to improve safety and reduce congestion.

This could include technology such as emergency roadside telephones, CCTV cameras and variable message signs.

## What about the plans for junction 7a?

The changes to junction 7a have been put forward by Essex County Council. They are not currently part of the Road Investment Scheme set out by the Government.

We are working together with Essex County Council and other local authorities to ensure any improvements to the highway network are co-ordinated.

## Who are Highways England?

Highways England was launched in April 2015. We are the new public company, responsible for operating, maintaining and modernising the Strategic Road Network – that's 4,300 miles of motorways and major A roads.

These roads form the backbone of England's road transport system and help to support economic growth and prosperity. We work closely with local authorities, who maintain and operate local roads.

## Have a question?

For more information on the proposed M11 schemes, please contact our Customer Care line on 0300 123 5000 Visit http://www.highways.gov.uk/highways-england to find out more about Highways England and our five year plan for the Strategic Road Network to create:

- A safe and serviceable network
- A more free flowing network
- Improved environment
- An accessible and integrated network
- And support economic growt.

# Appendix E. A3 print outs

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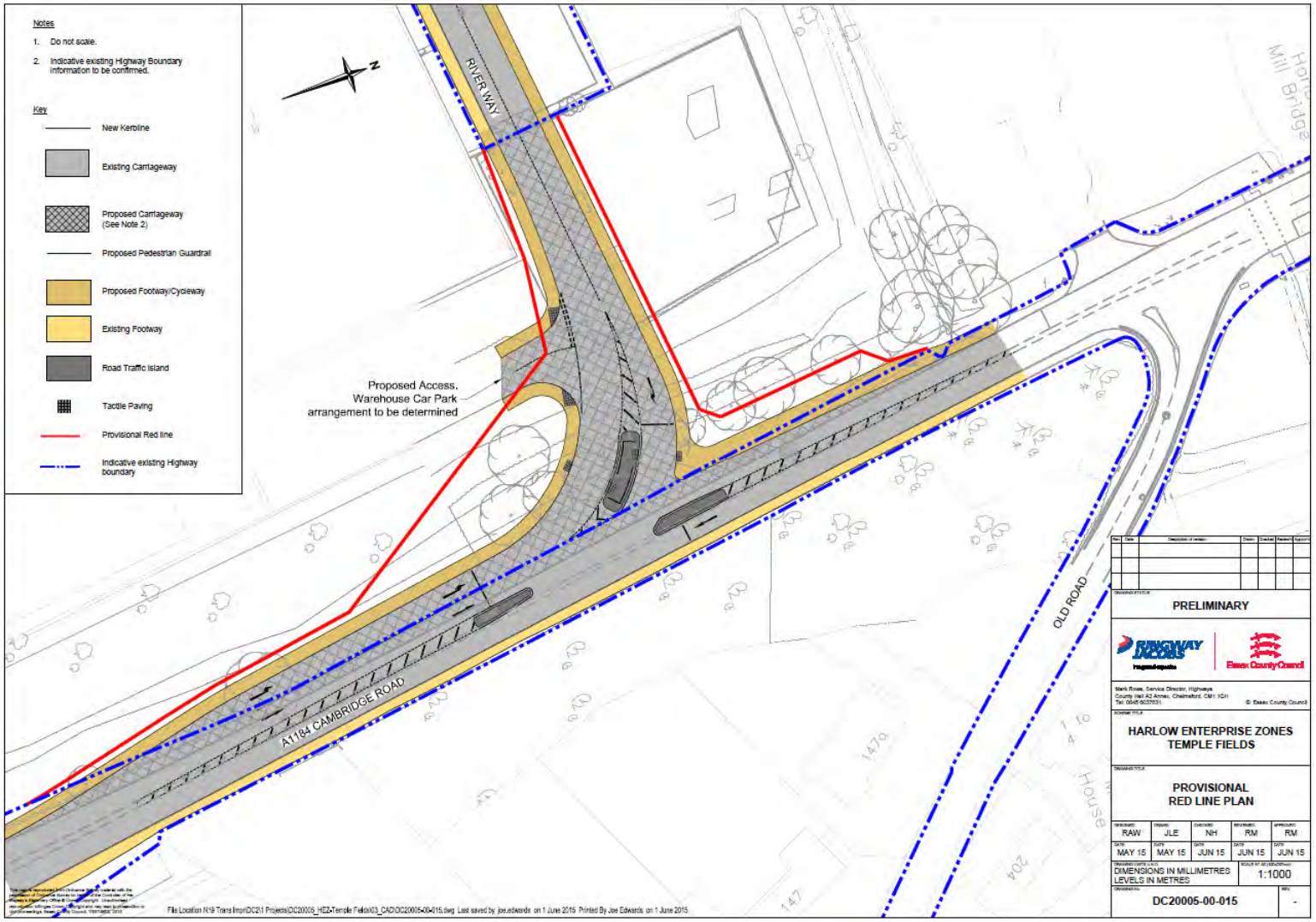
Notes
1. Do not scale.
2. Indicative existing Highway Boundary information to be confirmed.
Key
New Kerbline
Existing Carriageway
Proposed Carriageway (See Note 2)
Proposed Pedestrian Guardrail
Proposed Footway/Cycleway
Existing Footway
Road Traffic Island
Tactile Paving
Provisional Red line
Indicative existing Highway boundary
RIVER WAY
A1184 CAMBRIDGE ROAD
OLD ROAD
Proposed Access, Warehouse Car Park arrangement to be determined
PRELIMINARY
Essex County Council
HARLOW ENTERPRISE ZONES
TEMPLE FIELDS
PROVISIONAL
RED LINE PLAN
RAW
JLE
NH
RM
RM
MAY 15
MAY 15
JUN 15
JUN 15
JUN 15
DIMENSIONS IN MILLIMETRES
LEVELS IN METRES
1:1000
DC20005-00-015
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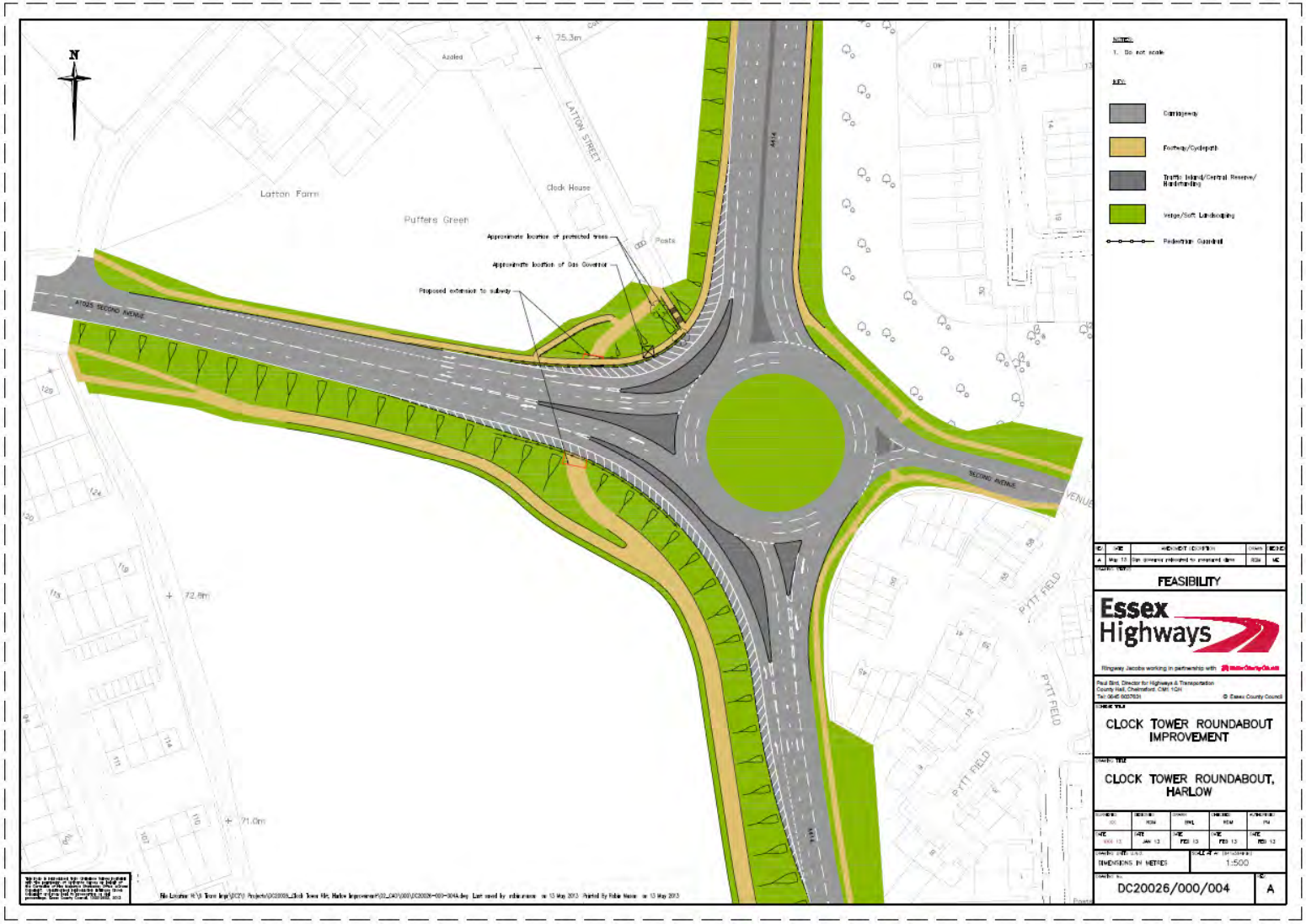
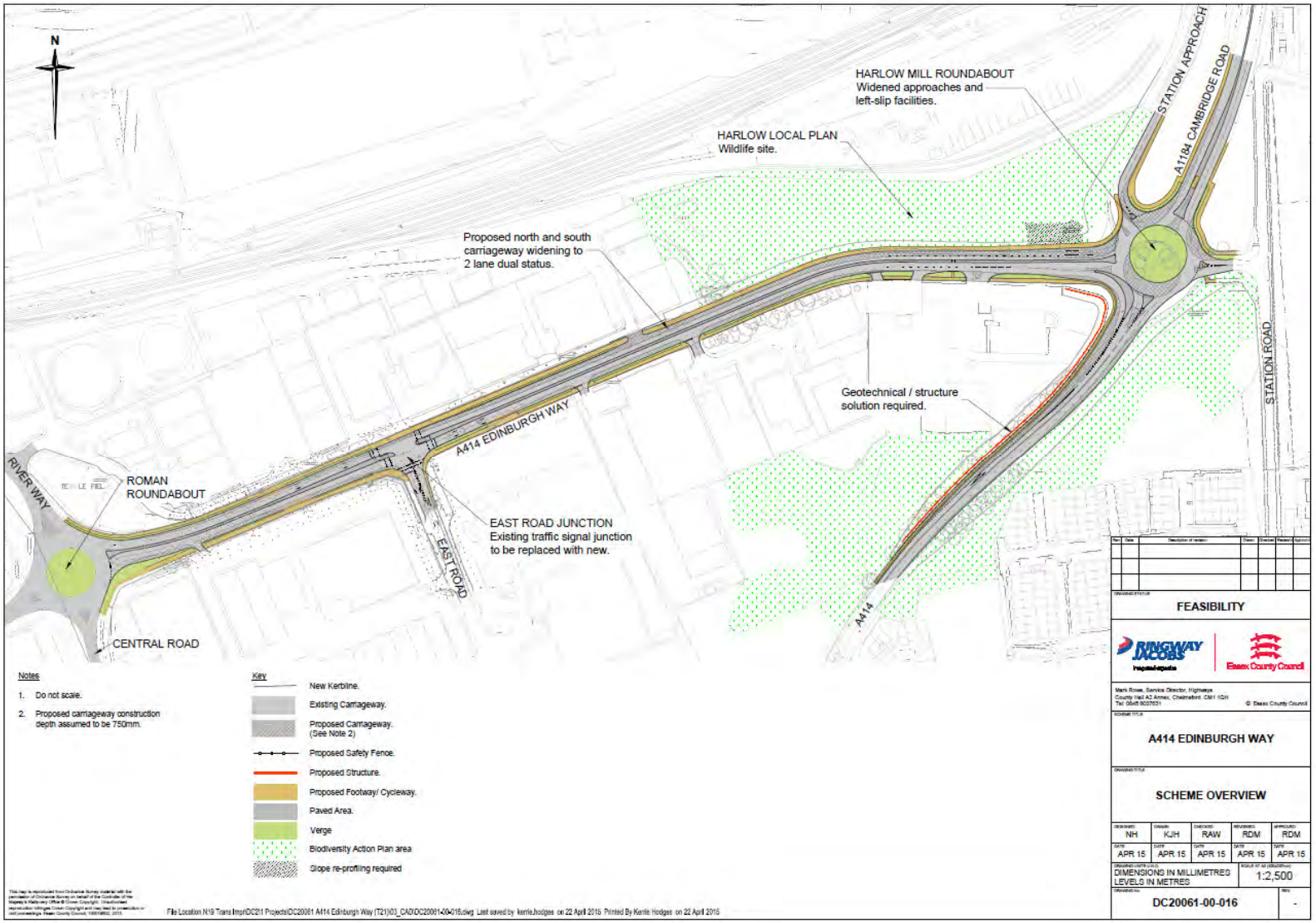

N
Latton Farm
Puffers Green
Clock House
LATTON STREET
Approximate location of protected trees
Approximate location of Gas Governor
Proposed extension to subway
ATOS SECOND AVENUE
SECOND AVENUE
PYTT FIELD
Carriageway
Footway/Cycleway
Traffic Island/Central Reserve/ Hatchmarking
Verge/Soft Landscaping
Pedestrian Guardrail
FEASIBILITY
Essex Highways
CLOCK TOWER ROUNDABOUT IMPROVEMENT
CLOCK TOWER ROUNDABOUT, HARLOW
DIMENSIONS IN METRES
1:500
DC20026/000/004
A

JACOBS


N
HARLOW MILL ROUNDABOUT
Widened approaches and
left-slip facilities.
HARLOW LOCAL PLAN
Wildlife site.
STATION APPROACH
A1184 CAMBRIDGE ROAD
Proposed north and south
carriageway widening to
2 lane dual status.
Geotechnical / structure
solution required.
STATION ROAD
A414 EDINBURGH WAY
RIVER WAY
ROMAN
ROUNDABOUT
EAST ROAD JUNCTION
Existing traffic signal junction
to be replaced with new.
EAST ROAD
A414
CENTRAL ROAD
Notes
1. Do not scale.
2. Proposed carriageway construction depth assumed to be 750mm.
Key
New Kerbline.
Existing Carriageway.
Proposed Carriageway. (See Note 2)
Proposed Safety Fence.
Proposed Structure.
Proposed Footway/ Cycleway.
Paved Area.
Verge
Biodiversity Action Plan area
Slope re-profiling required
FEASIBILITY
Essex County Council
A414 EDINBURGH WAY
SCHEME OVERVIEW
NH
KJH
RAW
RDM
RDM
APR 15
APR 15
APR 15
APR 15
APR 15
DIMENSIONS IN MILLIMETRES
LEVELS IN METRES
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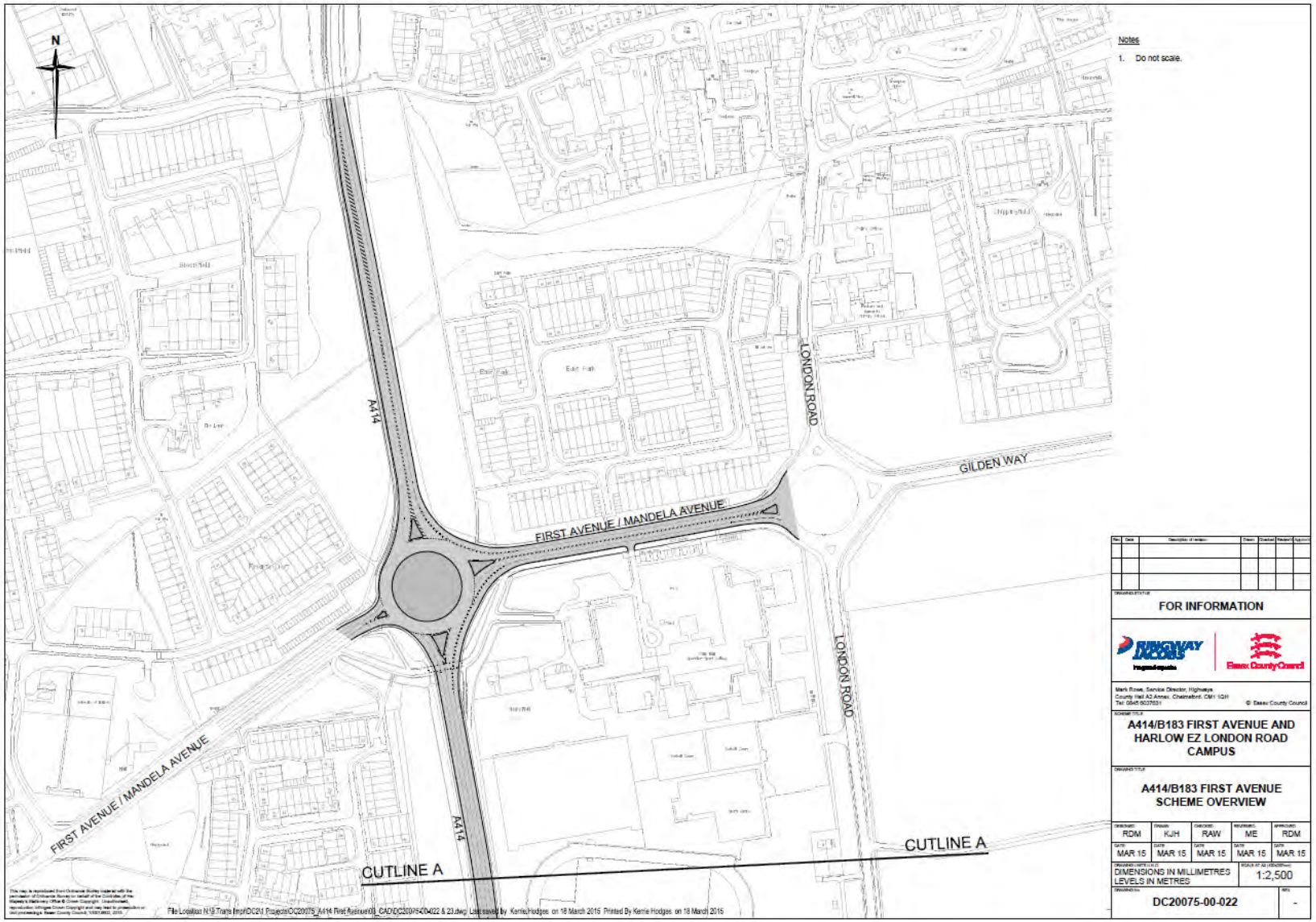
N
Notes
1. Do not scale.
A414
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GILDEN WAY
FIRST AVENUE / MANDELA AVENUE
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FOR INFORMATION
Essex County Council
A414/B183 FIRST AVENUE AND HARLOW EZ LONDON ROAD CAMPUS
A414/B183 FIRST AVENUE SCHEME OVERVIEW
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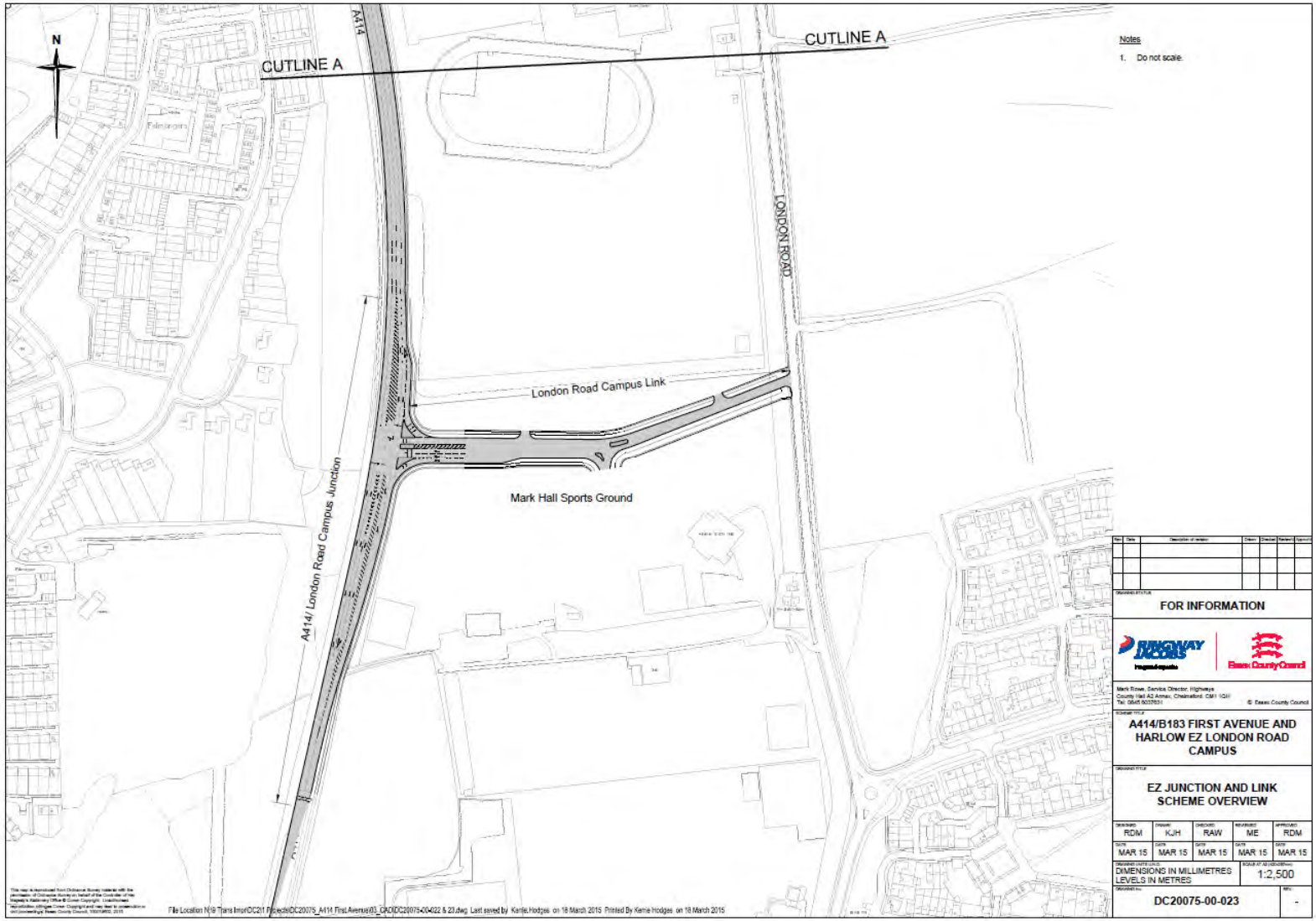
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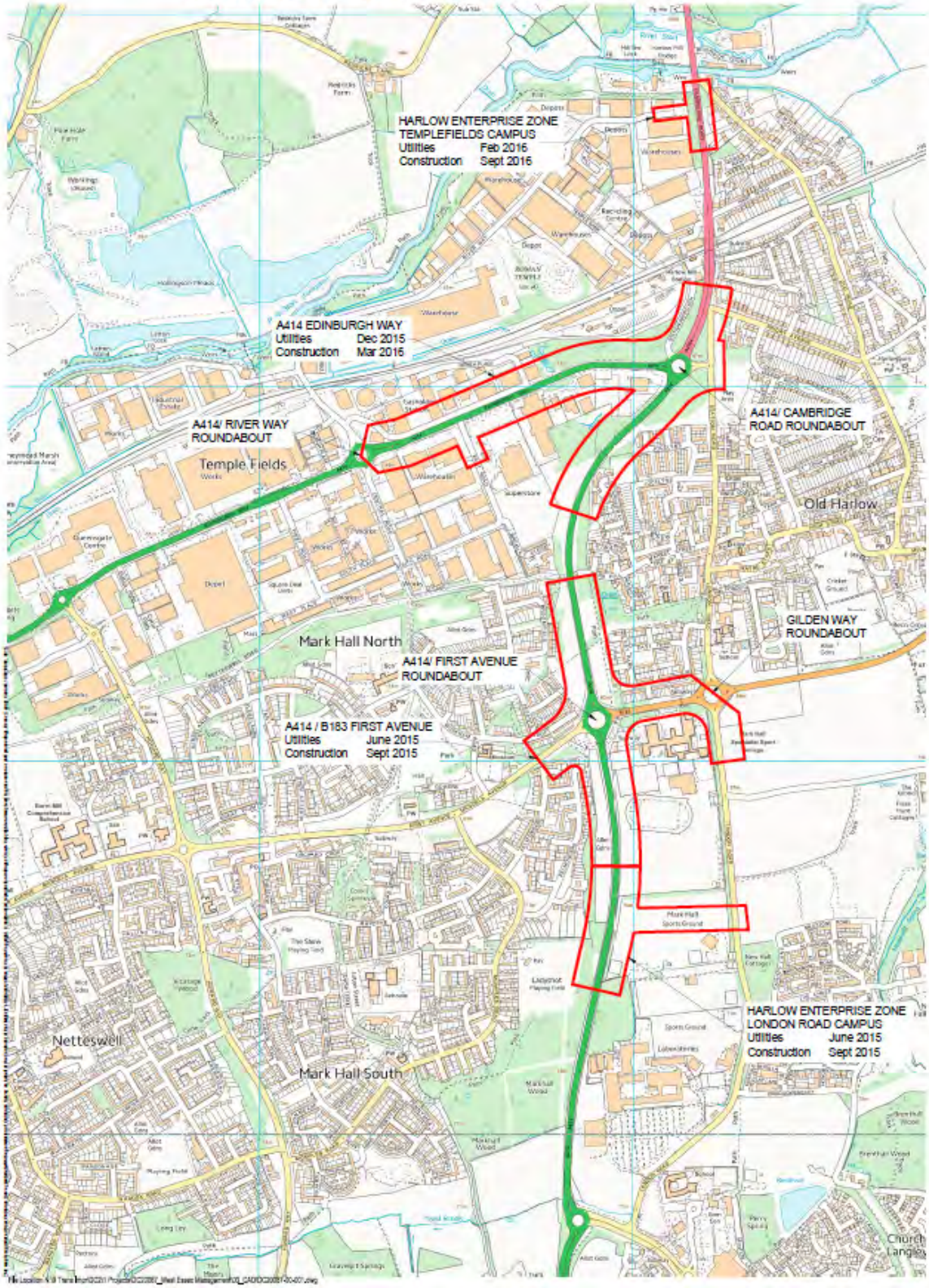
# HARLOW SCHEMES 2015 TO 2017



JACOBS

**Camplons Access**

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# Appendix F. Exhibition materials

| Boards | Paper Print Outs | Other |
|---|---|---|
| Welcome to the exhibition | 6 junction drawings at A1 | Seven double sided panel displays |
| The Way Forward | Campions Access at A1 | Sign-in sheets |
| Future Developments | Environmental factors table x2 at A3 | Name badges for project team |
| M11 J7a Scheme | Environmental constraint plan | Highways England board |
| M11 J7a scheme [sections] | | Highways England leaflets |
| Gilden Way | | |
| Traffic Flows | | |
| Junction capacities | | |
| Local Environment | | |
| Noise and Air Quality | | |
| What J7a could look like (board 1) | | |
| What J7a could look like (board 2) | | |
| What happens now? | | |

# Appendix G. Press release

**Public exhibition to present options to improve access to Harlow**

A series of exhibitions have been organised to get the public's views on the latest proposals to improve access to Harlow from the M11.

Essex County Council's Cabinet Member for Highways and Transportation, Cllr Rodney L Bass, said: "As Harlow grows the amount of traffic grows with it which is why we need to look at how best to improve the road network.

"I would urge members of the public to get involved by attending one of the exhibitions so we can find out their views on how best to reduce the increasing strain on the local and wider road network."

Currently there is only one local connection to the M11, at Junction 7, and this is already very busy.

Essex County Council, as highway authority, has been investigating options to improve access into and out of the Harlow area, including options for a new connection to the M11 between Junctions 7 and 8, 'Junction 7A'.

The current status of these investigations will be presented at the exhibitions to show the proposals being considered. These will include the new junction on the M11, and the likely effects on the surrounding area, including Gilden Way and The Campions.

Three staffed public exhibitions will be held during July and will be open to all. They have been designed to provide current information about the latest proposals being considered, and to explain where the plans are in the planning process. They will also show the steps involved in selecting the preferred route option and set out the timetable for when and how Essex County Council will be formally consulting on this.

The events will be held over two weeks at the following locations in Harlow:

| | |
|---|---|
| Tuesday 7 July 2015<br><br>1.30pm-8pm | **Sheering Village Hall**<br><br>Sheering Village Hall is located on the B183 between Harlow and Hatfield Heath. The Hall is situated off The Street almost opposite the War Memorial (CM22 7LX). |
| Thursday 9 July 2015<br><br>2pm – 8pm<br><br>Wednesday 15 July 2015<br><br>2pm – 8pm | **St John's Art and Recreation Centre**<br><br>St Johns Walk, Old Harlow, Essex CM17 0AJ |

For further information visit www.essex.gov.uk/junction7a

**Ends/**

**Notes to editors:**

The need to improve access to Harlow has been recognised for a number of years and various studies have been undertaken during that time. This specific study, to improve access toHarlow, began in 2011 and workshops and meetings with planners and stakeholders have helped to identify specific issues and to define objectives. More recently a series of exhibitions were held between December 2013 and March 2014 to advise and inform the public on the process.

Essex County Council has appointed Jacobs to provide conceptual design consultancy advice, undertake traffic modelling and scheme appraisal, and to assist with the consultation and stakeholder communication process. This includes preparing these public exhibitions and the formal consultation process required for the planning application.

The formal consultation about the preferred option for improving access to Harlow from the M11 will be held in 2016 as part of the planning application process.

# Appendix H. Poster

# Improving access to Harlow

**Come and see Essex County Council's proposals for improving access to Harlow. We need to ease congestion in the town and on its key routes and junctions and make Harlow a more attractive place for investment, regeneration and growth.**

How will the proposals affect you and when are they likely to happen?
How can you have your say?

Essex County Council is holding three events to present the latest information and members of the project team and ECC officers will be available to answer any questions you may have.

**Sheering Village Hall**
Situated off The Street, almost opposite the War Memorial (CM22 7LX)

**Tuesday, 7th July 2015**. 1:30pm – 8pm

**St John's Art and Recreation Centre**
St Johns Walk, Old Harlow, CM17 0AJ

**Thursday, 9th July 2015**. 2pm – 8pm
**Wednesday, 15th July 2015**. 2pm – 8pm

For further information please see http://www.essex.gov.uk/junction7a

Follow us on Twitter @ twitter.com/essex_cc #M11Junction7a

Follow us on Facebook @ www.facebook.com/essexcountycouncil

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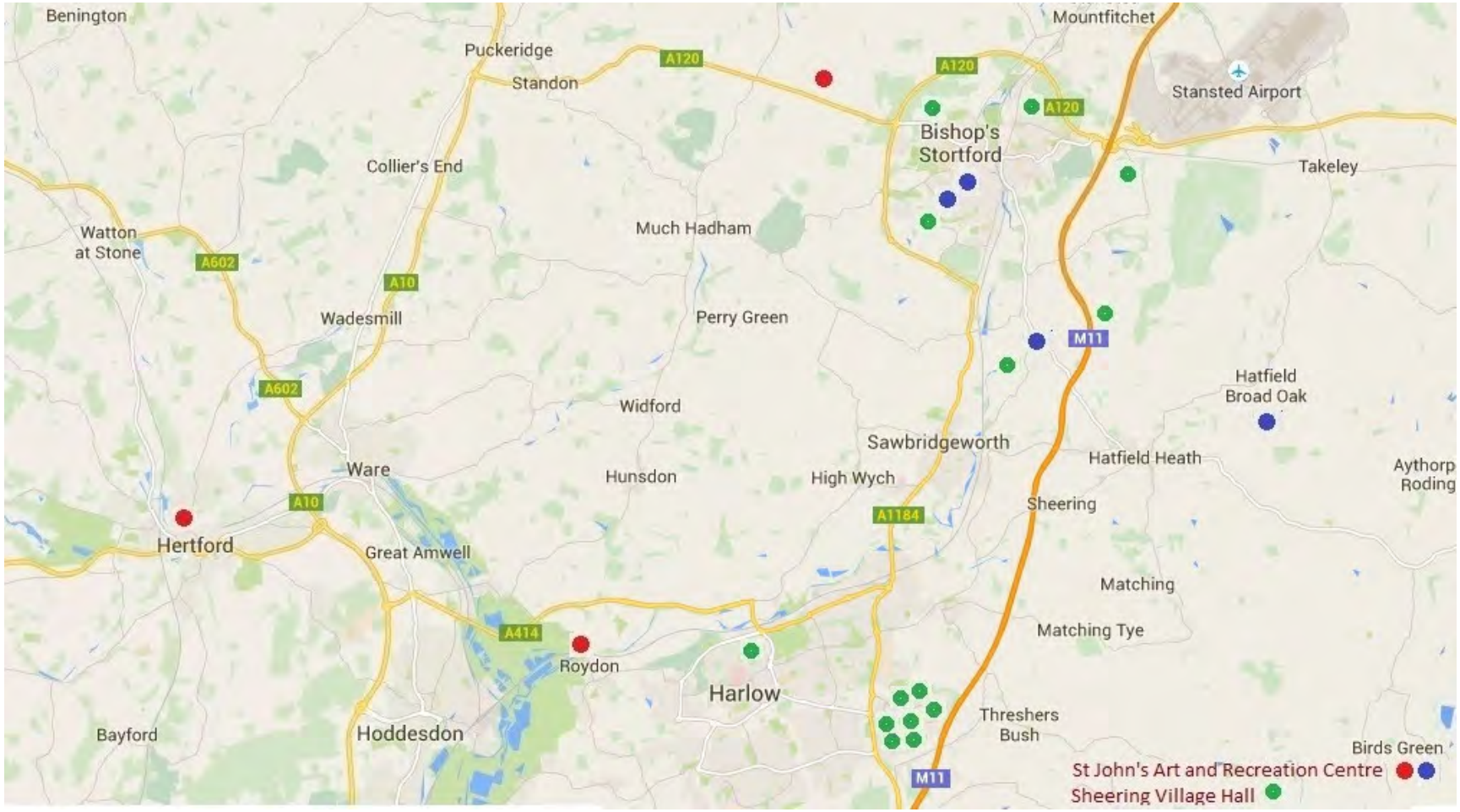
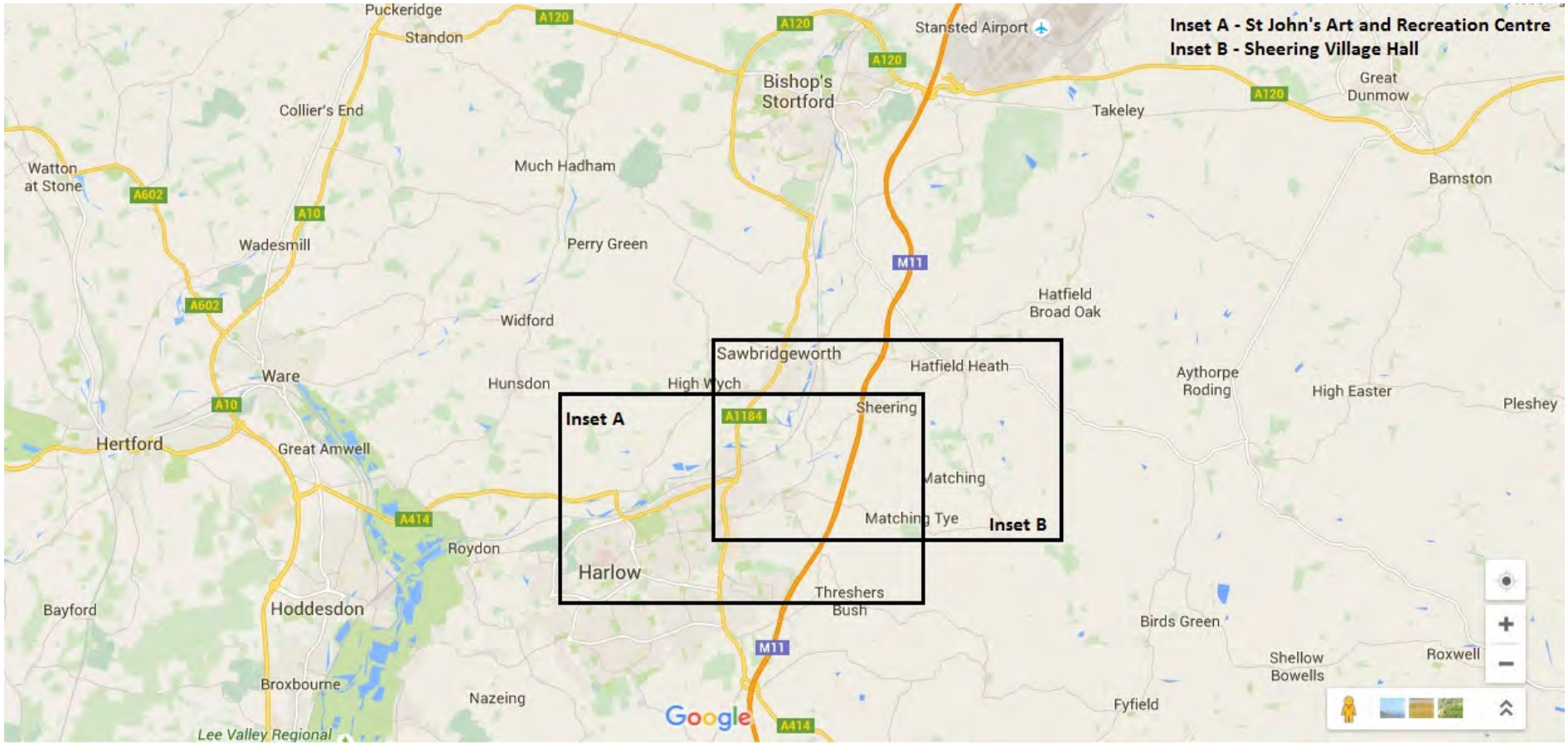
integrated expertise

Essex County Council

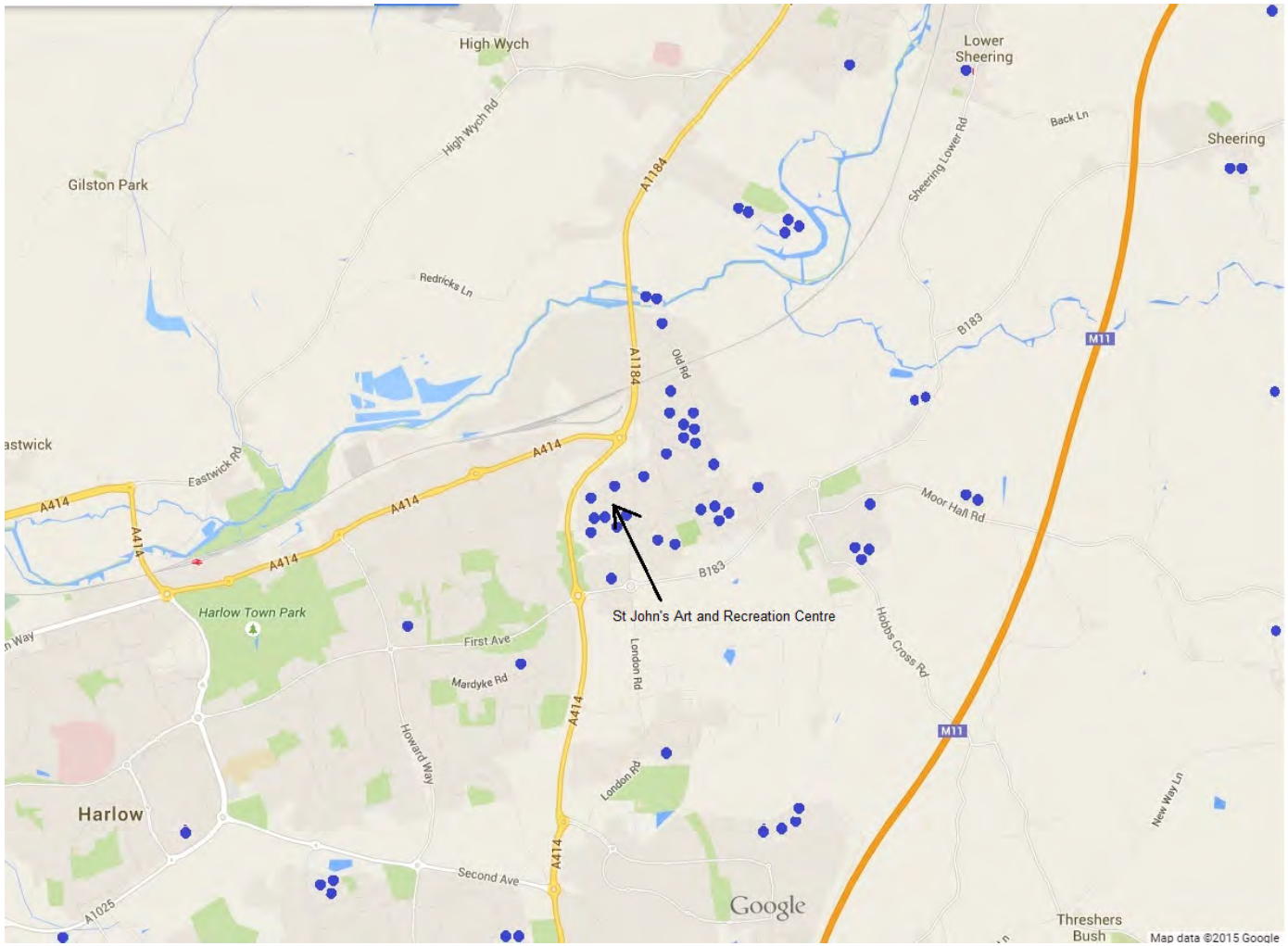
# Appendix I. Event attendees location of residence



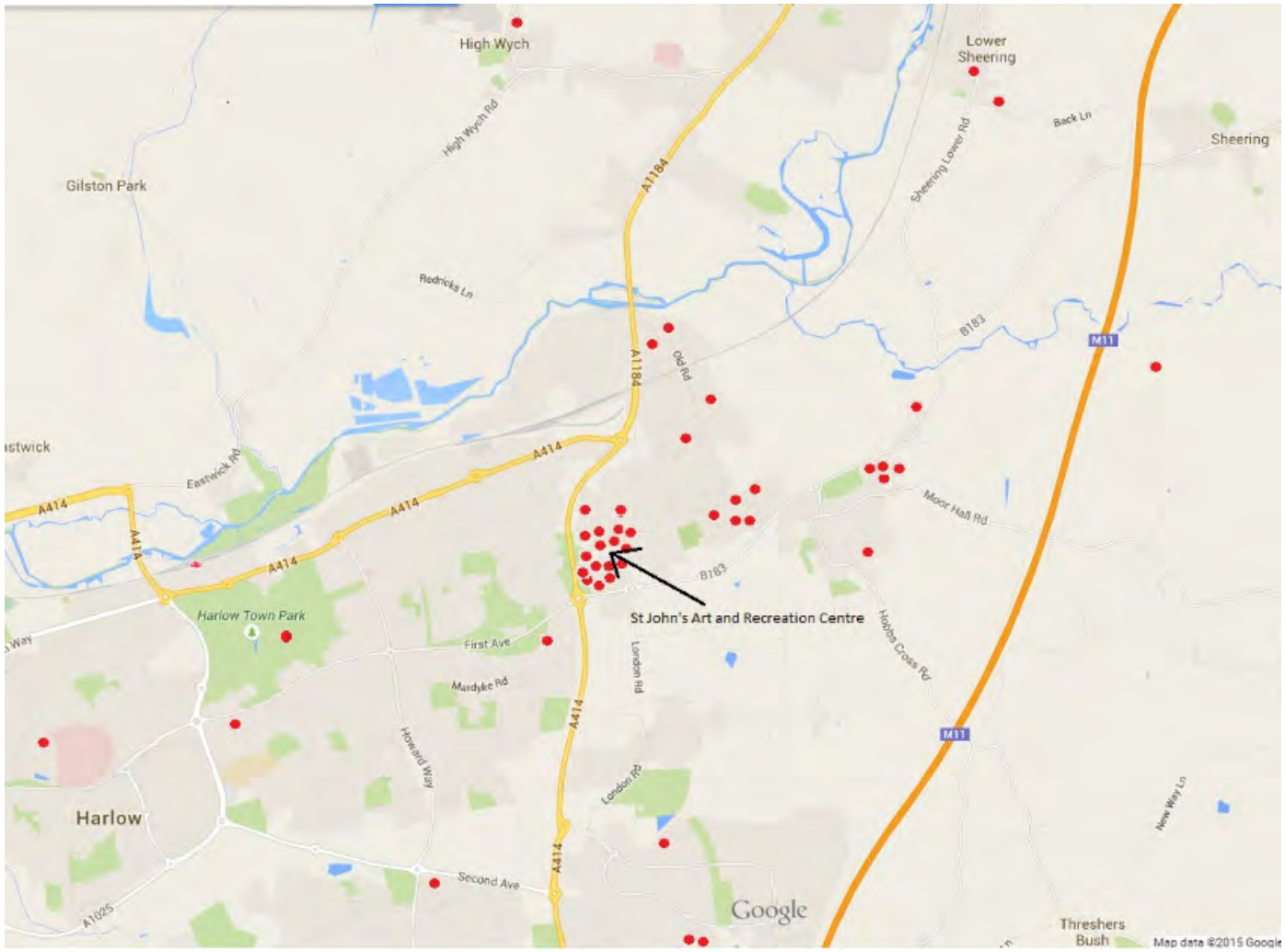

Map showing attendee's residential location outside the inset areas (shown on the map on the following page)



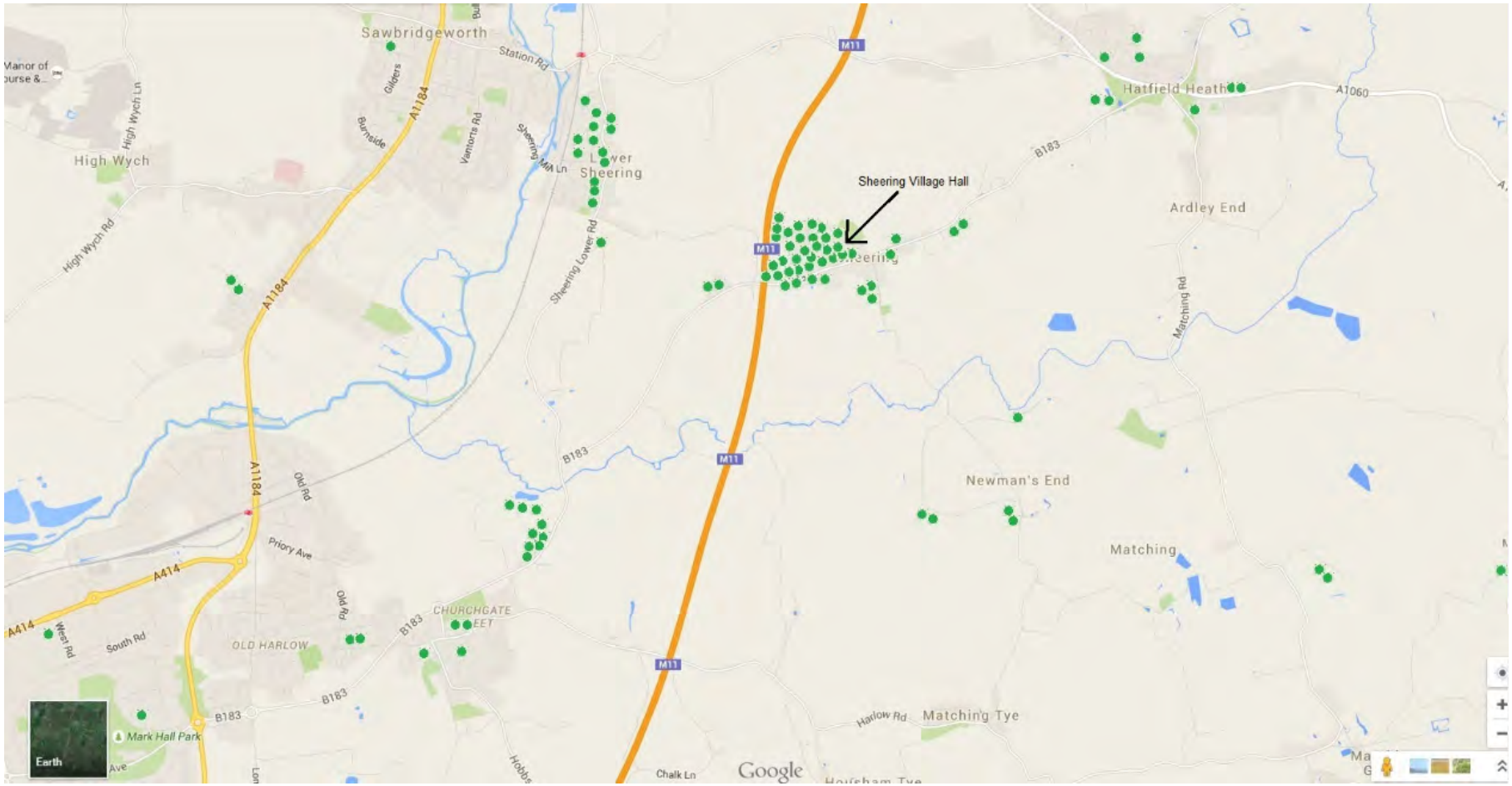

Map showing the inset areas for the more detailed area maps for each event (below)




Inset A: Map showing those who attended St John's Art and Recreation Centre exhibition's residential location (9th July 2015).




Inset A: Map showing those who attended St John's Art and Recreation Centre exhibition's residential location (15th July 2015).




Inset B: Map showing those who attended Sheering Village Hall exhibition's residential location (7th July 2015).

# Appendix E. Public Consultation Summary

# M11 Junction 7a (including Gilden Way)

Essex County Council

## Consultation Response Analysis Report

B3553F05/REP/66 | Rev 4

12 September 2016

# M11 Junction 7a (including Gilden Way)

Project No: B3553F05
Document Title: Consultation Response Analysis Report
Document No.: B3553F05/REP/66
Revision: Rev 5
Date: 12 September 2016
Client Name: Essex County Council
Author: Dan Barrett

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## Document history and status

| Revision | Date | Description | By | Review | Approved |
|---|---|---|---|---|---|
| 1 | 18/8/16 | Issued to Client | DB | PG | AK |
| 2 | 18/8/16 | Reissued – update to section 3.3 only | PG | LL | AK |
| 3 | 25/8/16 | Reissued – minor corrections made | DB | PG | AK |
| 4 | 8/9/16 | Reissued – change to title and addition at attendee numbers at events | DB | | |
| 5 | 12/9/16 | Reissued – client feedback incorporated | DB | | |
| | | | | | |

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# 1. Introduction

Essex County Council (ECC) is committed to supporting local and regional growth through the improvement of local infrastructure to leave a long term legacy of jobs, homes, and strong communities for our children and future generations while also improving the local road network for both commuters and businesses in the short term.

ECC has spent four years investigating options to improve Harlow's road network. A strategic options appraisal concluded that a new junction on the M11, known as Junction 7a, was the optimum solution. Further work on where and what a new motorway junction would look like was then undertaken.

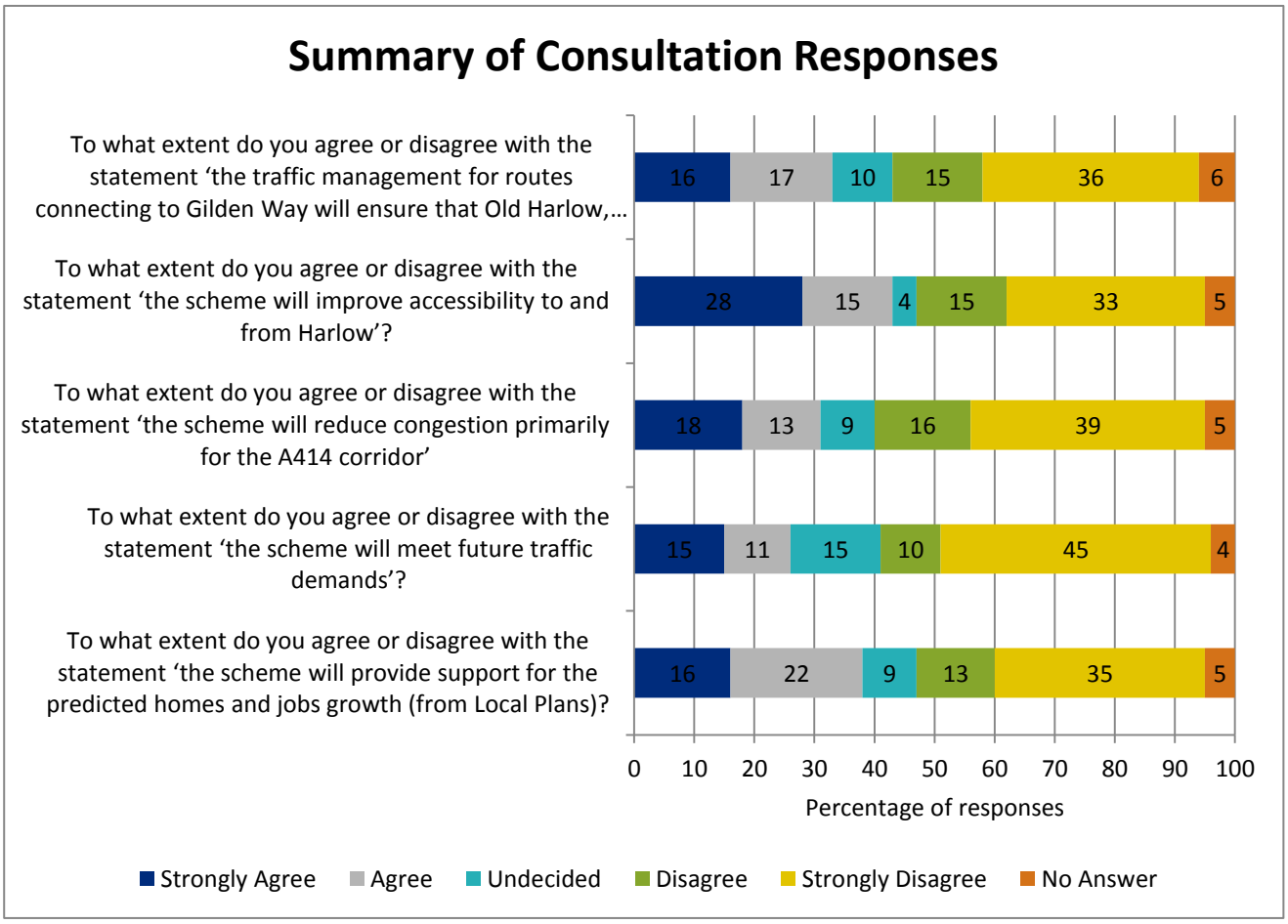
ECC started its public consultation on M11 Junction 7a and the widening of Gilden Way proposals in May 2016. 149 responses were received to the formal consultation, including one petition with 155 signatures. After the consultation closed the consultation responses received were read, and split into themes (coded). This report provides a fair summary of consultees responses. These responses and the subsequent recommendations from the project team/promoter on each of the issues raised are reported separately.

# 2. Summary of Key Issues

Overall responses suggested a general agreement that action was needed to address issues of congestion and traffic within Harlow and support regeneration and growth.

While there was some support for the proposed scheme, the majority of responses received were negative. This is somewhat to be expected for a consultation, where respondents who have a criticism or concern are more likely to respond.

The table below summarises the responses received,




This section presents the key issues raised across all questions, summarised into the following themes.

- A bypass is the better or long term solution to reduce traffic in Harlow
    - It was felt by many consultees that traffic travelling through Harlow needed to be removed in order to reduce congestion and traffic related issues in the town. It was strongly noted that a northern or 'Gibberd' bypass was seen as either the right alternative solution, or as the next step or long term solution.
- Proposed scheme could move traffic and congestion to a new area or increase traffic and congestion rather than generating a reduction for Harlow.
    - It was felt that the proposed scheme would simply transfer the problems and impacts or increase traffic, in particular to the Gilden Way, Old Harlow and Sheering Road.

- Traffic management measure would be difficult to enforce and more might be needed
    - Traffic measures were generally welcomed; however, a number of respondents questioned how these would be enforced. There were a number of additional roads which respondents felt also required traffic management measures, for example Sheering Road. Some respondents also felt that traffic management measure might increase rat-running on alternative routes, or that new housing developments could have a negative impact on the use of narrower local roads.
    - The approach to limiting access to Sheering Lower Road was also raised and while welcomed, there were some doubts that the 'local access only' signage would be sufficient.
    - A number of respondents also commented on the banned right turn at Mulberry Green.
- Harlow's road network can't cope with the increased traffic and more improvements would be needed
    - A number of roads including Edinburgh Way, First Avenue and the A414 were all mentioned consistently by respondents who felt that these roads would be adversely impacted or would need upgrading to cope with the increased in traffic. Dualling of the A414 was put forward as an alternative solution or an additional improvement by some consultees.
    - There was a common view that congestion and traffic would be increased, and accessibility and journey times decreased as a result, there was also doubt that the scheme would facilitate growth in homes and jobs and regeneration of Harlow.
- Impact of new developments
    - It was felt by some respondents that the impacts of new housing and business developments either hadn't been appropriately taken into account, or would increase traffic problems and that the proposed scheme did not solve these problems.
- Safety on Gilden Way and local roads
    - There was a notable concern about the safety for pedestrians and cyclists, particularly for school children crossing roads. It was felt that this issue stemmed from the increase in traffic generated by the scheme; however, there were also questions about the extent of measures included in the proposed scheme to enhance cycling provision and pedestrian crossings.
- Environment
    - There was a clear concern about the impact of the scheme on a number of environmental concerns. These included, but are not limited to:
        a) Building on the Green belt. (although it should be noted that several respondents noted that this would be a key issue for any bypass)
        b) Decrease in air quality and increase pollution due to the increase in traffic volume
        c) Increase in noise
- Greater focus on public transport and non-motorised modes

- Further investment into public transport and cycling schemes should be considered to reduce the need for new roads, or encourage more car users onto alternative and more sustainable modes of transport.

- Public bodies need to work collaboratively.
  - There were calls for Essex County Council to work collaboratively with neighbouring County, District and Town Councils, and with Highway England to deliver a coordinated and strategic approach to road investment and solutions in Harlow.

# 3. Background

In 2013 ECC set out the scheme objectives. These were:

- to improve accessibility to and from Harlow;
- to reduce congestion primarily for the A414 corridor;
- to ensure the proposed infrastructure is of the appropriate scale for future traffic demands; and;
- to provide an opportunity for future housing developments and employment across Harlow.

A number of strategic options were investigated and six options were considered further.

- Option 1: New M11 junction to east of Harlow, (Junction 7a), with local link to Gilden Way.
- Option 2: Improved M11 Junction 7.
- Option 3: Both Option 1 and Option 2.
- Option 4: 'Northern Bypass', which includes a dual carriageway link from Junction 7a through to A414 at Eastwick, and an additional single carriageway access into Harlow via River Way;
- Option 5: 'Northern Northern Bypass', which comprises a dual carriageway link from A414 at Eastwick, aligned to the south of Gilston, and then to the west of Sawbridgeworth, connecting with the M11 via a new junction south of Little Hallingbury;
- Option 6: 'Southern Relief Road', which comprises a dual carriageway link from the A414 east of Roydon, skirting the western and southern edges of Harlow, and connecting with Junction 7 via the B1393

Option1 was determined to be the optimal solution and was taken forward to the next stage of design development.

For further details on the strategic options developed and sifting process please view the Options Assessment Report. In December 2013 a series of public information events were held to provide information about the scheme, the transport challenges in Harlow and provide indicative design solutions for this best performing strategic option. A key finding from the public information events and associated engagement was:

- Support for a Northern Bypass as an alternative to the proposal, or as a future scheme. A bypass was seen as an opportunity to remove traffic from the town centre.

Development of the M11 Junction 7a proposal continued in 2014 with an additional objective to design a new junction with greater potential for a link into a future Northern Bypass. Following this work, in July 2015 a second series of public information events was held to show technical designs of a proposed scheme. A number of engagement events were also held with local authorities and organisations to ensure information was cascaded to local communities and feedback taken into account.

Following further design work, a public consultation on the proposed scheme design for M11 Junction 7a and widening of Gilden Way was launched.

## 3.1 The Consultation

The 8 week formal public consultation started on Wednesday 11th May 2016 and closed on Wednesday 6th July 2016.

The consultation whether it was considered that the proposed scheme meet the scheme objectives set by ECC and for views on the scheme and of the environmental findings.

Information about the proposals, including the consultation document was made available online at www.essex.gov.uk/Junction7a.

ECC also held four public consultation exhibitions to present the scheme design and members of the project team and ECC officers will be available to answer any questions from the public. These were held at:

- St John's Art and Recreation Centre on Friday, 3rd June 2016.
- Sheering Village Hall on Wednesday 8th June 2016.
- Harlow Central Library on Thursday 16th June 2016.
- Church of the Assumption on Friday 17th June 2016.

In total 475 people attended these events, the numbers attending the individual events were:

- St John's Art and Recreation Centre - 140
- Sheering Village Hall - 180
- Harlow Central Library - 48
- Church of the Assumption - 107

Consultees were able to respond using the response form, online or in hard copy. A postal and email address were provided for submission of the response form or written responses.

## 3.2 Number of responses

| Response Type | Total |
|---|---|
| Standard responses (in questionnaire format) | 110 |
| Non-standard responses (in other formats) | 32 |
| Petition | 1 with 155 signatures |
| Campaign responses | 6 |
| **Total responses** | **149** |

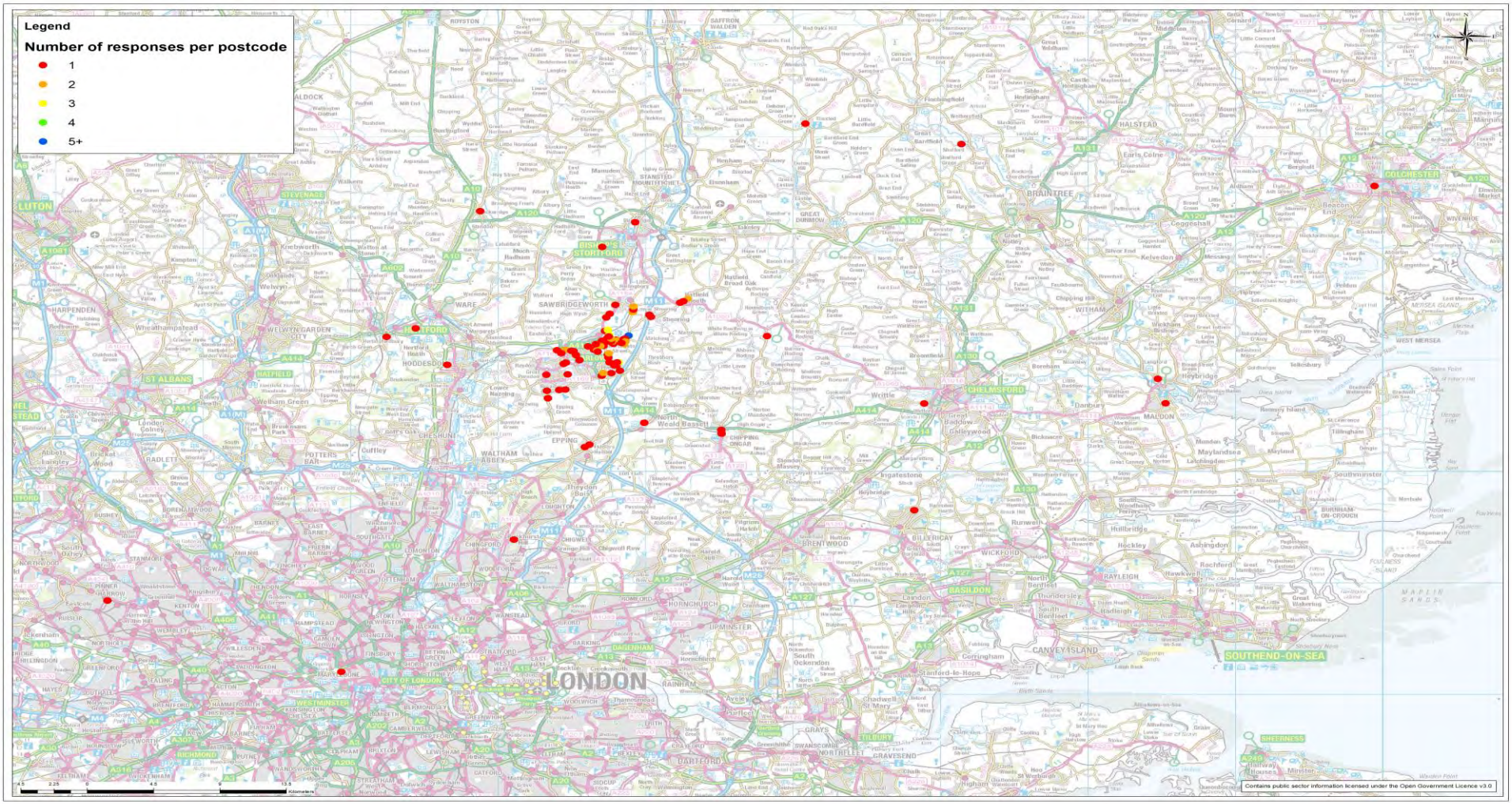
A total of 149 responses were received to this consultation. This included six responses which have been treated as 'campaign' responses as their content was largely identical, suggesting a single response had been shared amongst a group. These responses have been reported separately in this report, but were counted individually within the overall total.

One petition with 155 signatories was also received, in line with common practice this has been treated as a single response, but it is recognised that it represents the views of a larger group who might otherwise have provided separate responses.

## 3.3 Distribution of responses

Figures 1 below show the postcode areas from which responses were received where these were provided or could be reliably identified from the response, for example using an address or location stated in the response such as 'we are residents of Gilden Way'. Each point is colour coded to show the number of responses from each postcode area.

**Figure 1: Responses by Postcode – all responses**



## 3.4 Next steps

Once the consultation closed on the 6th July 2016, all responses were combined in a database and summarised in this consultation report for consideration by our technical teams.

Our technical teams will consider consultation feedback and undertake route/design refinements where practicable or provide clarification as to why no action is required.. A final proposal will then be put forward to Essex County Council Cabinet for a decision in the autumn of 2016.

Should the scheme be approved, a planning application will then be submitted to the Local Planning Authority during the winter of 2016/17.

For this scheme, the Local Planning Authority is Essex County Council. When a planning application is submitted to a Local Planning Authority there is a legal requirement for that organisation to consult with people and organisations most affected by the proposal. Under the terms of the Town and Country Planning (Development Management) Order 2015, this planning application will be accompanied by an Environmental Assessment Statement (ES) and therefore under Article 15, the planning application will be:

- advertised in the local paper;
- advised by written notice to immediately adjoining owners or occupiers of properties; and
- detailed in a notice to be placed in prominent locations along the application site.

People will be given at least 21 days to comment to the Local Planning Authority on the planning application. The advertisement and notices will include a planning application reference number, details of the location and description of the proposal, where the application and supporting documentation can be viewed, and how to make representations. We expect the planning approval process to take up to 6 months.

Following planning approval, we anticipate starting construction of Phase 1 in 2019, with completion and opening to road users of the full scheme in 2021.

# 4. Analysis and reporting

## 4.1 Process of analysis and reporting

The analysis and reporting of responses to this consultation was carried out by Jacobs.

*Receipt and handling of responses*

Once delivered via one of the three response channels set up for this consultation, all responses were added to a single database to be read and analysed. The format of the response (i.e. online, email or hardcopy) and the type of respondent who provided it (e.g. local authority or a member of the public) did not affect how the response was analysed; a consistent approach to coding was applied throughout.

*'Standard' responses*

The majority of responses (110) were received in the questionnaire format, called a 'standard' response in this report.

The closed, quantitative elements of questions 1-5 have been reported on against each question (see sections 6.1-6.5), showing the level of agreement expressed by the respondent to the statement in each of these questions. Similarly responses to questions 8-16, which asked for demographic information, have been reported on in Section 6.8.

Questions 1-5 also included a free text element, asking for comments to support the level of agreement indicated. For questions 1-5 the reporting of responses has been grouped into four categories: those who agreed or strongly agreed with the statement in the question, those who indicated that they were undecided, those who disagreed or strongly disagreed and, where appropriate, those who did not provide a response to the closed question element. Questions 6 and 7 only asked for comments on the environmental findings as well as any other points that the respondent wished to raise (see sections 6.6 and 6.7).

*'Non-standard' responses*

Responses received in formats other than the questionnaire format (called 'non-standard responses' in this report) are reported separately. This includes the summary of the petition received in response to this consultation. These respondents chose not to use the standard format to respond and so did not indicate to which questions their comments were referring, and this has been reflected in the analysis. While in some cases this may be relatively clear, for example where comments clearly referenced the environmental findings, this could not be consistently applied and so these responses are reported separately.

There were a total of 38 non-standard responses and one petition received.

*The analysis process*

The approach taken to analysing the responses (both standard and non-standard) was to carefully read each one and apply specific 'codes' to the different issues raised. The codes were recorded in a code frame (see Appendix A). An initial code frame was developed to begin this process, with new codes being added during the analysis as issues emerged which were not suitably covered by existing codes. Through the coding there were rationalisations of the code frame to ensure that they did not become unhelpfully granular. Codes were also amalgamated and refined in some cases where it became clear that they were covering the same issue or were overlapping.

It is important to note that the purpose of applying codes to the free text elements was not to quantify issues or sentiments within responses. The primary purpose is to help the writer of the report to identify the range of themes and issues raised and structure the initial and subsequent readings and reporting. This is an accepted approach to qualitative analysis and is appropriate to a consultation such as this.

The approach taken within this report is to provide a neutral, non-interpretive summary of the themes and issues that respondents raised within their response.

## 4.2 Context to the reporting

149 responses were received to the consultation. This has meant that there are not significantly large groupings of respondents making a particular, more detailed, point or identifying a more granular concern within a broad topic area. However the fact that only one or two respondents have raised a particular point does not make it any less valuable. As such, the report identifies themes and broad areas which have attracted comment and within those themes the range of points raised are discussed, with no regard to the numbers of respondents raising the issue.

The aim of this approach is to identify the themes and issues raised, but also allow a more detailed reporting of the range of particular concerns and issues.

# 5. Consultation Document and questions

## 5.1 The consultation document

The M11 Junction 7a (including Gilden Way) consultation document set out the proposals and background to the proposed scheme and asked for responses to seven questions:

- Question 1: To what extent do you agree or disagree with the statement 'the traffic management for routes connecting to Gilden Way will ensure that Old Harlow, Churchgate Street and Sheering Lower Road will not be adversely impacted by the scheme in 2021'.
- Question 2: To what extent do you agree or disagree with the statement 'the scheme will improve accessibility to and from Harlow'?
- Question 3: To what extent do you agree or disagree with the statement 'the scheme will reduce congestion primarily for the A414 corridor';
- Question 4: To what extent do you agree or disagree with the statement 'the scheme will meet future traffic demands'?
- Question 5: To what extent do you agree or disagree with the statement 'the scheme will provide support for the predicted homes and jobs growth (from Local Plans)?
- Question 6: Do you have any comments about the environmental findings?
- Question 7: Do you have any other comments regarding the proposed scheme?

Questions 1-5 had two parts. The first part asked respondents to indicate their level of agreement to the statement set out in the question on a five point scale from 'strongly agree' to 'strongly disagree'. The second part of these questions asked for any comments in relation to the statement in the question.

Questions 6 and 7 did not ask respondents to indicate a level of agreement, but asked for comments about the environmental findings set out in the document and any further comments about the proposals.

A series of additional questions (8-16) also sought to gather demographic information about the respondents.

## 5.2 Additional information

The consultation document provided sufficient information for respondents to make an informed response. However, four additional documents were also made available that provided more detailed information on particular aspects of the proposals:

- Options Assessment Appraisal
- Technical Appraisal Report
- Traffic Model Forecasting Report
- Appendices - Traffic Model Forecasting Report

# 6. Responses by question

This section reports on the responses received in the questionnaire format. For each question information is provided on responses to the closed questions in table and graphical form accompanied by a short description of the data.

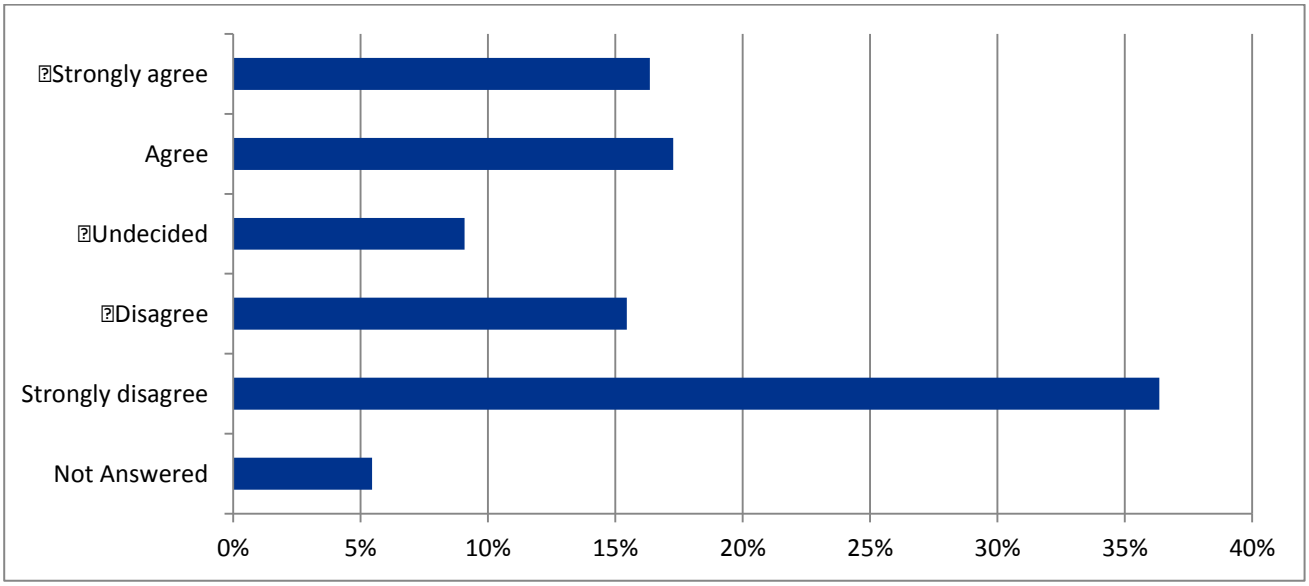
Where comments were provided for each question, these are reported, at the same time identifying the level of agreement or disagreement to the question for each issue raised. Comments from those who did not provide a response to the actual closed question are also reported.

Responses received in formats other than the questionnaire format (called 'non-standard responses' in this report) are reported separately in section 7.

## 6.1 Question 1: To what extent do you agree or disagree with the statement 'the traffic management for routes connecting to Gilden Way will ensure that Old Harlow, Churchgate Street and Sheering Lower Road will not be adversely impacted by the scheme in 2021'.

### 6.1.1 Responses to closed questions

Around a third of respondents (33%) agreed or strongly agreed with the statement. Just over half (51%) indicated that they disagreed or strongly disagreed with the statement, with over a third of respondents (36%) strongly disagreeing. 9% of respondents were undecided and 5% of did not provide a response.




| Level of agreement | Total Responses | Percent |
|---|---|---|
| Strongly agree | 18 | 16% |
| Agree | 19 | 17% |
| Undecided | 10 | 9% |
| Disagree | 17 | 15% |
| Strongly disagree | 40 | 36% |
| Not Answered | 6 | 5% |
| **Total** | **110** | **100%** |

### 6.1.2 Comments received

**Agree and Strongly Agree**

Amongst respondents who indicated that they agreed or strongly agreed, two noted that the HGV restrictions were welcomed, two noted that the speed restrictions on Gilden Way were welcomed and one commented that the right turn ban for cars in or out of Mulberry Green was a good measure. One respondent supported the traffic management proposals and felt that these should be introduced now, but stated that they opposed plans to build Junction 7a with a connection to Gilden Way.

One respondent felt that the restriction of Sheering Lower Road to local access failed to take the knock-on effect on Back Lane into account, noting that Back Lane would be likely to replace Sheering Lower Road as a rat run. Their concerns were that Back Lane is already a narrow route, which often severely pot-holed and is dangerous for cyclists. However, they identified it as a popular cycle route from Sheering Village to Sawbridgeworth Station and felt that the route would become much more dangerous for cyclists as a result of the scheme. Another commented that the Sheering Lower Road access restrictions were likely to be difficult to enforce.

One respondent, who strongly agreed with the statement in the question, commented that they would have preferred a dual carriageway to 'prevent youths doing donuts in the middle of the night'.

**Undecided**

Of the respondents who indicated that they were undecided to this question, one commented that they found the question difficult to understand and another that the information was not user-friendly, meaning that they were unclear about the proposals. One respondent suggested that the proposals were the best option available. A fourth respondent felt that the measures were sensible but noted that enforcement would be required.

**Disagree or Strongly Disagree**

Fifty seven respondents indicated that they disagreed or strongly disagreed with the statement, of which five were 'campaign' responses, discussed below.

While respondents did provide comments in relation to the specific measures proposed, three overarching themes emerged from the responses around congestion and traffic resulting from the scheme, the need for an alternate route which removes traffic from Harlow and the risk of the traffic management measures diverting traffic and creating rat-runs.

Congestion and increases in traffic as a result of the scheme, and in particular at peak times, was a common theme raised by respondents who did not agree with the statement in the question. The level of congestion on Gilden Way was raised by a number of respondents, with comments that there was already congestion into Harlow and that a bottleneck would be created and that an increase in congestion would be intolerable. One respondent felt that traffic on Gilden Way would not present a problem, but that the impact on Edinburgh Way would be an issue. Some respondents questioned whether the traffic impacts of new developments at Harlowbury and on Gilden Way had been considered. Other areas identified as being at risk from increases in traffic were Sheering Road, Old Town and the surrounding area, First Avenue (and roads along First Avenue), between Harlow and Churchgate Street and at the railway crossing and Station Road.

Some respondents identified areas outside Harlow which might also see increases in traffic due to traffic accessing the new junction, such as Lower Sheering and Sawbridgeworth and villages such as Little Hallingbury. One respondent highlighted the use of satnavs as a likely cause, with drivers being directed to the most direct routes.

One respondent did not feel that the increase in traffic could be effectively mitigated, while another commented that traffic would use unrestricted roads to avoid the traffic management measures. Another respondent felt that

congestion would be moved to a new area. The particular concerns identified around congestion were the impacts on the environment and air quality, noise and impacts for local residents and schools.

A few respondents identified a need for an alternate route which would avoid the need for traffic to travel through Harlow. One respondent suggested that this route should be to the north of Harlow, while another commented that traffic would be attracted from Bishops Stortford and Sawbridgeworth via Old Harlow to access the new junction. Similarly another respondent felt that Sheering Road would provide an attractive route from Sheering, Hatfield Heath and beyond to access Junction 7a.

Several respondents suggested that the restriction would divert traffic and potentially result in rat-runs being created along other routes. Old Harlow and Churchgate Street, Sheering Lower Road and Mulberry Green were identified as potentially at risk, in particular at peak times and if Gilden Way was congested. One respondent noted that traffic rat-running through Mulberry Green in particular would be dangerous due to the likely speed of traffic. One respondent noted this risk, but felt that it could not be reduced or eliminated.

In addition to comments under these three broad themes, other points were also raised. There was some doubt expressed as to whether the measures would be adequate or have any effect and two respondents commented that additional measures would be needed and one identifying Sheering Lower Road as a particular concern. The modelling of traffic was also questioned, in particular relating to Sheering Lower Road, Hatfield Heath, Lower Hallingbury and Lower Sheering and other villages. One respondent commented that the character of Old Harlow, Churchgate Street and Sheering Lower Road would be ruined and another felt that the measures were aimed at a desire to develop housing on Gilden Way. Five respondents commented that the route would divide communities or impact on ease of access. Two identified Old Harlow and Churchgate Street. One commented that the plans would force them to make a long detour to travel from Sheering Road to Lower Sheering, Little Hallingbury or Mulberry Green. Another commented that the scheme would affect local traffic and impact on access to essential services in Old Harlow from Gilden Way and heading west along Gilden Way. One respondent simply commented that the access had not been thought through. Another felt that congestion could be eased by making the A414 two lanes each way from the B183/A414 to Eastwick. One respondent commented that they felt improvement was required at the London Road roundabout.

*Sheering Lower Road restricted to local access only*

There was some doubt expressed that introducing signage on Sheering Lower Road would be effective, with four respondents commenting that this would be ignored or unlikely to work. One commented that the use of satnavs would direct traffic along this route and another recommended that the road should be blocked at the Gilden Way end. Access to Sawbridgeworth was also raised a number of times, with Sheering Lower Road being noted as an important access to Sawbridgeworth which had already become a rat-run and that limiting Sheering Lower Road to local traffic only would add traffic trying to reach Sawbridgeworth to other routes. One respondent also noted that this measure would impact on access to services in Old Town.

*HGV through movements restricted in Old Harlow and Churchgate Street*

This measure attracted some support, with two respondents expressing their agreement. One respondent noted that it would need to be enforceable to be effective. Another responded that cars presented a larger problem than HGVs and that there would be an increase in cars.

*Gilden Way speed limit reduced to 40mph*

One respondent commented that speed restrictions would generate congestion.

*No right turns in or out of Mulberry Green, except for buses*

The most common comment in relation to this traffic management measure was that it had the potential to increase congestion, with four respondents raising this point. Two noted that the congestion would be generated in Old Harlow via London Road and one that congestion would be generated outside Fawbert and Barnard School due to existing traffic calming measures. One respondent commented that this measure would have a significant impact on access and another that this measure would impact on local residents by making journeys

longer in distance and duration. A third respondent felt that the right turn was needed for local traffic. One respondent within the group of those who stated that they disagreed with the question statement did feel that this measure would be helpful.

Two respondents made comments related to the local bus service. One highlighted the importance of the bus service to local people and had concerns that the difficulty for buses in making the right turn would impact on that bus service. Another raised concerns that buses stopping in the centre lane would increase the risk of cars colliding with buses from behind.

One respondent proposed that instead of this measure, a right turn ban or access only measure should be implemented into Old Road from Mulberry Green opposite the Green Man Hotel or at the junction with Priory Avenue.

*Three signalised pedestrian crossings*

Two respondents commented that this measure could generate congestion at peak times.

**No indication of agreement or disagreement**

Six respondents did not provide an indication of their level of agreement. One respondent used the standard text also seen in the small number of 'campaign' responses received, which are discussed below.

A second respondent suggested that a new artery road built from The Pinnacles to the A414 would ease traffic problems from the M11 to the A414 and through to the A10.

A third respondent agreed that the management measures set out would mean Churchgate Street was likely to be unaffected and might be quieter. While they felt that limiting traffic to left turn only into and out of Mulberry Green would not cause significant inconvenience, banning the right turn into Mulberry Green would be likely to divert traffic onto London Road. They commented that the existing traffic calming, coupled with the use of the road by buses and for to access to local schools meant that this road already had high volumes of traffic at some times of day. They also felt that Sheering Lower Road would be impacted by the scheme, noting that this is already used as a rat-run, in particular for traffic accessing Sawbridgeworth, Bishops Stortford and nearby villages. They did not feel that the proposed signage would prevent other traffic from using this route. They were also concerned about the potential speed of traffic coming onto narrow single lane roads, in particular noting the use of these roads by cyclists. They suggest an alternative connection joining the existing road beyond the Pincey Brook and the Sheering Lower Road junction and there was no right turn into Sheering Lower Road. This, they propose, would cut potential traffic. They also felt that all of the roads should have a 40mph speed limit applied.

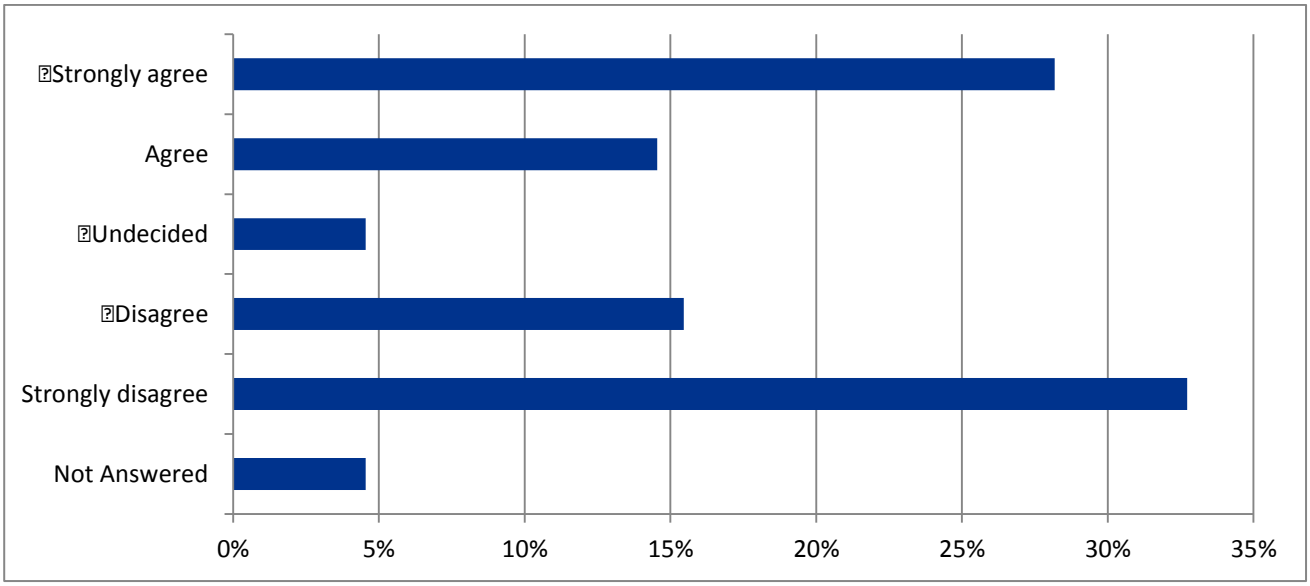
**'Campaign' responses**

Six respondents used identical text in the majority of their responses, suggesting that a standard set of responses had been shared, these types of responses are often referred to as **'campaign' responses** as they suggest a centrally organised approach to responding to a consultation. Of the six responses, five indicated that they strongly disagreed with the statement in the question and one did not indicate a position. These responses commented that they felt there had been a lack of clarity as to the exact proposed scheme, suggesting that there was a lack of certainty about the proposals from the promoters and that the previous consultation process had not been transparent. These respondents focused on the impact for non-motorised road users, commenting that they felt that it was unclear how wide and safe the footpath would be for residents on Sheering Road leading to the Gibberd Garden entrance. They also questioned how pedestrians, cyclists and horse riders would be able to cross a 'busy, three lane highway' following the construction of housing on agricultural land on Gilden Way. These respondents also felt that there was a lack of clarity about the road going west, towards Churchgate Street roundabout, after the proposed crossing. These responses conclude by referring to recent works carried out in Gilden Way and Sheering Road, which they stated have resulted in quarter mile traffic queues at temporary traffic lights, impacting on local quality of life and health as a result of increase emissions from stationary vehicles and the potential for significant noise pollution. They ask what noise reduction strategies are proposed relating to the scheme in this area.

## 6.2 Question 2: To what extent do you agree or disagree with the statement 'the scheme will improve accessibility to and from Harlow'?

### 6.2.1 Responses to closed questions

Responses to this question showed the closest split between those who agreed and those who disagreed. Just under half of respondents (48%) indicated that they disagreed or strongly disagreed with the statement, while 43% agreed or strongly agreed with the statement. Responses to this question showed the largest proportion of respondents (28%) strongly agreeing to the statement in the question and the lowest proportion (5%) undecided. 5% of respondents did not provide a response.




| Level of agreement | Total Responses | Percent |
|---|---|---|
| Strongly agree | 31 | 28% |
| Agree | 16 | 15% |
| Undecided | 5 | 5% |
| Disagree | 17 | 15% |
| Strongly disagree | 36 | 33% |
| Not Answered | 5 | 5% |
| **Total** | **110** | **100%** |

### 6.2.2 Comments received

**Agree and Strongly Agree**

Forty seven respondents indicated that they strongly agreed or agreed with the statement in the question. One respondent commented that the plan was a 'great idea' which would prevent substantial amounts of motorway traffic from Harlow and the surrounding area travelling through Harlow to access the motorway. Another respondent highlighted an additional benefit which they felt had not been identified, in that the heavy traffic which currently passes through residential sections of southern Harlow will be reduced. A third respondent commented that they are required to plan their journeys around peak times to take account of congestion.

One respondent noted that the plan had the potential to reduce pressure on Junction 7 of the M11, reducing congestion and delays. They also emphasised, however, that the need for improvements to Junction 7 should not be overlooked and that funding should not be diverted from Junction 7 to Junction 7a. Another respondent felt that access to Harlow for southbound M11 traffic would be improved and traffic in Bishops Stortford and on the A1184 Harlow Road would be reduced. They also noted that access to and from Junction 7 should be improved.

One respondent suggested that the plan would greatly improve access to Harlow, primarily by putting increased traffic onto under-utilised roads, going on to note that the bridge on the A414 may need to be considered as it is currently at capacity at peak times.

One respondent agreed that generally access to and through Harlow, particularly to the north and east, would be greatly improved but felt that it was important that the Gilden Way junctions with London Road and Churchgate Street were enhanced to maintain this improved accessibility post 2026/2028. Another, while agreeing that accessibility would be improved felt that the traffic problems on the A414 would not be solved.

A respondent who strongly agreed with the scheme and felt that there was no doubt about the need for a northbound junction, went on to note their concern that the current design would connect to the busiest roads in Harlow. Another respondent who agreed with the statement commented that local residents would be impacted by construction and thereafter added traffic and noise. A further respondent agreed with the statement, but suggested that there should be a focus on improving public transport links rather than making provision for more cars.

**Undecided**

Five respondents indicated that they were undecided on the question statement. Three of the respondents' comments focused on the impact of additional traffic in Harlow. One commented that the emphasis seemed to be on easing congestion on the M11 and did not consider the needs of Harlow. They went on to explain that they did not feel that the road infrastructure within the town was suitable for increased traffic flow and would not cope. They also felt that Harlow had been designed as neighbourhoods, with limited access into and out of areas to major link roads, causing pinch points with few alternative routes. They gave Church Langley as an example and also noted that the A414 becomes congested and the issues that may arise for access in emergencies. A second respondent noted that despite providing an additional access for Harlow, traffic to Mark Hall and around Old Harlow would be increased considerably and that they did not feel provision had been made for extra traffic on Gilden Way which would result from the planned development north of Gilden Way. A third respondent commented that the junction would feed traffic into the east of Harlow, impacting on an already busy network and that the location of 'most of the industry' in the west of Harlow would result in the same or increased traffic travelling across the town.

**Disagree or Strongly Disagree**

Fifty three respondents indicated that they disagreed or strongly disagreed; of these several commented that the scheme would only move congestion to other areas. Three respondents commented that the new scheme would just move problems to a different part of Harlow, with one noting that they felt accessibility via Junction 7 was already sufficient and another that Junction 7 would be under-used. A further respondent felt that congestion would not be removed in current locations, but only added elsewhere. Others identified areas where they felt congestion would be increased. Two respondents felt that the scheme would move congestion from the south of Harlow and Second Avenue to the north of Harlow. Two others identified potential for traffic on Sheering Road to increase as it re-routes to reach the new junction and avoid Sawbridgeworth and another respondent felt that traffic re-routing would result in congestion. Similarly one respondent felt that the scheme would cause additional traffic to enter Harlow via northern routes, bypass Sawbridgeworth and use the alternative route as a means to bypass Harlow and access the A10 and other road networks. Another respondent suggested that the scheme would move congestion from the Hastingwood Roundabout, which is out of Harlow, to the First Avenue Roundabout, which is in a built up area of town and near a school. A further respondent felt that the key factor is to reduce congestion on north-south A414 but that this scheme would move congestion further down A414. One respondent questioned how increasing traffic would help accessibility for Harlow.

A number of respondents felt that the scheme would not address current congestion, which they felt was already severe and would make congestion worse in the future. One respondent commented that the plan would have a negative impact on Harlow and decrease quality of life for residents in the area. In particular A414/Edinburgh Way, Gilden Way, First Avenue, Old Harlow, Church Langley and the Mark Hall/A414 roundabout coming west along Gilden Way and local traffic congestion on the east of Harlow were noted as areas of concern. One respondent commented that there is currently restricted movement of traffic due to the number of crossings, and further traffic would exacerbate the problem. One respondent felt that the scheme would only increase accessibility for traffic avoiding the M25, which they felt was the cause of current congestion within Harlow. Another respondent suggested that the proposed route would not speed up the traffic greatly due the change from motorway to dual carriageway to a two-lane road.

Some also noted the potential increase in traffic as a result of new planned developments and expressed concern that this additional traffic had not been accounted for. In particular the developments at Gilden Way, Harlow North and The Pinnacles were identified as sources of additional traffic which should be considered.

Several respondents made comments relating to the need for a proposal to route traffic around Harlow. One proposed a northern bypass as an alternative which would not increase congestion in Harlow. Another referred to Frederick Gibberd's plan for an east/west motorway. A third suggested a bypass from the new Junction on the M11 to the A414. A fourth respondent proposed a bypass linking Eastwick Lodge to the M11. One respondent commented that Harlow was planned with a motorway to the west and a grid system to avoid traffic passing through Harlow and that the construction of the motorway to the east has created a problem which this scheme will not address. A further respondent simply noted that the junction is not correctly located to provide the accessibility that is wanted.

One respondent felt that the proposed temporary three lane option to and from the Sheering Road roundabout would not be adequate and that the road network in Harlow would not be able to cope with the additional traffic. Another respondent commented that the single route out would generate a bottleneck, again generating traffic problems. Another respondent commented that the section of the A414 via the Gates roundabout would be inadequate for the proposal and felt that 3 lanes with no enlargement, apart from the filter lane northbound, would not be suitable for the proposed increase of 6,200 vehicles, which they note is the highest in the plan.

Two respondents called for the A414 to be dualled. A further respondent suggested that the Fifth Avenue junction was responsible for a bottleneck due to the single lane carriageway across the Stort River and the railway, resulting in congestion on Edinburgh Way. This was echoed by another respondent who suggested that the exit to Harlow over the river and railway should be dualled as the current bridges are becoming life expired and are too narrow for the projected traffic.

A number of respondents disagreed with the interpretation of the modelling or questioned the validity of the figures. Two respondents disagreed with the interpretation of 'moderate' increase in traffic, one questioning whether 25-50% could be considered moderate and the other noting that those areas were currently very congested. A further respondent suggested that the figures showed that congestion would be made worse. One respondent felt that the modelling provided by Essex County Council had consistently been based on flawed data and so questioned how trustworthiness of the modelling data. One generally felt that the information wasn't clear and the graphics were too small.

Some respondents suggested alternative proposals. One respondent noted that the majority of traffic entering Harlow from the existing M11 junction either turns left into Southern Way or continues down to Gates roundabout to reach the industrial park. They felt that a better route would be a second exit located before junction 7 to cut across farm land to connect the M11 to Water Lane, splitting traffic coming into Harlow between those going to The Pinnacles and those going to destinations along Edinburgh Way. A second respondent suggested the A414 is re-routed down Second Avenue to take through traffic away from the Gates roundabout. They also proposed that dualling of Second Avenue could be implemented with other flow improvements to Velizy and Fifth Avenue. This respondent favoured the alternative northern bypass routes but felt that they would be too costly and have immense environmental impact and, as such, funding should go to improvements on Second Avenue and the river bridges. One respondent simply suggested that the industrial estates should be moved, while another felt that a wider scheme involving the rest of Edinburgh Way and the A414 to the station roundabout would be needed.

One respondent recommended that greater consideration should be given to options for reducing congestion within Harlow and reducing the reliance of people on cars, mentioning the addition of Park and Ride schemes and improving further the accessibility of Harlow for cyclists as a means to reduce traffic, cut down on emissions and make Harlow more accessible. Another expressed their view that Churchgate Street would be cut off from the rest of Harlow and essential services.

**No indication of agreement or disagreement**

One respondent did not provide an indication of their level of agreement but did provide a comment. However, this respondent was part of the group of responses categorised as 'campaign' responses and is reported on the section below.

**'Campaign' responses**

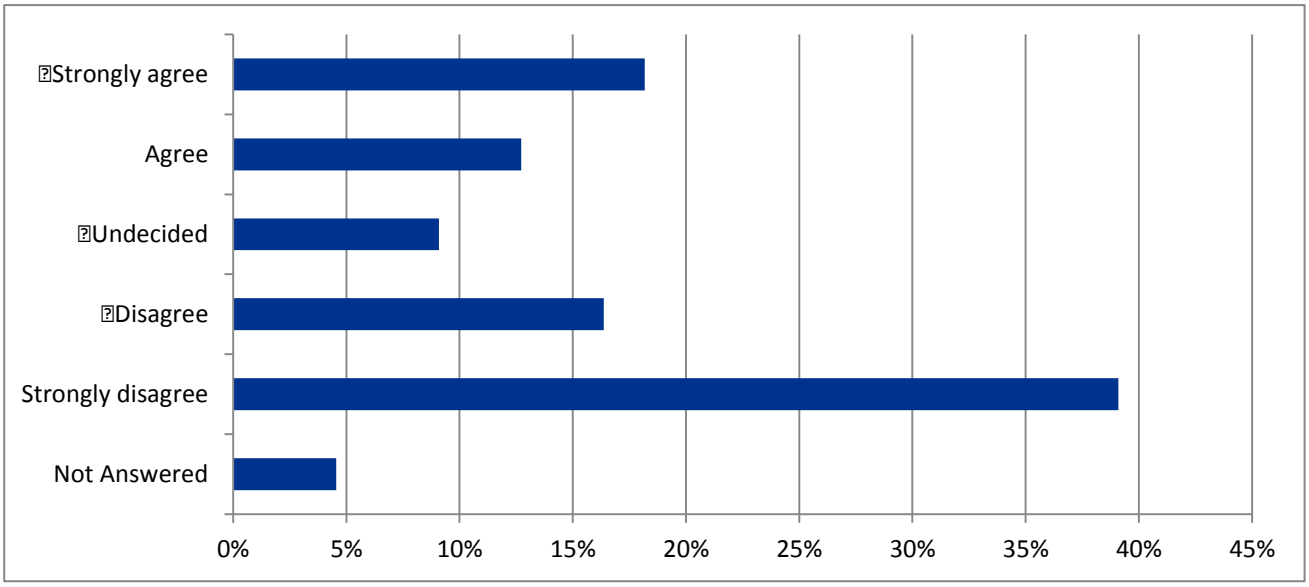
Six respondents used identical text in the majority of their responses, suggesting that a standard set of responses had been shared, these types of responses are often referred to as **'campaign' responses** as they suggest a centrally organised approach to responding to a consultation. Of the six responses, four indicated that they strongly disagreed with the statement in the question, one that they disagreed with the statement and one did not indicate a position.

These responses noted the four objectives set out in "Access to Harlow Report 2016", but went on to ask what public transport consultation and travel planning had taken place in order to meet the objectives and suggested that this is seriously lacking. In particular they suggested that the rail network in Harlow is inadequate to meet requirements and cite a reference in "Access to Harlow report 2016" to the Coalition Government's Business Plan Priority 4 to 'Support sustainable growth by investing in local transport, decentralise funding and powers, tackle local congestion and make public transport (including light rail), walking and cycling more attractive'.

## 6.3 Question 3: To what extent do you agree or disagree with the statement 'the scheme will reduce congestion primarily for the A414 corridor';

### 6.3.1 Responses to closed questions

Around a third of respondents (31%) indicated that they agreed or strongly agreed with the statement that the scheme would reduce congestion primarily for the A414 corridor, but over half (55%) disagreed or strongly disagreed. 9% of respondents were undecided and 5% did not respond.



| Level of agreement | Total Responses | Percent |
|---|---|---|
| Strongly agree | 20 | 18% |
| Agree | 14 | 13% |
| Undecided | 10 | 9% |
| Disagree | 18 | 16% |
| Strongly disagree | 43 | 39% |
| Not Answered | 5 | 5% |
| **Total** | **110** | **100%** |

### 6.3.2 Comments received

**Agree and Strongly Agree**

Thirty four respondents indicated that they agreed or strongly agreed with the statement in the question. One respondent commented that they A414 north and south will be relieved by the scheme. Another noted that the reduction in demand on Junction 7 of the M11 would also reduce congestion on surrounding roads. The third respondent felt that the A414 corridor needed to be dualled throughout and all right turns removed other than via a roundabout. A fourth respondent commented that they did not feel that the scheme would reduce congestion on the A414 north of Gilden Way, but that there would be a reduction in traffic north of Hastingwood. A fifth respondent suggested that whilst there would be secondary affects which improve the conditions at peak times on the M11 and some local roads, the primary focus was clearly to increase the capacity of the A414 to enable regeneration and growth.

**Undecided**

Ten respondents indicated that they were undecided, including one who was part of the 'campaign' group discussed below. One noted that there was a predicted increase in traffic on First Avenue and commented that it is already difficult to turn right onto First Avenue from turnings along this road at peak times, identifying Muskham Road, Momples Road, Orchard Croft (Stow), Halling Hill, School Lane and Maddox Road. They ask that some provision is made for these turnings, potentially mini roundabouts or part-time lights.

Another respondent identified parking in Watlington Road as a potential issue and suggested a car park in the school grounds for parents.

A third respondent felt that the scheme did not address the extra traffic on the A414 northbound from the Mark Hall roundabout to Gates garage.

A fourth respondent noted that the expected delays caused by increased flows due to changes to the London Road roundabout were not shown. They questioned whether the junction would be able to cope with revised flows better than the larger Hastingwood roundabout. They also question how a steady flow of traffic down Gilden Way will affect accessibility to that road from Old Harlow, Churchgate Street and the new developments planned along the route, again noting that these are not shown.

**Disagree or Strongly Disagree**

Sixty one respondents indicated that they disagreed or strongly disagreed with the statement in the question, including five respondents who were part of the 'campaign' response group, discussed in the section below.

A number of responses to this question suggested a bypass or similar new alternative route for traffic as an additional or alternative proposal. Six respondents suggest that a northern bypass is needed. Two comment that the scheme would not deliver the intended reductions in congestion on the A414 corridor and identify the need for a bypass from the new junction to take traffic around Harlow. A further respondent suggested that the scheme will not address traffic which they feel will be routed through Templefields and identified the lack of a

northern bypass as a weakness in the scheme which will limit its success. Two respondents commented that the scheme would, they feel, move congestion rather than resolve it, with one suggesting that it will be moved to a different residential area around Gilden Way and noting that there is no plan to dual Gilden Way. Both go on to suggest that a bypass would reduce congestion. One respondent proposed that a northern bypass from the M11 to the A414 at Eastwick is the only solution to congestion on the A414. They suggest that as the scheme currently makes provision for a northern bypass, this should be implemented now. One respondent repeated their response to the previous question, referring to congestion being caused by traffic avoiding the M25 and the scheme providing additional access for this traffic. They then refer to Frederick Gibberd's plan for an east/west motorway by-passing Harlow and completion of the A414 dual carriageway link between Burnt Mill and Junction 7A being completed as soon as possible. Another respondent commented that the proposals will bring traffic into Harlow in the east but that the majority of the journey destinations are likely to be in the west of the A414. They suggested that a northern approach providing infrastructure for Harlow North and keeping traffic from going through Harlow, highlighting Frederick Gibberd's plans to site a motorway to the west of Harlow. One respondent suggested a two lane dual carriageway from the hamburger roundabout to Eastwick, which they identify as a suggestion from 22 years ago. Their suggestion is based on their assessment that the A414 from Mark Hall School to Eastwick needs to be two lanes each way to cater for the projected traffic increase and to assist traffic flow to avoid delays around Mark Hall School. Similarly another respondent calls for the A414 to be dualled throughout Harlow as the only way to encourage traffic to use the route as a preference, noting a lack of flow after the hamburger roundabout where the route becomes single lane. They go on to suggest that the current works are not providing widening and also raise concern about the safety of cyclists at these junctions. One respondent commented that without improvements to the northern approach to Harlow, the rest of scheme would be 'a waste of money'.

Several respondents felt that the scheme could benefit the southern part of the A414 corridor, but that congestion in the northern section would not be alleviated and might worsen. One respondent simply stated that congestion would only be reduced on the small section from Junction 7 to First Avenue with the remainder of the A414 and the surrounding areas in Harlow will be adversely affected. One respondent noted that the northern section already suffers from congestion, with another identifying potential for worsening congestion at the Gates roundabout and the Howard Way Junction roundabout due to their size. Another respondent also raises concerns that while the south of Harlow will benefit, traffic will be channelled via First Avenue or Edinburgh Way, which are congested at peak times. They also suggest that the section of Fifth Avenue between Edinburgh Way and the A414 dual carriageway will remain a bottleneck. A fifth respondent highlighted the increase in housing and industry and that current traffic uses the 'Gates Roundabout' as a reason for increasing congestion in the northern section of the corridor. This respondent also identifies a bottleneck at 'the mini roundabout by Toys R Us' which they don't feel will be resolved. They suggested that traffic would continue straight from Gilden Way towards the town centre, past two more schools, before heading towards the Pinnacles and Templefields industrial areas, or towards Hertford, adding to existing congestion.

One respondent commented that the scheme would only provide relief to the A414 from the M11 to central Harlow and would not help relieve the west side of the A414, which they identify as suffering from severe congestion at peak times.

A number of those who commented made statements about congestion not being addressed, increasing or being moved to other locations. A few simply stated that the scheme will not reduce congestion through Harlow. One respondent commented that traffic is still being routed via the A414. Another commented that the current congestion could be split, with traffic using the two junctions to access north and south Harlow, but that this traffic would meet at the A414 corridor, and congestion would not be reduced and might increase. A further response suggested that the same amount of traffic will still be using the corridor, so congestion would not be addressed, but the impact on Gilden Way would be increased. One respondent felt that the scheme would put more traffic onto the A414 corridor not relieve it, as local traffic currently uses minor roads. Another respondent noted that the scheme would not solve the near future problems of congestion on the A414.

A few respondents comment that congestion will be moved to other areas, with one noting that the congestion would be relocated to 'an unsuitable road with close proximity to housing'. Other respondents identify particular locations where they feel there is a risk of increased congestion. Respondents identify Gilden Way, Mark Hall, the Mark Hall/First Avenue Roundabout, Templefields, Sheering Lower Road and Old Harlow as well as First Avenue, Second Avenue and Southern Way as locations which they feel will experience greater congestion

caused by the scheme or which the scheme will not address. One respondent identifies the Fifth Avenue Junction and the single lane carriageway across the Stort River and the railway as causing a bottle neck. Another respondent commented that congestion on the A414 between the stations is due to the retail parks and that this is not being addressed.

One respondent made very extensive comments to this question, which have been summarised here. They suggested that the A414 needed to be dual carriageway throughout the town to encourage people to used it as a preference and noted that there was currently congestion and that they felt that the A414 in Harlow cannot cope with the existing traffic, let alone a predicted 71% increase. They commented that local people avoid using Edinburgh Way unless they are going to a retail park due to stop/start traffic and that they could not see how this can be altered to accommodate the anticipated increase in flow of traffic. They state that the consultation identified an aim to encourage traffic away from First Avenue, which they note is currently heavily congested, particularly at peak times, and suggest that this would become intolerable with the predicted increase in traffic of 71%. They also note that this is the road with significant volumes of traffic from the proposed new junction and that First Avenue is also the only main road in Harlow that has 4 schools feeding directly onto it - Burnt Mill, St Albans, Mark Hall and Fawbert and Barnard. They note that increases in traffic would impact on the ability and safety of pedestrians and cyclists to cross roads at roundabouts. They do not support the proposal for three lanes from the new junction, suggesting that it would increase congestion along First Avenue and the A414. They proposed that two lanes would be needed each way. They conclude that the main way to relieve the pressure from the town will be a by-pass, but comment that this should not be along the river, as this is an area of outstanding beauty.

One respondent commented that the figures provided showed an increase in traffic on the A414 from First Avenue through Edinburgh Way. They suggested that this was a regional route which was being treated as a local route to allow lower standards to be applied.

Another respondent questioned why a proposal put to Essex County Council for a new slip road, half a mile south of Junction 7, to take local traffic off the motorway and so cut the volume of traffic leaving the M11 at Junction 7 and so help the flow of traffic was not being considered. They felt that this would greatly reduce the congestion on the Junction 7 roundabout at a much lower cost.

A further respondent reiterated their view that the scheme would create a second bottle neck and increase the volume of traffic on the ancillary roads around Harlow, Sheering, Lower Sheering and Sawbridgeworth areas.

One respondent stated that there was only provision for more vehicles, noting that more vehicles would increase congestion and generate negative impacts on the social structure of the town and the environment. They felt that the focus should be on reducing vehicles.

Another respondent commented that ‘making it easier never lessened traffic’.

**No indication of agreement or disagreement**

Four respondents did not provide an indication of agreement or disagreement, but did not provide additional comments.

**‘Campaign’ responses**

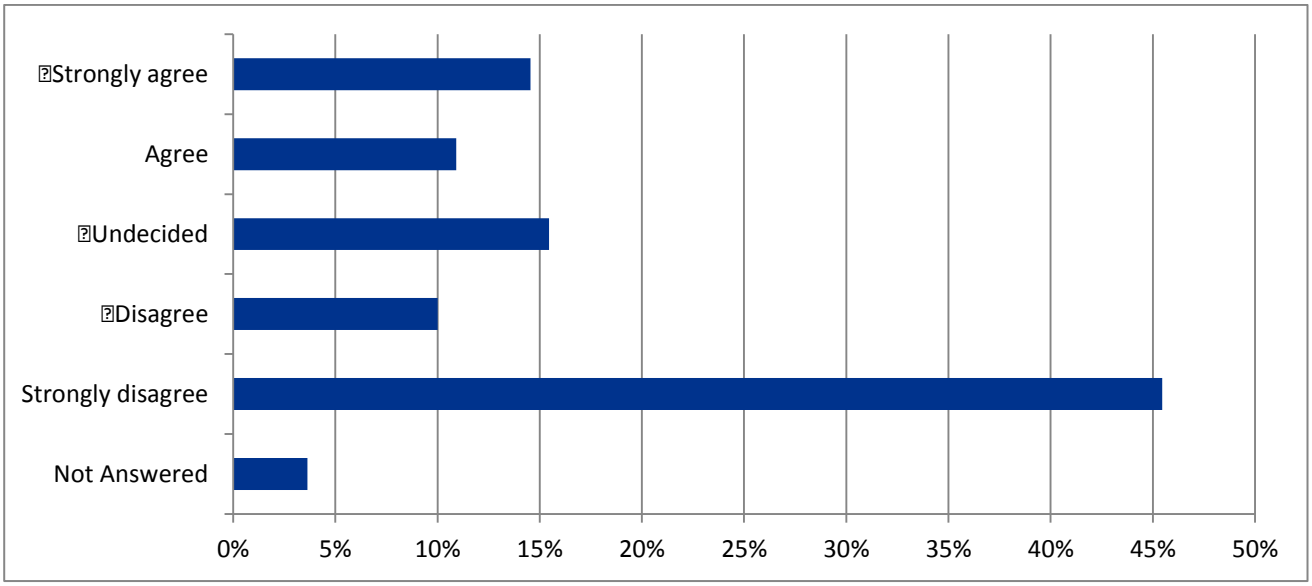
The six responses which make up the ‘campaign’ responses showed variation in their response to this question.

One respondent commented that the M25 was supposed to reduce traffic to the A406 but that more traffic now used the road and traffic levels have not reduced. Another felt it was unlikely that the scheme would reduce congestion, citing congestion seen on the M25 even after widening and commented that an alternative to cars should be identified and parking at train stations should be provided for people outside London. A third simply commented that more roads result in more cars. Similarly, a fourth respondent from this group felt that no matter how many roads were built there would always be congestion and asked for evidence that building link roads reduces traffic. A fifth respondent from this group identified themselves as an LGV lorry driver to underpin their view that UK roads are severely congested and that new roads would not address the problem. The sixth respondent from this group made no comment.

## 6.4 Question 4: To what extent do you agree or disagree with the statement 'the scheme will meet future traffic demands'?

### 6.4.1 Responses to closed questions

A larger proportion of respondents to this question (15%) indicated that they were undecided and the lowest number of respondents (26%) agreed or strongly agreed with the statement in the question. Over half (55%) indicated that they disagreed or strongly disagreed with the statement, with the largest proportion of respondents (45%) indicating strong disagreement for this statement amongst the five questions. 4% of respondents did not provide a response.




| Level of agreement | Total Responses | Percent |
|---|---|---|
| Strongly agree | 16 | 15% |
| Agree | 12 | 11% |
| Undecided | 17 | 15% |
| Disagree | 11 | 10% |
| Strongly disagree | 50 | 45% |
| Not Answered | 4 | 4% |
| **Total** | **110** | **100%** |

### 6.4.2 Comments received

**Agree and Strongly Agree**

Twenty eight respondents indicated that they agreed or strongly agreed with the statement in the question. One commented that better links to A414 Eastwick would help traffic in Harlow, but these are not critical to gain most of the benefits. Another felt that the scheme would help if the land in the east of Harlow was developed.

One respondent felt that the scheme would meet the most likely future traffic demands, which they consider to be medium growth, and potentially the high growth assumptions, but noted that improvements at M11 Junction 7 would be needed to address existing M11 congestion. They go on to express their serious concern that the

design of the scheme is not being advanced in a coordinated way with the East Herts, Epping Forest and Harlow Council Development Plans, which form part of the need for and funding of the scheme and junction.

**Undecided**

Amongst respondents who indicated that they were undecided, one felt that the scheme would help future traffic demand around Junction 7, but that congestion would be moved north.

One respondent suggested that the scheme would help, but that it was not a long term solution. They felt that a better solution would be the northern bypass, acknowledging that this would be a more expensive option, further commenting that this was a view shared by 'many, many other residents'. Another respondent felt that the scheme would only help future traffic demand when one of the northern bypass options was implemented.

Another respondent reiterated a response to a previous question that there would be an increase in congestion on First Avenue, commenting that it is currently difficult to turn right onto First Avenue from turnings along this road during peak times, particularly identifying Muskham Road, Momples Road, Orchard Croft (Stow), Halling Hill, School Lane and Maddox Road. They suggest that some provision should be made for these turnings, such as a mini roundabout or part-time lights. A second respondent stated that significant improvements to Gilden Way would be required to achieve the intended impact. A third respondent simply commented 'more dual carriageways', but it is unclear whether they favoured more dual carriageways or were commenting that the scheme would deliver more dual carriageways.

One respondent comments that the impacts of the scheme are an unknown. Another commented that a number of assumptions make it difficult to predict demand, but that within the framework of the assumptions the scheme did appear to meet future traffic demand. They noted, however, that they did feel that there would be wider impacts outside the study area due to the regional nature of the M11 and that these wider impacts had not been well modelled. A third respondent felt that potential growth is only based on estimated data and not factual information.

**Disagree or Strongly Disagree**

Three main themes emerge from responses to this question which indicated that they disagreed or strongly disagreed: the scheme will not address congestion or meet future traffic demand, the scheme is considered to be a 'short term fix' and further schemes will be needed in the future and calls for a northern bypass or other alternative scheme.

Several respondents made comments about congestion. Some felt that the scheme would encourage more vehicles into Harlow, increasing traffic demand and generating wider problems. One respondent commented that the scheme would bring more traffic into Harlow, but would not support traffic travelling across the town. They also note that there may be pinch points, particularly identifying the Station roundabout / Fifth Avenue link road to the A414, which they feel would need to be improved. Another respondent referenced their earlier point that the scheme will bring traffic into the east of Harlow but does not make provision for areas to the west, such as Harlow North, the Sumners area and the Pinnacles. A similar comment was made by another respondent, who noted that the biggest development sites are to the north and west of Harlow and that the scheme would thus result in more traffic passing through Harlow to reach the M11, which the road network would not be able to cope with. A further respondent noted that traffic in Sheering and Hatfield Heath was likely to increase, and felt that the traffic management analysis was flawed.

Respondents also commented that congestion would be moved to other areas rather than reduced by the scheme, with one identifying Old Harlow and Gilden Way as the likely areas where the congestion would move. Three respondents noted that the planned new housing will increase traffic demand with two questioning whether the scheme will be able to manage this additional demand and one flagging the potential for increases in noise, traffic and air pollution as a result.

Several respondents referred or suggested that they felt that the scheme was too short term, these comments were also sometimes linked to calls for an alternative, such as a northern bypass option. One respondent suggested that while the scheme would be a worthwhile first stage, Option 5 would present a better long term

option, as they felt that a link to Eastwick was already desirable. They also suggest that it would be sensible to plan for more capacity than is currently needed. Another respondent who commented that they felt that this was a short term option also suggested that Harlow needed a northern link road to Eastwick in the long term. One respondent simply stated that the scheme was a short term fix which did not tackle growing peak congestion across Harlow. A further respondent suggested that traffic improvements result in increased traffic and as such the scheme was too short term to meet future demand. They go on to suggest that the planned future proofing was evidence that the plan as it stands was not felt to be adequate.

Another respondent felt that the scheme was too short term and would generate noise, pollution and congestion in a residential area and, in common with several other respondents, felt that a northern bypass represented the only viable option. Another respondent expressed a similar desire for a northern bypass to address long term growth. Others echoed this view, adding that it would be preferable to another exit from the M11, that the scheme would only move congestion and that the scheme would not address traffic problems until a northern bypass is provided connecting J7a with the Eastwick roundabout and an entry/exit using River Way. Another respondent felt that it was generally acknowledged that a new M11 junction is required but that most supported a northern bypass (Options 5 or 6). They recognise that this would be a more costly option, but suggest that it would be required in the longer term.

Other respondents proposed a bypass and other route options and improvements that they felt would be required. One commented that the river and rail bridges of Fifth Avenue would need to be improved the meet demand and recognised the issues with the northern bypass options. Another respondent felt that the scheme needed a way to connect the M11 with either Pinnacles or Edinburgh Way without using existing roads like the A414 and Southern Way. A third respondent commented that a route north of the river taking traffic out of Harlow, which had previously been proposed, was preferred. Other respondents similarly favoured a bypass from the new junction to the A414 thereby taking the traffic around Harlow and the ‘Gilston route’ as options which should be implemented. Two respondents referenced their earlier comments, suggesting a 2 lane dual carriageway from the hamburger roundabout to Eastwick and an east/west motorway by-passing the town in addition to the completion of the A414 dual carriageway link between Burnt Mill and Junction 7A.

Other respondents raised points outside of these broad theme areas. One felt that that use of a 2/1 traffic flow along Gilden Way risks increasing accidents and commented that this type of route is dated and unsuitable. Another commented that the scheme did not consider the wider implications of traffic through other villages east of Junction 7a, in particular Sheering and Hatfield Heath. They go on to say that the construction of this roundabout will attract more traffic from the north and east of Hatfield Heath to join the M11 to travel south and felt that thought had not been given to road and junction improvements in that area. One suggested that improvements to Junction 7 would be necessary to support future traffic growth and that there is a need for further support for walking and cycling. Another respondent commented that the Council should be considering ways to reduce the volume of traffic on the roads, not increasing it. Three respondents made brief comments that the rest of Harlow would not cope with the demand, that making provision for more cars would simply result in increased traffic and congestion and that the case for the scheme addressing future traffic demand had not been proven.

**No indication of agreement or disagreement**

No comments were made by those respondents who did not indicate a response to this question.

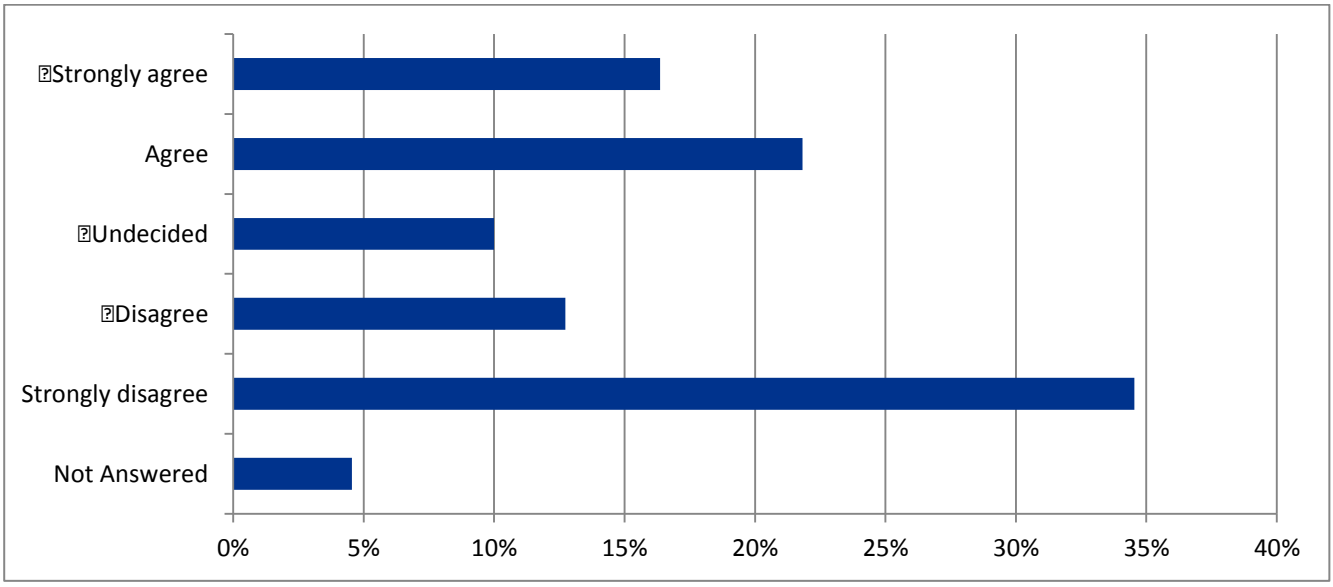
**‘Campaign’ responses**

All six of the campaign responses used the same text in response to this question and indicated that they strongly disagreed with the statement in the question. Their response stated that they did not feel that the scheme would support traffic growth (which they felt implied efficiency) and would increase traffic instead. They comment that the increased traffic will increase pollution and noise impacts for residents on Sheering Road and the surrounding area. They also highlight that the ‘Access to Harlow’ report of May 2016 used the following quote from the Coalition Government’s Business Plan: “The Government’s vision for transport is also one that encourages growth, but is greener, safer and improves the quality of life in our communities”. They question how this would fit with increasing traffic noise pollution and risk of road traffic incidents on a road which is

already load and fast moving and state that clarity is needed on the current Government's directive in relation to this scheme.

## 6.5 Question 5: To what extent do you agree or disagree with the statement 'the scheme will provide support for the predicted homes and jobs growth (from Local Plans)?

Just under half of respondents (48%) indicted that they disagreed or strongly disagreed with the statement in the question. 38% agreed or strongly agreed with 10% undecided. 5% of respondents did not provide a response.




| Level of agreement | Total Responses | Percent |
|---|---|---|
| Strongly agree | 18 | 16% |
| Agree | 24 | 22% |
| Undecided | 11 | 10% |
| Disagree | 14 | 13% |
| Strongly disagree | 38 | 35% |
| Not Answered | 5 | 5% |
| **Total** | **110** | **100%** |

### 6.5.1 Comments received

**Agree and Strongly Agree**

Forty two respondents indicated that they agreed or strongly agreed with the statement in the question. Two respondents made broad comments that good access would attract people and that access to and from Harlow would allow business to flourish. A third respondent felt that it would provide some support. A fourth respondent stated that a new junction was needed to support the new housing and industrial areas. One respondent agreed that the provision for the Northern Relief Road was sensible step that would allow the growth of Harlow to the sensibly managed.

One respondent commented that Harlow sits within one of the most economically productive and fastest growing areas in the UK, with the area around Harlow providing opportunities for housing and industry which would stimulate investment and economic performance. They go on to acknowledge that while Highways England has committed to improving Junction 7 of the M11, through which the majority of traffic associated with Harlow and travelling to/from the south passes, they consider that the future success of the area is reliant upon quality strategic transport connections such as the M11, and see an additional link to Harlow as important in supporting regeneration and future growth.

Another respondent commented that while the scheme would support the new enterprise zones and homes to the east very effectively, better connections to the west and the new developments at Gilston would be beneficial.

Some respondents noted more negative aspects of the scheme, despite their agreement with the statement in the question. One felt that the support was extremely limited in focusing on personal vehicles and recommend that consideration was given to developments in the transport technology sector in the future. Another commented that the scheme would support housing growth in the north east corner, but this corner should be protected as the original heritage of the town and suggested that the south east corner would be much better served. Two respondents highlighted perceived negative impacts. One felt that the loss of green space around Gilden Way was a negative impact and that Sawbridgeworth would become a conurbation of Harlow. Another noted that the benefits in supporting housing and jobs growth would be at the expense of additional congestion on Gilden Way

One respondent reiterated an earlier concern that the technical analysis could not properly demonstrate capacity to accommodate Harlow's growth until the surrounding Development Plans have been progressed. They would like greater clarity regarding the assumptions made in the baseline modelling and identify specific concerns that modelling may not have tested the level of growth and associated implications for the network relating to the planned Miller Homes development. They felt that it is essential that delivery of the new junction is achieved as soon as possible to avoid artificial constraints on overall delivery. They also urge early engagement with both Miller Homes and the landowners to establish whether delivery of the land required for the scheme can be delivered without need for commitment to deliver a scheme of similar scale and to delivery of a significant proportion of that development in advance of opening of the new junction (around 1200 dwellings).

**Undecided**

Amongst those who indicated that they were undecided, the comments made were largely outside the scope of this consultation.

One commented that the green belts were already being taken away and expressed their view that there were too many houses in Harlow already. Another respondent expressed a similar sentiment that the houses should not be built. A third respondent commented that building should be on brownfield sites, and that any building on these sites should include schools and medical facilities.

The fourth respondent who commented on this question welcomed the development of the Enterprise Zones and accepted that this would require additional housing. However, they felt that Harlow town centre was in need of regeneration in order to attract people to Harlow, noting that major shops were no longer trading in the area and that there is a poor night time economy. They felt that this should be considered in the development of the area.

A fifth respondent noted that local plans have not yet been confirmed and the building of new homes on or around the proposed route has not started.

**Disagree or Strongly Disagree**

The main themes that emerged from the comments of those who disagreed or strongly disagreed were on the option of a bypass, the scheme making Harlow less attractive to live and work, the need to coordinate with other

councils, supporting development and industry not sited in the east of Harlow and concerns about the wider network being able to cope with the traffic.

A number of respondents expressed doubt that the scheme would support the predicted homes and jobs growth, suggesting that the proposed route would increase traffic and congestion around the new developments, with the developments north of Gilden Way and at New Hall being identified, making the area less attractive. Two respondents commented more generally that the scheme would mean that new homes and jobs are sited in areas of congestion and delayed journey times and that the congestion, noise and pollution would make the area less attractive to residents and businesses. Another respondent shared the view that a congested network would not benefit existing or new residents or businesses and suggested that other transport modes and links should be considered as alternatives to the scheme. One respondent suggested that the predicted schemes at Harlowbury, New Hall and East Harlow would have to cross a much busier A414, potentially causing more congestion, to get into Harlow town centre and the factory sites and also noted that children at Mark Hall School will also have to cross the road. Another felt that the new Enterprise Zone would cause increased traffic, contributing to traffic and congestion and noted the additional impact of construction traffic. One respondent suggested that new residents and workers would be more interested in parking than faster routes out of Harlow. Another respondent suggested that the scheme might make the new homes on Gilden Way easier to sell, but would not support jobs.

Several respondents, in common with other questions, raised the option of a bypass or other alternative route. One respondent suggested that businesses currently avoided Harlow due to congestion caused by the lack of a bypass and that more businesses at the Enterprise Zone and Templefields would exacerbate the problem. A concern raised by two respondents was the ability of the road network to handle larger traffic volumes. One went on to note that the roads around Harlow are small country roads and that the developments are in areas where the roads cannot support the increase in traffic. One respondent suggests that Harlow needs a bypass and the other suggests routing traffic via the Gilston area A414. Another respondent reiterates their earlier comment, suggesting that a bypass would reduce congestion rather than moving it. Two respondents identify the location of new developments as a rationale for a bypass, one suggesting that the location of proposals in the north of Harlow would mean a bypass would avoid traffic passing through town and the other that a full bypass would be needed if Gilston Park proceeds. One respondent commented that there was a clearer economic argument in favour of a northern route than Junction 7a, suggesting that addressing infrastructure problems on the border of Essex and Hertfordshire would result in better journey times for businesses and residents at peak times. While they recognise that the funding needed would be substantial, they suggest that this would demonstrate good value for money in the light of the increased traffic resulting from volume of housing development in both Essex and Hertfordshire in the future.

A few respondents felt that the scheme would not support developments in areas other than the east of Harlow and that developments to the south and west of Harlow, in addition to the Gilston development, would result in traffic through Harlow increasing. One respondent did acknowledge that the ‘blue’ industrial areas shown in the consultation material would benefit, but that London-bound traffic may choose the shorter existing route.

A similar number of respondents also made comments that the supporting network would not be able to cope with increased traffic. One commented that major infrastructure investment, more than current proposals, would be needed to support additional housing, while another notes that Gilden Way is congested at peak times already and would be unable to cope with additional traffic from the M11. A third respondent commented that growth would be hindered by the unused bus lanes on the supporting A roads.

There were some comments that there should be greater coordination with neighbouring councils, both in identifying additional potential impacts from other developments and in developing the scheme. One respondent noted that impacts from developments in East Herts and Uttlesford were not included, further adding that neither council have adopted Local Plans, introducing a risk that the development proposals might change. Another respondent asks for greater engagement with Herts and suggests that the better option would be a route from the Gilston roundabout to the north of Sawbridgeworth. This respondent also reiterates the concern that the network will not be able to cope with additional traffic from the M11. A third respondent simply felt that close co-operation with neighbouring Local Authorities was essential before any scheme is finalised.

In addition to comments around these broad themes, respondents raised a range of other points. One noted that the scheme would allow traffic to flow into Harlow more easily, but that congestion would result due to a pinch point as Fifth Avenue crosses the River Stort and railway line. Another, while agreeing that a new junction was needed and being broadly content with its location, did not support the use of Gilden Way as the route into Harlow. They did not feel that this would support growth in housing and jobs and felt that the new junction was only be pushed forward to appease developers. A third respondent raised concern about environmental impact on the traffic flowing from the new junction generated by the additional homes in Gilden Way North.

One respondent commented that all of the traffic generated by the developments would be channelled onto the A414, First Avenue and Gilden Way, suggesting that the plans was to create an urban freeway, similar to the A1(M). They note that the A1(M) scheme had significant negative impacts on the centres of Newcastle and Gateshead which did not recover after the bypass was later built and suggest that Essex County Council may be taking a similar approach.

Another respondent suggested that the scheme should also be reviewed on the basis of Brexit and the current capacity limits and the future plans for the growth of Stansted Airport, as they felt that these national and international issues were not supported by a local scheme.

Two further responses made simple statements that expansion was in the wrong area and that, the respondent felt, the scheme would cause further congestion with its junction with the A414 and will not help any future development.

**No indication of agreement or disagreement**

No comments were made by those who did not indicate their agreement or disagreement with the statement in the question.

**'Campaign' responses**

All six 'campaign' responses used identical text in their response to this question, however one made additional comments.

They comment that Harlow Council acknowledges that existing transport links are poor and recognises that transport is a key factor for local people getting to work, citing the 'move to work' strategy and a statement made in the Harlow Time council magazine for summer 2016. On this basis, they question the emphasis on road travel given the recognition that local public transport is weak.

The one respondent who added additional comments referred to personal experience that public transport access presented a problem for those working in Harlow. They highlight buses which do not operate in working hours, bus services which do not travel to stations and limited parking at stations.

## 6.6 Question 6: Do you have any comments about the environmental findings? Please provide as much detail as possible.

This question did not include a closed element asking for levels of agreement with a statement. Sixty four comments were made in relation to this question. Six of these were 'campaign' responses, discussed below and another five stated that they had no comments to make.

Four respondents made comments which supported the scheme, suggesting that that the environmental impact seems small for such a beneficial scheme, that the comments appear fairly thorough, that the environmental impacts were worthwhile if benefits were delivered and that the scheme appears to be sensitive to all environmental issues. Another respondent felt that with the proposed housing and business construction proposed, the additional impact of the scheme would be relatively small.

One respondent stated that they did not feel that there would be any positive effects from the scheme at all. Another felt that the scheme would not be appropriate due to the impacts on the green belt, contamination of ground water during construction, removal of habitats and increased danger to wildlife. A third did not support the findings, but did support the outcomes. A fourth respondent commented that the scheme 'fails key environmental tests and will severely impact the local community'.

Others made more specific comments about areas of concern. Impacts on air quality and pollution and also increased noise were the most common.

Concerns were expressed by several respondents about increases in air pollution and the impacts on health, due to increasing traffic, with Gilden Way and surrounding roads, Old Harlow, Mulberry Green, the A414, First Avenue, Sheering Lower Road, Sheering Mill Lane, Station Road, the A1184, Sheering, Sawbridgeworth, Little Hallingbury and Hatfield Heath. One respondent commented that this would be moved from Sawbridgeworth and Sheering to Gilden Way (which the respondent strongly opposed) and another noting that there were residential areas in close proximity to these routes. Two respondents challenged the categorisation of increases in emissions on Gilden Way as 'medium', suggesting that this had not been substantiated and that the 71% increase in traffic would result in greater increases. One respondent felt that increases in nitrogen dioxide on Gilden Way were particularly concerning due to the proximity of primary and secondary schools to the route. Another comment relating to air quality noted the impacts of increased traffic from new housing and employment planned. One respondent questioned the lack of an assessment for air quality in Old Harlow/Mark Hall and how this would impact on residents and pupils at Fawbert and Barnard and Mark Hall Comprehensive and Tany's Dell School. Another respondent commented that air quality would require ongoing monitoring and action to reducepollution.

Increase in traffic noise was also frequently raised, with concerns that these had been underestimated (and in particular whether noise from HGVs had been taken into account) and that the impact would be considerable, particularly for those living close to the route. Two respondents commented about mitigation, one noting that noise barriers could block light and views from houses in the Oxley area and the other questioning whether triple glazing would be supplied and might be difficult to place in other sections of the route. Old Harlow and the Oxley area were identified as areas where noise impacts would be felt, while one respondent noted that there might be a reduction in the Campions. One respondent felt that the noise figures had been presented in a mis-leading way by using a log (dB) scale which might not be understood by most people. Another respondent suggested that noise pollution would require policing and speed cameras.

Some respondents made broader comments that the scheme would impact the general quality of life of local people, with Old Town, Mark Hall, Churchgate Street, Sheering, and Gilden Way, the Campions and Mayfield Farm being areas specifically identified. One respondent also noted that two schools would be adjacent to the road. One respondent also suggested that the increase in noise and decrease in air quality would impact on life expectancy.

Flooding was also raised by some respondents. One commented that flooding was the biggest issue in the area and would make the route dangerous if this was not addressed. Another noted that Gilden Way was in a flood zone and asked if work would be done to reduce the risk in future. A third respondent suggested that additional housing in addition to a new road would increase flooding by preventing water escaping. A similar comment was made by another respondent, who noted that currently water run-off is fed into Harlowbury Brook, but that that this was already becoming blocked and that sediment during the construction of the road and ultimately the road itself could further increase the risk of flooding. This respondent also questioned where the planned attenuation ponds would be situated, suggesting that they would have to be sited on the Gilden Way development site.

Consideration of the impacts on the green belt, loss of habitats and trees were also raised by some respondents. Comments included the need for replanting of trees, the need to make suitable provision for the replacement of mature trees (which they felt could not be replaced for many years), minimising impact on the green belt and wildlife, seeking opportunities to increase wildlife habitats and questioning the ability to replace mature habitats. One respondent stated that the restoration and enhancement of landscaping and the appropriate reuse of high quality soils was paramount and should be considered as a major element of the scheme and completed as soon as possible Two respondents cited previously negative experiences with the

‘considerate contractor practice’ and previous delivery of environmental mitigation, which made them doubtful regarding this scheme.

One respondent commented that the scheme only impacts Gilden Way and Churchgate Street, with lesser impacts on Mulberry Green. They also comment that Lower Sheering and Little Hallingbury will be cut off from access to Harlow. Another questioned why there was no consideration of light pollution.

A number of respondents raised concerns about the presentation of the findings. A few felt that they lacked specificity and facts, for example questioning what ‘significant’ meant, the levels on increases in impacts and the use of terms such as ‘may be’ and ‘could mitigate’ and suggesting that there was a lack of commitment. Other comments questioned the extent of the data provided, questioning why only effects on Harlow were mentioned, why graphics did not show impacts over a wider area and why Old Harlow had been excluded from the principle study area. Some respondents also expressed doubt that they could trust the figures, with one noting that traffic numbers had increased from previous projections and another questioning why Essex’s projections on pollution differed from those of Hertfordshire. Other respondents stated that they did not feel that they could trust the figures and that they were not reassured regarding environmental impacts. Another felt that the findings appeared to be tailored to the scheme.

Some respondents questioned the need for the additional roundabout on the eastbound link road, suggesting that it serves no purpose and removing it would reduce cost and environmental impact and improve traffic flow.

There were also some comments in relation to provision for cyclists and improvements to public transport. Comments supported the provision made for cyclists, suggesting that this could reduce accidents and traffic. One respondent suggested that they should be extended to include a cycle path from Sawbridgeworth Station and to Harlow from Sheering. One respondent noted that the current scheme would mean cyclists moving between Harlow and Sheering would potentially be at greater risk. One respondent felt that cars were being put ahead of public transport, and suggested that improved bus and train services and Park and Ride schemes would reduce pollution.

Other comments made by respondents included suggesting that the environmental impact could be halved by constructing an M11/A414 link road and questioning whether consideration had been given to the increased journey length resulting from the banned right turn at Mulberry Green. One respondent commented that the scheme could increase traffic around Churchgate Street, Sheering, Gilden Way and Old Harlow and Church Langley. Another expressed doubt that congestion would be reduced and felt that it would be increased in the northern part of Harlow.

**‘Campaign responses’**

The six ‘campaign’ responses use the same text again in response to this question.

They comment that there is insufficient evidence on the potential environmental impact of the scheme on the local area. They felt that the impacts of pollution, noise and road safety needed greater clarity, backed by credible scientific data. They also comment that they live next to Gilden Way/Sheering Road and that existing noise levels impact them, questioning how the impact of noise from increased traffic levels entering Sheering Road on local residents will be considered. They refer to the World Health Organisation’s position that excessive noise can severely impact physical and mental health and wellbeing and interferes with daily activities.

They question whether the priority to reduce congestion will be met by this scheme, or if the scheme will relocate congestion from one side of Harlow to another. They also ask why a full consultation has not been carried out on improving cycling access and, which they consider more important, options for Park and Ride schemes at the current motorway exit. They make reference to Cllr Ray Gooding’s statement on promoting cycling across the County in support of this view:

“We want to ensure that everyone understands and enjoys the benefits riding a bike brings. Not only are you using a more sustainable transport choice and preventing congestion, but you are improving your health and wellbeing at the same time.”

They conclude by requesting a full impact survey of potential noise increase, using realistic assessment of increased traffic flow.

## 6.7 Question 7: Do you have any other comments regarding the proposed scheme? Please provide as much detail as possible.

This question did not include a closed element asking for levels of agreement with a statement. Eighty one comments were made in relation to this question. Six of these were 'campaign' responses, discussed below and another two stated that they had no comments to make. Many of the responses to this question reiterated or reinforced comments made to earlier questions.

Several responses suggested specific or broad support for the scheme. Several of these respondents stated that the scheme would provide much needed additional access, reduce congestion and support regeneration and growth. One respondent reiterated their earlier comment regarding provision for improved right turn access to First Avenue at peak times from turnings along the road suggesting mini roundabouts or part time lights and identifying Muskam Road, Momples Road, Mistley Road, Orchard Croft (Stow), Halling Hill, School Lane and Maddox Road. Another noted that the junction would make it easier for traffic leaving the M11 heading north to travel through Sheering and Hatfield Heath to areas such as Great Dunmow. A third felt that the plans were well thought out given the land available and the restrictions, but noted that the new housing developments may cause congestion. This was echoed by another respondent, who also commented that it could ease congestion at Junction 8. One respondent, while expressing support, commented that there were a number of detailed design issues that needed further exploration, identifying environmental effects, funding and deliverability issues particularly relating the third party land. They highlight the importance of engagement with Miller Homes and land owners in order to acquire the necessary third party land. One respondent suggested that the scheme would partially address the issue of the M11 being built to the east of Harlow, noted that this junction would provide alternative access during any disruption or works on the M11 or Junction 7 and that it could help to relieve capacity issues at Junction 7. They support the phased approach in making provision for a northern relief road. They also outline a concern that the complete circle on the northern link between Sheering Road roundabout and the M11 should encourage misuse and make a wider point that they would like to see a wider consideration given to the interaction and planning of traffic management across the M11, A10, M25, A414 and Harlow box. Another respondent commented that the scheme would speed journeys through Harlow and reduce congestion, but raised concerns about the impact on the roundabout at the A414/A10 junction, which they feel should be more integral to the project. They also suggest an 'off' slip road on the eastbound carriageway of the A414 on the other side of Stanstead Abbotts to address traffic flows in the village in case of problems on the A414.

Several respondents express their view that the scheme is a short term option that would not address longer term needs or that it is being pursued only as the cheapest option. Some question the cost effectiveness of the scheme as further interventions would be needed in the future. Often these respondents go on to comment that an alternative option, usually a bypass, should be pursued instead, suggesting that it offers a better long term solution, would reduce impacts on local areas (respondents identify Churchgate and Old Harlow in particular) and offers better value for money (although some acknowledge that it other options would be more expensive).

In addition to those making reference to a bypass option in relation to short term fixes, other respondents also comment that a bypass, usually a northern bypass, would present a better option more suited to addressing problems in the longer term. Four respondents refer to the location of the M11 on the east of Harlow, suggesting that the scheme will cause traffic to travel through the town and suggest a bypass is needed to address this. One respondent suggests that the bypass should be from Stockwell Lodge to a new Junction 7a similar to the proposal but closer to Stanstead. One respondent emphasises the need to include provision for the full northern bypass within the scheme. Another respondent notes that the Junction 7a scheme might be appropriate in the longer term, but that a northern bypass would provide better and earlier relief. A third respondent suggests that more funding might allow a better scheme to be delivered, such as a 'northern northern bypass' (which they recognise would be Hertfordshire's responsibility) and a rebuild of A414 hamburger roundabout to Eastwick to two lanes in each direction. Another respondent recognised the need to address congestion in Harlow, but suggested that the scheme is not the solution and that the majority of Harlow residents would object to the

scheme and asked for plans to be developed for a northern route. One other respondent suggested that bypasses both north and south of Harlow were needed rather than roads into Harlow. Another suggests that without a northern bypass a heritage area would be severely impacted and congestion in the Mark Hall/Templefields area would become severe at peak times.

Several respondents make reference to a range of impacts that they feel the scheme will create that concern them. Increasing congestion and traffic by a number of these respondents, with First Avenue, Howard Way, Old London Road, School Lane, Old Harlow, London Road (outside Fawbert and Barnards School) being identified in responses. One respondent suggested that the proposal to close the Old London Road to New Hall Estate would generate delays and is unnecessary. Another questioned whether this proposal still formed part of the proposal. Severance of communities was also raised be a few respondents, in particular Churchgate Street from Old Harlow. Increasing noise air and light pollution, impacts on the green belt and wildlife and visual amenity and quality of life are mentioned by some respondents. One respondent comments that the impact of the proposed development at Harlow North on traffic should be considered more in the planning. Another respondent raises a concern that the impact on Back Lane has been overlooked. The impact on safety is raised as a concern by a few respondents, particularly in relation to schools, with schools in Churchgate Street, Harlowbury, Mark Hall and Fawbert and Barnard School being identified. The impacts of increased traffic on safety are identified by one respondent, who suggested that measures such as pedestrian crossings, speed control measures, priority signs and speed limits should be implemented. They particularly identify Sheering Lower Road, Sheering Mill Lane and Sheering Mill Lane Lock as areas of concern. Another respondent asks that crossings have a long enough crossing period to allow elderly people to cross safely.

Provision for pedestrian and cyclists and consideration of public transport is raised by some respondents. One suggests that a new stop at New Hall and Church Langley should be provided rather than this scheme. Another suggests that a cycle option from Sheering to both Harlow and Sawbridgeworth would improve cyclist safety and reduce traffic by increasing cycling. Another respondent felt that pedestrian access to Mayfield Farm from the south side was lacking. These views are shared by another respondent who comments that provision for cyclists and pedestrians within the plan is very poor and that this inadequate provision will not encourage more cycling and walking, which they consider important to regenerating Harlow.

Four respondents made reference to the roundabout on the eastbound link, questioning why this was required and suggesting that redesigning the scheme without this element could improve traffic flow, reduce cost and environmental impacts. One respondent suggests that the second roundabout would make sense if a further road is considered to link with Sheering Road beyond the Sheering Lower Road junction. This respondent also suggests that a crossing could be introduced where the road meets the existing right of way, providing a safer option for cyclists and potentially slowing traffic.

Other respondents also suggest alternative options or adjustments to the scheme. Two note that the crossing of the River Stort and the railway presents a restriction to traffic. Two other respondents suggest that the A414 should be re-routed along Second Avenue/Velizey and Fifth Avenue, dualling Second Avenue, to provide a shorter faster route through Harlow which does not pass schools. Two respondents suggest that the bus lanes do not provide a benefit and removing them could ease traffic by providing an additional lane

Three respondents suggest that Essex County Councils and the neighbouring councils should work more closed in planning solutions, with one stating that while they agree additional access is required a northern bypass would be a better option and another suggesting that the only sensible route would be Sawbridge North.

Some other comments were made by respondents which do not fit within the areas discussed above, often reiterating points made earlier. One respondent commented that the consultation does not recognise the effects on surface traffic to Stanstead Airport and the A1060. Another respondent noted that the Business Case Summary identifies the scheme as a nationally significant infrastructure project, but the Technical Appraisal Report and Scheme Assessment Report state that the scheme is regarded as a local infrastructure scheme. This respondent also commented that the strategic network should not be connected directly to the local road network. A further respondent questions the interpretation of the data used to model trips relating to the Mark Hall roundabout on the A414 and whether there is a disconnection in thinking regarding the upgrading planned. One suggests that the scheme will meet current demand but will not address future needs if proposed development proceeds. Another reiterates a point made by others in earlier questions that the signage will not

be enough to manage traffic away from some areas. A third respondent felt that the importance of Junction 7 had been underplayed in the consultation document, noting that Junction 7a will only partially alleviate congestion at Junction 7 and should not divert funds from planned improvements to Junction 7.

**'Campaign responses'**

This was the only other area where the content of the six 'campaign' responses differed. However the key theme was around the impact on families and quality of life.

One respondent commented that the scheme would adversely affect my quality of life and that of their family and that alternatives had not been explored. Another commented that the scheme was not considering the impact on families and quality of life, which they felt was something that the Government sought to support. Two respondents focused on the impact on children, with one raising concerns about the health risks for their children living on a busy road and another that the road would impact on the future lives of many children in Harlow and suggesting that other transport options should be considered, in line with the Government aims on greener living, tackling obesity, health living, engaged community, and employment. The fifth member of this group raised concerns that the scheme would impact on green space and families in the area. They go on to comment that traffic could be managed by considering alternatives and ensuring greater coordination of planning between housing, employment, green issues and traffic. The sixth respondent from this group commented that consultation on public transport and local accessibility was needed as Harlow residents were unable to travel by bus and that this should be considered before introducing additional cars.

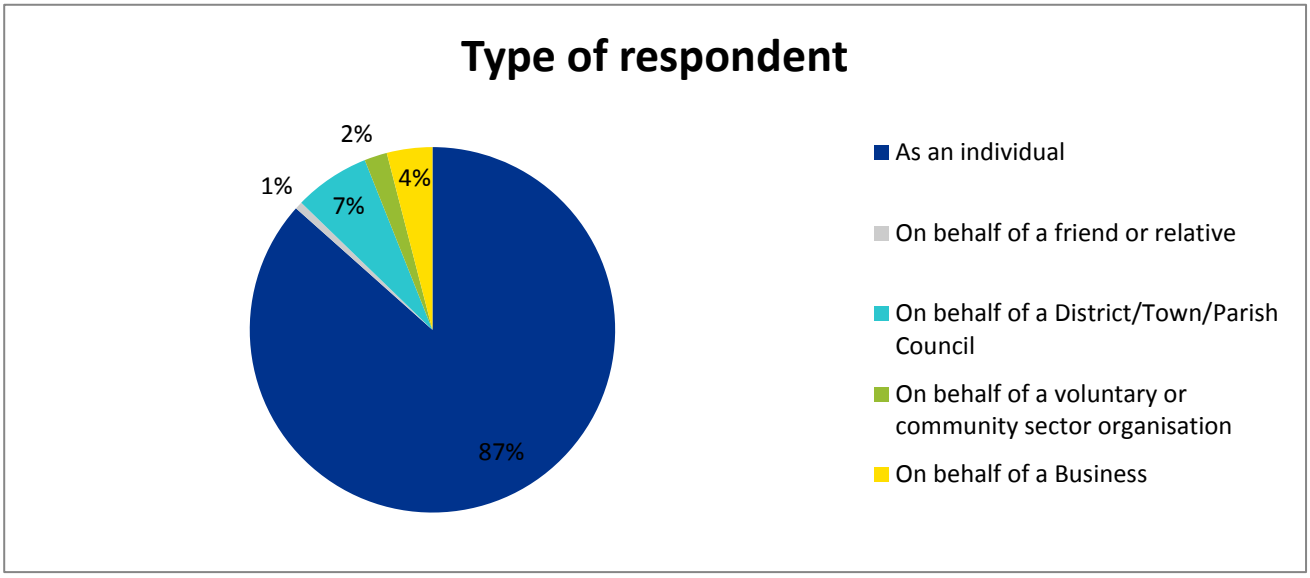
## 6.8 Questions 8 – 16: About You

The remaining questions sought demographic information from respondents. Responses to these questions are summarised below.

**About the respondents**

Questions 8-11 asked respondents to indicate the basis on which they were responding: as an individual, on behalf of another individual or on behalf of an organisation.

*Type of respondent (Question 8: Are you completing this questionnaire on behalf of:)*




| | Total Responses | Percent |
|---|---|---|
| As an individual | 129 | 87% |
| On behalf of a friend or relative | 1 | 1% |
| On behalf of a District/Town/Parish Council | 10 | 7% |
| On behalf of a voluntary or community sector organisation | 3 | 2% |
| On behalf of a Business | 6 | 4% |
| **Total** | **149** | **100%** |

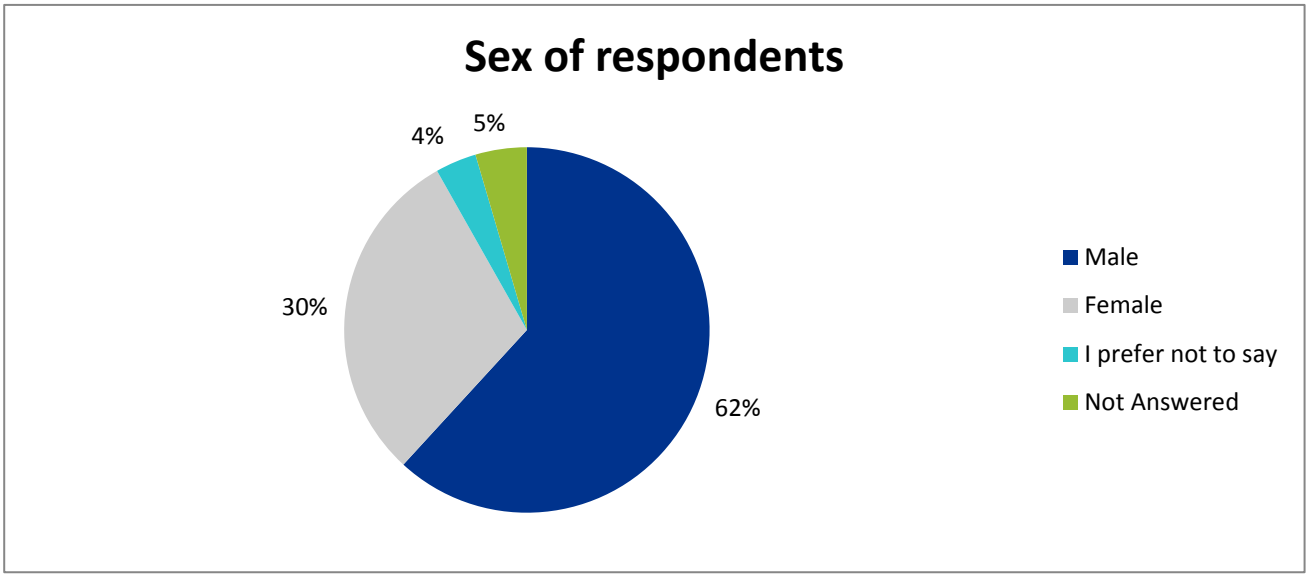
In addition respondents were asked to provide their name, postcode and an email address. This information was used to identify any duplicate responses and bring together any responses from the same respondent. It also provides a basic mitigation against small groups seeking to sway to consultation by submitting multiple responses. This information was also used to generate a map of postcodes from which responses had been received (see section 3.3). This map of postcodes also includes those from non-standard responses where this information was provided or could be identified.

**Demographic Profile**

Questions twelve to sixteen in the questionnaire asked for information about the respondent's sex, age, ethnic group, religion or belief and whether they considered themselves to be disabled. This information provides a demographic profile of the respondents which can be used to determine how representative the respondents were of the overall local population.

*Sex of respondents (Question 12: Are you:)*

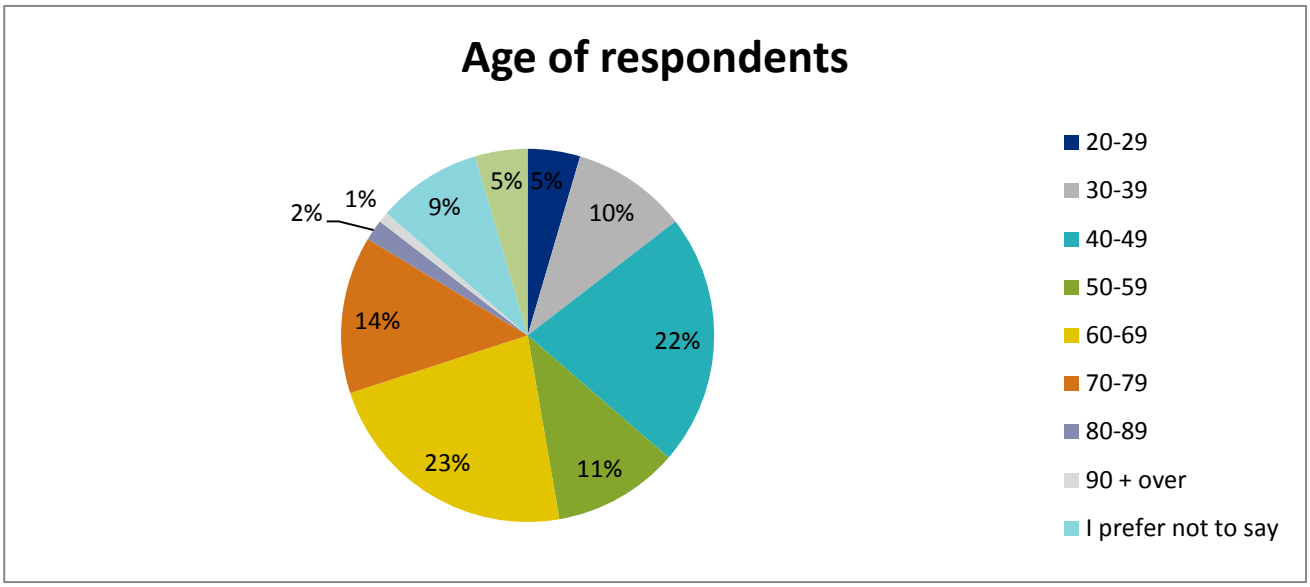
Almost two thirds of responses (62%) were received from men, just under a third (30%) from women, the remaining respondents preferred not to say or did not provide a response (4% and 5% respectively).




| | Total Responses | Percent |
|---|---|---|
| Male | 68 | 62% |
| Female | 33 | 30% |
| I prefer not to say | 4 | 4% |
| Not Answered | 5 | 5% |
| **Total** | **110** | **100%** |

*Age of respondents (Question 13: Please indicate which age group applies to you?)*

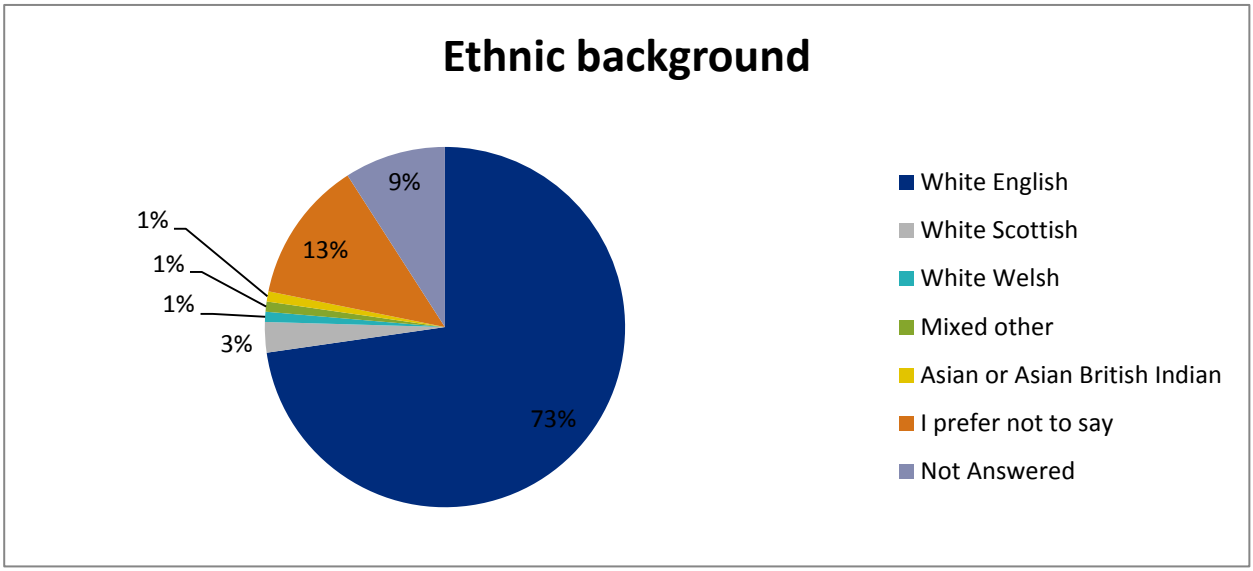
The majority of responses (56%) were received from respondents aged between 40 and 69. Just under a fifth (16%) were received from those 70 or over and a similar proportion (15%) were received from those between 20 and 39. No respondents indicated that they were below 20. Fifteen respondents preferred not to say or did not answer this question (9% and 5% respectively).




| | Total Responses | Percent |
|---|---|---|
| 20-29 | 5 | 5% |
| 30-39 | 11 | 10% |
| 40-49 | 24 | 22% |
| 50-59 | 12 | 11% |
| 60-69 | 25 | 23% |
| 70-79 | 15 | 14% |
| 80-89 | 2 | 2% |
| 90 + over | 1 | 1% |
| I prefer not to say | 10 | 9% |
| Not Answered | 5 | 5% |
| **Total** | **110** | **100%** |

*Ethnic background (Question 14: Please indicate which ethnic group do you feel you belong to?)*

Three quarters of respondents (73%) indicated that they considered themselves to be white English. Of the remaining respondents, 3% considered themselves white Scottish, 1% white Welsh, 1% mixed other and 1% Asian or Asian British Indian. One respondent identified themselves as Polish and another questioned why the information was relevant and gave no further response. A fifth of respondents preferred not to say (13%) or did not provide a response (9%).

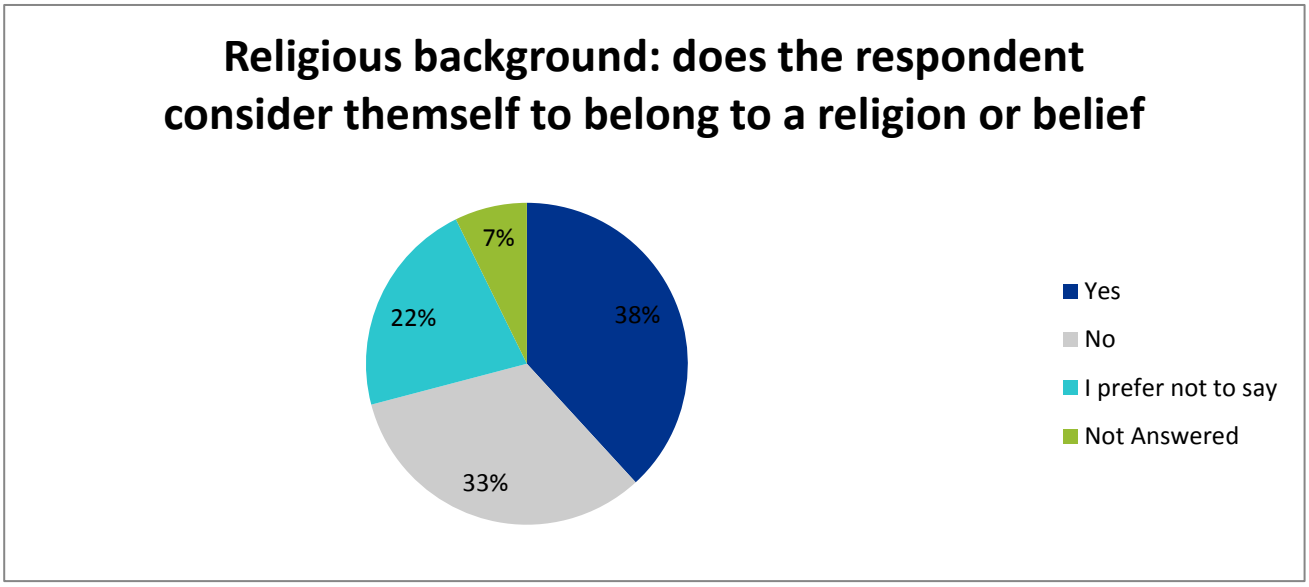



| | Total Responses | Percent |
|---|---|---|
| White English | 80 | 73% |
| White Scottish | 3 | 3% |
| White Welsh | 1 | 1% |
| Mixed other | 1 | 1% |
| Asian or Asian British Indian | 1 | 1% |
| I prefer not to say | 14 | 13% |
| Not Answered | 10 | 9% |
| **Total** | **110** | **100%** |

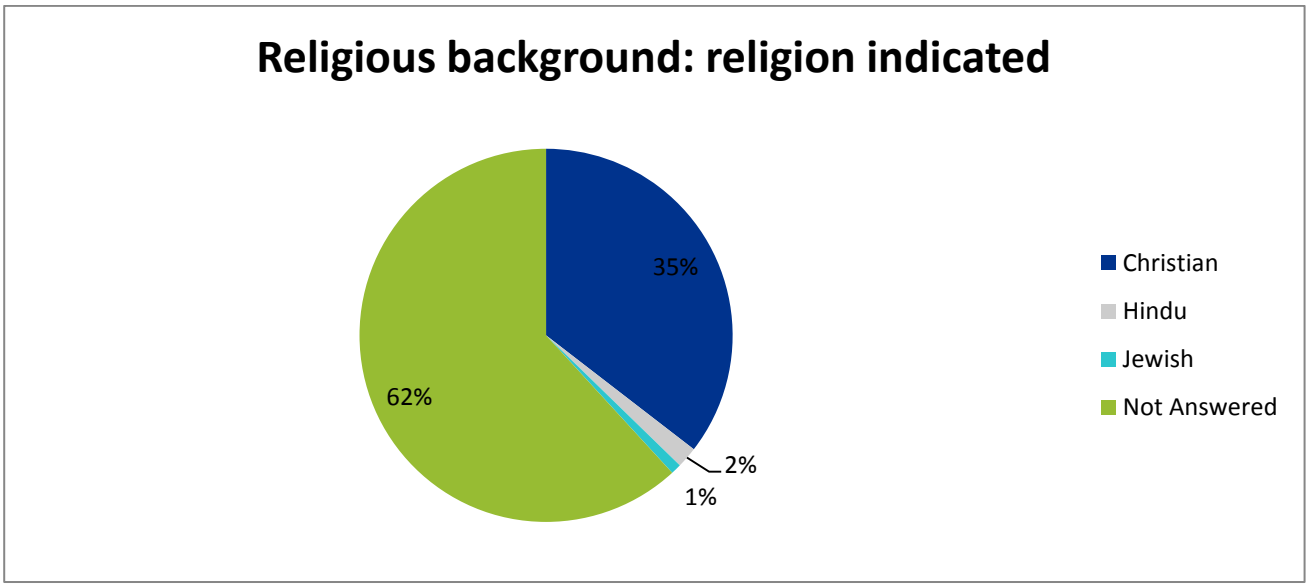
*Religious background (Question 15: Do you regard yourself as belonging to any particular religion or belief?)*

Over a third of respondents (38%) indicated that they regarded themselves as belonging to a particular religion or belief and a third (33%) indicted that they did not. Just over a fifth preferred not to say (22%) or chose not to answer (7%).

Of the respondents who indicated that they considered themselves as belonging to a particular religion, the majority (35%) considered themselves to be Christian, two (2%) considered themselves to be Hindu and one (1%) Jewish. One respondent indicated another religion, identifying themselves as Jedi. 62% chose not to answer.




| | Total Responses | Percent |
|---|---|---|
| Yes | 42 | 38% |
| No | 36 | 33% |
| I prefer not to say | 24 | 22% |
| Not Answered | 8 | 7% |
| **Total** | **110** | **100%** |



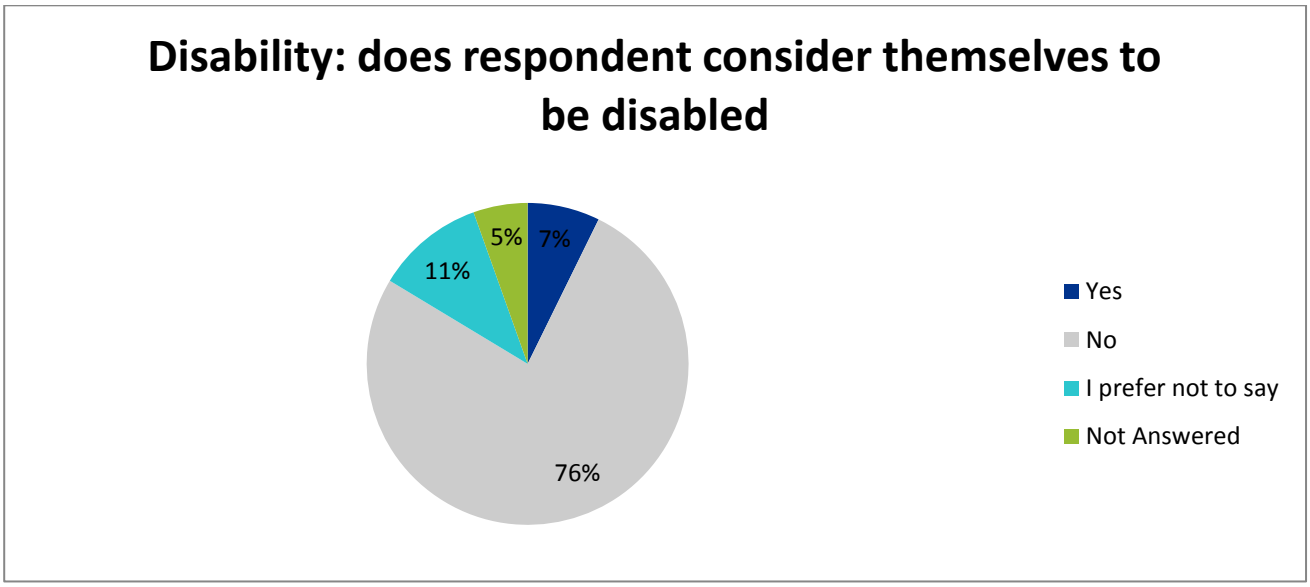

| | Total Responses | Percent |
|---|---|---|
| Christian | 39 | 35% |
| Hindu | 2 | 2% |
| Jewish | 1 | 1% |
| Not Answered | 68 | 62% |
| **Total** | **110** | **100%** |

*Disability (Question 16: Do you consider yourself to be disabled?)*

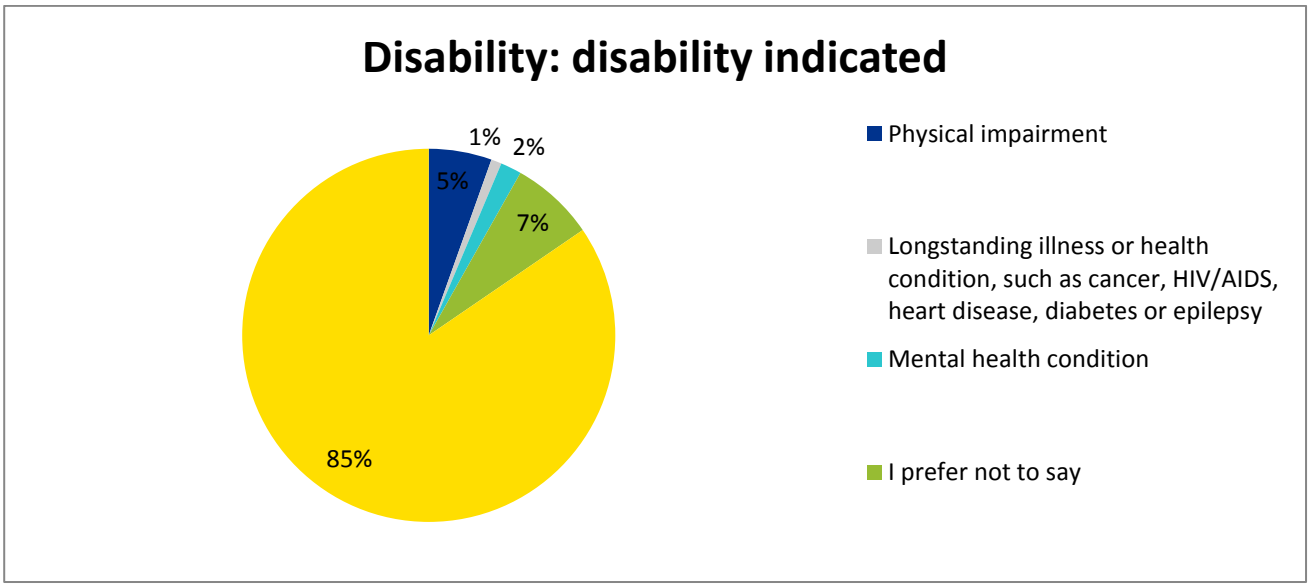
Eight respondents (7%) indicated that they considered themselves to be disabled, 12 (11%) that they preferred not to say, three (5%) chose not to answer and 84 (76%) indicated that they did not consider themselves disabled.

When asked to indicate which areas of disability they felt applied, six respondents (5%) indicated a physical disability, two (2%) a mental health condition, and one (1%) a longstanding illness or health condition (such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy). A further eight (7%) indicated that they preferred not to say. The majority of respondents (85%) did not respond and one respondent commented that it was hard to find work as a near pensioner.

It should be noted that some respondents may have indicated more than one area of disability.




| | Total Responses | Percent |
|---|---|---|
| Yes | 8 | 7% |
| No | 84 | 76% |
| I prefer not to say | 12 | 11% |
| Not Answered | 6 | 5% |
| **Total** | **110** | **100%** |




| | Total Responses | Percent |
|---|---|---|
| Physical impairment | 6 | 5% |
| Longstanding illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy | 1 | 1% |
| Mental health condition | 2 | 2% |
| I prefer not to say | 8 | 7% |
| Not Answered | 93 | 85% |
| **Total** | **110** | **100%** |

# 7. Non-standard responses

## 7.1 Responses in non-standard formats

Thirty-eight non-standard responses were received, either in letter or email format which did not follow the questionnaire format nor indicate to which questions their comments referred and so are analysed separately here.

Overall, similar issues emerged in these responses as those identified in the standard responses. These responses were often more focused on a particular issue or element, such as an interest in a particular location or topic, within which the comments were framed.

Eight respondents from this group made comments which suggested support or broad support for the proposals. One respondent went on to comment that the proposal would reduce traffic on the A1184 through Sawbridgeworth and Bishops Stortford and reduce the need to use Junction 7 to reach the motorway. Another commented that they understood the logic and design of the proposed junction, but had concerns about noise impacts and noted that the speed limits proposed might reduce the noise from the road. They also questioned whether speed enforcement cameras would be used. Three respondents supported proposals for Junction 7a. One noted that they supported the principle of the M11 J7a scheme subject to further information to address their concerns about impacts on Amwell Junction and air quality in Sawbridgeworth and whether mitigation would be needed. Another noted that it would improve the transport network and transport management, would support homes and jobs growth to be identified in forthcoming Local Plans for Local Authorities in the area. This respondent also suggested that the phasing of the delivery of the future proofing spur and roundabouts should be considered as the need for these would be determined by the forthcoming Local Plans. Two of the three respondents also stated that they reserved judgement on any northern bypass scheme, with one clarifying that this was due to concerns about a lack of technical evidence provided to support the view that longer term growth would require such an intervention, need for further collaboration between Essex and Hertfordshire County Councils and Highways England on the wider implications and clarity on the specific cost of the future proofing. This respondent also comments that the consultation had not sought views on whether there was a substantive case for a northern bypass to justify any additional expenditure.

Fourteen responses from this group made comments that suggested clear opposition to the proposal, often in favour of a northern bypass or route. They cited a wide range of reasons for this position, often echoing comments made in standard responses. Environmental impacts were a common reason, with respondents suggesting that the proposal would impact on wildlife, generate noise, air and light pollution and build on green belt land. Impacts on communities and local people were also commonly raised by this group, including health impacts from air pollution (with some respondents noting the proximity of schools and homes to the route and the potential for further development), impacts on quality of life, the potential for communities to be cut off from services and facilities and the potential to worsen accessibility and impact on house prices. Particular communities and areas mentioned were Campions, Mayfield Farm, Churchgate Street, Old Harlow, Gilden Way, First and Fourth Avenues and the town centre and new developments at Harlowbury, New Hall and Harlow East. One respondent particularly referred to the impacts on houses in Sheering Road, where they felt that the access from a service road would be severely restricted and may introduce problems with security. Some respondents in this group suggested that the proposals would not address congestion or reduce traffic, and others felt that congestion and traffic would become worse due to the scheme. Particular locations identified as at risk were Sheering, Hatfield Heath, The Street/Sheering Road, Sheering Lower Road, and Gilden Way. Safety was also raised as a concern, primarily resulting from increased traffic and in particular in relation to local schools and school children. Some respondents suggested that the proposal was a short term fix or that the cheapest option was being favoured over more effective (but more expensive) solutions, and that as a result the proposal did not represent good value for money. Reflecting many of these reasons, some respondents in this group suggested that the scheme would thus not support regeneration and growth. One respondent commented that no mention was made of surface access considerations for Stanstead Airport or the impact of the new junction or contingency planning for problems at present junctions. Another suggested that the primary cause of congestion had not been addressed - that the motorway had been constructed to the east of Harlow when original plans had proposed a motorway to the west. One respondent from this group commented that there was a need to improve road infrastructure in Harlow and the surrounding road networks, but that a long-term

solution should be sought rather than the proposed scheme. Another respondent shared a similar view, commenting that traffic in Harlow needed to be addressed, but that they did not support this proposal.

Many of the concerns raised by respondents who suggested a clear opposition to the proposal were also echoed in other responses where there was not such as clear position set out by the respondent. One respondent felt that the proposal would sever Churchgate Street from services and facilities in Old Harlow, impact on ease of access to schools (such as Fawbert and Barnard School) and that the closure of London Road would further cut Churchgate Street off from facilities in Church Langley. They suggest that consideration should be given to how this would be addressed and suggest that moving dissuasive traffic measures to the other side of Old Harlow could held to preserve accessibility for Churchgate Street residents. Another respondent noted that the scheme would direct traffic past 3 schools potentially – Fawbert and Barnard, Burnt Mill and Moor Hall Academy and questioned whether this would lead to more accidents with school children, particularly as the vehicles will have recently left a higher speed motorway and they assume that speed limits will be at least 30mph to keep traffic moving. One respondent felt that constructing a junction so close to the existing Junction 7 and as a 'temporary' solution in advance of the northern bypass represented poor value for money.

A few respondents commented that they supported some of the measures in the proposal while not supporting the overall proposal, with one identifying the banned right turn into Mulberry Green (and calling for this to be enforced). Another, who commented that they were opposed to the proposal, highlighted the points that improving Junction 7 would have a positive impact, aid economic growth and tackle congestion, and that the proposal to limit heavy goods vehicles in Old Harlow and reduce the Gilden Way speed limit would be beneficial for the local community. This same respondent also commented that it should be recognised that local people had been clear in their opposition to the preferred option due to environmental impacts, poor value for money and access issues for Old Harlow residents.

A large proportion of non-standard respondents commented that they favoured a northern bypass or link. Some suggested that there was significant local preference for a northern link, either in place of or to complement the proposed scheme. Other comments expressed a view that the northern link represented a better long term option with fewer impacts and that this option should be implemented now, particularly in light of the proposed developments. Several respondents commented that a northern link or bypass represented a more time and cost efficient option, with two respondents suggested that despite the higher cost the economic and strategic case would be strong and might be better than the current case for proposed option. One respondent suggested that constructing the northern link now could remove the need to widen Gilden Way. A few respondents outlined particular routes or approaches. A specific proposal was to connect the M11 through a new road built between Sawbridgeworth and the River Stort. One respondent proposed a version of Option 4 as a preferred solution to managing increased traffic, especially at new Enterprise Zones. They suggested amending Option 4 to link the M11 to an upgraded A1184 to take traffic directly to Enterprise Zones and other commercial areas. The further link to A414 at Eastwick would come later and be tied to development of Harlow North. This would, they suggested, divert traffic from densely populated areas which already suffer congestion. One respondent accepted that another spur from the M11 might be needed, but felt that Harlow needed a bypass around it, noting that the Gilston development would generate traffic.

In common with the standard responses, there were many comments relating to congestion and traffic. These often related to existing levels of congestion, doubts that the scheme would alleviate congestion or traffic flow, the potential for further congestion to result from the scheme and the impact of new developments on traffic in Harlow. One respondent commented that there was no east/west link, meaning that local roads (Edinburgh Way, Southern Way and First and Third Avenues) provided this link. They go on to comment that local roads have not been improved to cope with traffic, identifying Edinburgh Way and the Howard Way roundabout as examples. Another respondent suggested that as there were no proposed changes to the north or east, there would be higher levels of traffic on Sheering Road and Sheering Lower Road and congestion in Lowe Sheering (compounded by the railway crossing between Lower Sheering and Sawbridgeworth. They comment that Sheering Lower Road provides the most direct access and the proposal underestimates the increase in traffic, and so local roads and country lanes will be congested and traffic incidents will increase. Similarly, another respondent commented that Sheering Road was already too congested for the proposal to work and that the combined traffic from the M11 and proposed new housing would mean Junction 7a would be heavily congested. One respondent highlighted issues for Hatfield Heath, Hatfield Burnt Oak and Takeley, noting that the B183 was

used as a cut through for Stanstead Airport. They also comment that A 1060 will be the route for traffic from Chelmsford to join the M11 via the new junction heading north and an exit route for traffic from the M11 going south and that there is a recognised need for a roundabout at the Hatfield Heath junction of the A1060 and B183, which is accentuated by increased traffic and gravel lorries. They go on to comment that congestion will be increased by traffic accessing Junction 7a from south of Bishops Stortford and suggest that traffic calming measures, rather the more traffic, are needed in Hatfield Heath. One respondent expressed doubt that that traffic would flow freely in 2021 when it doesn't with current traffic levels and suggests making the junction changes proposed for traffic levels in 2036 now. They also question why the proposals do not include changes to junctions to cope with existing congestion at peak times on the A414 from Mark Hall to Edinburgh Way and First Avenue and challenge the modelling which, they feel, seems to lose vehicles or have vehicles parked on the roundabout. Another felt that increased traffic would divide communities and impact on small businesses. A respondent also suggested that the proposal would only increase traffic at existing pinch points. One respondent expressed concern about the increased traffic and heavy goods vehicles travelling through Old Town to reach Templefields and beyond and noted that previous road projects have increased traffic.

A few respondents raised concerns that the signage proposed to restrict access to Sheering Lower Road would not be effective. One respondent suggested that technology such as camera-supervised width restrictions and number plate recognition could be used to enforce the access restriction. Another suggested that a chicane or barrier would be needed and expressed concerns about safety.

One respondent particularly focused their comments on Sheering Lower Road and The Street/Sheering Road. They note that traffic flow in Sheering Lower Road has been excluded from the Schedule in the consultation document, despite Sheering Lower Road and The Street/Sheering Road being considered major arteries feeding the proposed Sheering Road roundabout. They suggest that traffic volumes will increase with traffic coming from Sawbridgeworth and Bishops Stortford and that this is supported by the traffic flow schedule showing a reduction in traffic volume along the A1184 road (the main route through Sawbridgeworth), They felt that reductions in traffic volume on The Street and Sheering Road are difficult to comprehend and that it was likely that traffic will increase due to vehicles accessing the junction, particularly from Hallingbury and Broad Oak areas, in preference to travelling to Junction 8. They question why there were no proposals for traffic calming measures to The Street which already suffers from speeding issues with current traffic volumes and propose a further crossing should be added on The Street to provide additional access and slow traffic. In common with the other respondents they felt that 'access only' signage was not a workable or acceptable proposal to address the issue, noting that current signage is not effective. They note that access to the Sheering Road roundabout will cause congestion which will exacerbate this problem, especially at peak times. They recommend that traffic calming measures should be introduced to the residential sections of Sheering Lower Road to slow traffic and make the route less attractive and that this should be a fundamental part of the infrastructure works related to Junction 7a.

One respondent focused particularly on the need to make suitable provision for walking and cycling and encouragement to make these modes of choice. They noted that Harlow has a good existing cycle network, established for many years and that junction improvements should contribute to that network. They suggest improvements which might be considered as part of the scheme: dedicated walking cycling routes linking Harlow Mill Station and Sawbridgeworth, and Spellbrook and Bishops Stortford Station. Also improved signing of the National Cycle Network a between Harlow and Chelmsford. Another respondent felt that the proposals did not address poor public transport or encourage cycling and that the documents did not make clear the level of provision for cycling. A third respondent sought improvements for cycling and pedestrians as part of the scheme.

Another respondent commented solely on the heritage impacts of the proposals. They note that there are a large number of heritage assets which are potentially affected. They recommend that consideration should be given to impact on the Conservation areas of Old Harlow and Churchgate Street from the widening and road improvements along Gilden Way, noting that these Conservation areas are not mentioned in the consultation documents. They state that they would be impacts on the settings of Sheering Hall and associated Barns, Aylmers (Farm) and Barn and Durrington Hall and associated buildings, which are located just north of the proposed junction. They note that the consultation document states that some minor or residual impacts will remain after any mitigation or off-setting measures. They would like consideration to be given to appropriate mitigation measures for Conservation areas, Scheduled Monuments and Historic Parks and gardens which

might be impacted by the scheme and for firm proposals for how impacts will be mitigated to be outlined. They felt that it was unfortunate that the Environmental Assessment was not made available as part of the consultation process and comment that little mention of heritage assets was made in the technical appraisal. They also comment that the study area for Environmental Assessment excludes the widening of Gilden Way near Old Town and recommend that this should be extended to include all of the scheme, including conservation areas and settings of nearby listed buildings.

Another respondent had a particular interest in the conservation of Epping Forest. In their response they comment that limitations in the traffic models means that the impacts of the scheme on Epping Forest cannot be forecast with precision. They also comment that the current scheme appraisal has only been able to take account of outline options for housing growth as the Local Plans for Uttlesford, Harlow, East Herts and Epping Forest District were not available when the analyses were prepared for the consultation. They suggest that as the proposals are aimed specifically at relieving congestion in Harlow and unlocking the town's growth potential, they would be unlikely to have a beneficial impact on Epping Forest and the current or predicted levels of congestion, air and noise pollution within the Forest's road networks. They comment that this is supported by the traffic modelling. They conclude that without a broader highways strategy, the proposed growth of Harlow and increased in traffic flows from other sources is likely to have a negative impact on Epping Forest in terms of tree and plant health, air quality and tranquillity.

One respondent commented on the phasing elements of the scheme. They felt that during Phase 1, the 3 lane road would reach a bottle neck at London Road and A414, where only minor changes to junctions proposed. A they state that access restrictions to Sheering Lower Road are not relevant to this part of the proposal and that restrictions for Mulberry Green would be welcomed by local residents, but junctions at London Road, A414 and Edinburgh way will become more congested and may impact on Gilden Way. They also comment that residents on Gilden Way would experience increased noise and pollution. During Phase 2a, they suggest that residents of Sheering Road would be impacted by congestion, although Campions residents may benefit. While the mitigation for Sheering Road is recognised and appreciated, they felt that the 3 lane link to the motorway would have impacts on nearby homes and residents. They also comment that access to Mayfield Farm should be relocated.

Some respondents proposed adjustments to the scheme or alternative proposals. One suggested that Gilden Way should be dualled, extending from the B183 from the A414 to the new roundabout east of Mayfield Farm, rather than being three lanes. They also felt that the additional eastbound roundabout and loop was unnecessary and added additional cost, suggesting a two way dual carriageway along the track of the eastbound carriageway from the new junction. They further suggested dualling the road between the Church Langley roundabout and Sheering Road roundabout and the stretch from Sheering Road roundabout to Edinburgh Way roundabout in parallel with this proposal. Another respondent felt that a Church Langley and New Hall junction would be more beneficial and would not increase traffic through Sheering and Hatfield Heath. In a similar way, one respondent proposed a new junction further up the M1 to join the A414 at the north part of Harlow. A respondent who stated that Sheering Lower Road was not suitable for the likely levels of traffic proposed a barrier on the road which only allowed access to residents.

Other comments made by respondents referred to the need for coordination between Essex and Hertfordshire, a perceived lack of indication of how the scheme would fit with the New Hall development or the Enterprise Zones, that the scheme only seemed to benefit Harlow and that residents would face a long period of disruption of this scheme was constructed followed by a northern bypass. One respondent expressed concern about construction of extra lane and foot path on Gilden Way due to potential for disruption and impact to local residents during construction – loss of views, pollution, traffic, pedestrians, noise and potential to decrease value of property. Another suggested that the environmental impact consideration was narrow in chosen impact zone, excluding schools. They noted the Environment Agency assessment from 3 years ago that emissions levels on Gilden Way were approach danger levels and requested a wider and more considered environmental assessment. This respondent also sought assurance that footpaths would be maintained. One respondent expressed concern that the case for Junction 7a was based on the assumption that the majority of those working in enterprise zones would travel into Harlow and those that live in the new developments would travel out of Harlow. They felt that this assumption is not based on verification of the demographics of who would be working in the enterprise zones and living in the new homes, and suggest that the new properties will not be occupied by those working in Harlow or commuting on the M11 and as such the new junction would not support

residents in those developments. They also felt that jobs in enterprise zones are likely to be filled by local residents, so the junction won't support workers in the enterprise zones. They go on to questions the location of the junction as the key employers are to the west of Harlow and conclude by question the validity of the scheme with these issues in mind. This respondent also felt that the impacts of Britain's exit from the European Union on the need for the scheme should be considered.

## 7.2 Petitions

One petition was received in response to the consultation. The petition had 155 signatories, raised from residents in The Oxleys, Watlington Road, Mulberry Green and part of Old Road. The petition text can be found in Appendix D.

The petitioners stated their strong opposition to the access to the new junction being along Gilden Way. They recognised the need for the junction but favour the northern bypass route. They state that using Gilden Way would be a short term solution and call for the northern bypass to be implemented now, citing a saving by avoiding implementing the Gilden Way proposal.

The key issues raised within the petition with regard to the proposals were that it would compound congestion on Gilden Way to an intolerable level. They feel that the area would not be able to cope with both the additional traffic that they believed would result from this scheme and the further additional traffic generated by the Harlowbury development. The introduction of the right turn ban at Mulberry Green would, they feel, be detrimental to the Old Town shopping area and cause problems for access to local schools and homes. They question the proposed two lanes into Harlow and one out, noting that the Harlow North Development would result in a large amount of extra traffic on Gilden Way and that they did not feel the proposed three lanes would be sufficient. They expressed concern that the quality of life for residents on Gilden Way and First Avenue will be diminished by increased noise and had safety concerns, in particular relating to children accessing the local schools on the route.

# Appendix A. Code Frame

A coding framework was developed as a way to identify and categorise the issues raised in responses. A code frame such as this is used to help the report authors to organise, group and present issues in reporting.

The names of some codes in this framework have been amended slightly from their original format to make them clearer in this context.

| Location |
|---|
| L1-Gilden Way to New Roundabout |
| L2-Campion Access Road |
| L3-Eastbound/Westbound Link |
| L4-M11 Dumbell Junction |
| L5-Old Harlow |
| L6-Churchgate Street |
| L7-Sheering Road |
| L8-Eastwick Road |
| L9-First Avenue |
| L10-Gilden Way |
| L11-Howard Way |
| L12-A414 |
| L13-A1025 Second Avenue |
| L14-A1169 Southern Way |
| L15-A1184 Harlow Road |
| L16-A414 (north of First Avenue) |
| L17-A414 (north of junction 7) |
| L18-A414 Eastwick Road |
| L19-A414 Edinburgh Way |
| L20-A414 Fifth Avenue |
| L21-M11 (north of junction 7a) |
| L22-M11 (south of junction 7a) |
| L23-Harlow |
| L24-Church Langley |
| L25-Sheering Lower Road |
| L26-Sawbridgeworth |
| L27-(Old) London Road |
| L27a-London Road Roundabout |
| L28-The Street (through Sheering) |
| L29-Mulberry Green |
| L30-A10 |
| L31-M11 (General, specific location not specified) |
| L32-Potter Street |
| L33-Old Road |
| L34-Priory Avenue |
| L35-Station Road |

| |
|---|
| L36-Hatfield Heath |
| L37-Bishop Stortford |
| L38-Junction 7a |
| L39-Hallingbury |
| L40-Sheering |
| L41-Pincey Brook |
| L42-A1184 Harlow Road |
| L43-Harlowbury Development |
| L44-Back Lane |
| L45-M25 |
| L46-Pinnacles |
| L47-Hamburger Roundabout |
| L48-Mark Hall |
| L49-Templefields |
| L50-New Hall |
| L51-Mill Lane |
| L52-Lower Sheering |
| L53-Campions |
| L54-Mayfield Farm |
| L55-Amwell Junction |
| L56-Roundabout at Howard Way |
| L57-Third Avenue |
| L58-Fourth Avenue |
| L59-Hatfield Broad Oak |
| L60-Takeley |
| L61-A1060 |
| L62-B183 |
| L63-Harlowbury |
| L64-Old Nortel site |
| L65-Green Man Hotel |
| L66-Marsh Lane |
| L67-Gates Roundabout |
| L68-A414 bridge |
| L69-Mark Hall/A414 Roundabout |
| L70-Hastingwood |
| L999-Other location |
| - |
| **Environmental** |
| EV1-Air quality (including carbon emissions) |
| EV2-Cultural heritage |
| EV3-Landscape |
| EV4-Nature conservation |
| EV5-Geology and soils |
| EV6-Materials |

| |
|---|
| EV7-Noise and vibration |
| EV8-People and community |
| EV9-Road drainage and the water and environment (including flood risk) |
| EV10-Mitigation |
| EV11-Positive impact |
| EV12-Negative impact |
| EV14-Environmental Impact on pedestrians/cyclists |
| EV15-Contamination |
| EV16-Impact minimal and proportionate/justified |
| EV19-Light (pollution or blockage) |
| EV20-Green belt land /green space |
| EV21-Environment only focuses on scheme area |
| EV22-Environmental evidence is unclear/flawed/not trusted |
| EV23-Mention of schools in the area |
| EV24-ongoing monitoring needed |
| EV25-Unspecified environmental impact (positive or negative) |
| EV26-Satisfied with environmental findings |
| EV999-Other environmental |
| - |
| **Strategic Alternatives** |
| ST1-Favour Option 1: New M11 junction to east of Harlow, (Junction 7a), with local link to Gilden Way. |
| ST2-Favour Option 2: Improved M11 Junction 7. |
| ST3-Favour Option 3: Both Option 1 and Option 2. |
| ST4-Favour Option 4: ‘Northern Bypass’, which includes a dual carriageway link from Junction 7a through to A414 at Eastwick, and an additional single carriageway access into Harlow via River Way; |
| ST5-Favour Option 5: ‘Northern Northern Bypass’, which comprises a dual carriageway link from A414 at Eastwick, aligned to the south of Gilston, and then to the west of Sawbridgeworth, connecting with the M11 via a new junction south of Little Hallingbury; |
| ST6-Favour Option 6: ‘Southern Relief Road’, which comprises a dual carriageway link from the A414 east of Roydon, skirting the western and southern edges of Harlow, and connecting with junnction 7 via the B1393 |
| ST7-Oppose Option 1: New M11 junction to east of Harlow, (Junction 7a), with local link to Gilden Way. |
| ST8-Oppose Option 2: Improved M11 Junction 7. |
| ST9-Oppose Option 3: Both Option 1 and Option 2. |
| ST10-Oppose Option 4: ‘Northern Bypass’, which includes a dual carriageway link from Junction 7a through to A414 at Eastwick, and an additional single carriageway access into Harlow via River Way; |
| ST11-Oppose Option 5: ‘Northern Northern Bypass’, which comprises a dual carriageway link from A414 at Eastwick, aligned to the south of Gilston, and then to the west of Sawbridgeworth, connecting with the M11 via a new junction south of Little Hallingbury; |
| ST12-Oppose Option 6: ‘Southern Relief Road’, which comprises a dual carriageway link from the A414 east of Roydon, skirting the western and southern edges of Harlow, and connecting with junction 7 via the B1393 |
| ST13-Northern Bypass |
| ST14-East/West Bypass |
| ST15-Favour bypass/northern route over junction |
| ST16-Bypass/northern route (unspecified location) |
| ST17-Bypass (not north over the river and through green Land) |

| |
|---|
| ST18-J7 Improvements also needed |
| ST19-Proposals are a short term fix |
| ST20-A northern bypass/route should be built now |
| ST21-Support in principle |
| ST22-Too few options presented |
| ST23-Favouring cheapest option |
| ST24-Agrees with need for a northbound junction |
| ST 25-Option should be developed with neighbouring authorities |
| ST26-Bigger picture should be looked at (M11, A10, M25, A414) |
| ST27-Bypass linking Eastwick to M11 |
| ST28-other bypass (southern) |
| - |
| **Scheme Alternatives and Adjustments** |
| SC1-Adjustment to proposed scheme |
| SC1a-Prefer a duel carriage way |
| SC2-Alternative to proposed scheme |
| SC3-Wrong connection into Harlow |
| SC5-Traffic should not be routed through Harlow at all |
| SC7-A414 dual carriageway link between burnt mill and junction 7A should be prioritised |
| SC8-This scheme misses the real problem area/does not address a problem area |
| SC9-Should do more to reduce car use and improve other travel options |
| SC10-Scheme is on the east despite key area being on west of Harlow |
| SC12-Significant improvements for Gilden Way needed (to support scheme). |
| SC14-Opposes extra roundabout north of Sheering Road |
| SC16-Additional local information |
| SC17-Need 2 lanes out of Harlow at Sheering Road roundabout |
| - |
| **Business Case** |
| BC1-Poor value for money |
| BC4-Better use of funds (other transport schemes) |
| BC10-Economic case |
| BC999-Other business case |
| - |
| **Phasing** |
| CP1-Comment on phasing |
| - |
| **Traffic Management** |
| TG1-Support HGV restrictions |
| TG1a-Restrictions will not stop cars using route |
| TG1b-Will only work if enforceable |
| TG2-Support Gilden Way speed limit |
| TG3-Against Gilden Way speed limit |
| TG4-Mulberry Green right turn |
| TG4a-Support |
| TG4h-Does not support |

| |
|---|
| TG5-Signalised pedestrian crossings |
| TG5a-Oppose |
| TG5b-Support |
| TG7-General Support for measures |
| TG8-Other routes will be used/become rat runs |
| TG8a-Roads named will become rat runs |
| TG10-All measures inadequate |
| TG11-Sheering Lower Road local access only signage will be ignored |
| TG13-Concern about Sheering Road speed |
| TG15-Supports traffic management proposals but against the scheme |
| TG16-Comments about enforcement |
| TG17-Traffic management stops movement freely through town |
| TG18-Additional management would be required |
| TG98-Questions about traffic management |
| TG99-Comment on traffic management |
| TG99a-Traffic management alternative |
| - |
| **Traffic Modelling** |
| TD1-Does not believe the traffic modelling |
| TD2-Thinks modelling is based on flawed data |
| TD3-Modeling does not consider wider affect |
| TD4-Disagrees with interpretation of modelling |
| TD99-Comment on traffic modelling |
| - |
| **Access/Connectivity** |
| AC1-Negative impact – general |
| AC2-Positive impact – general |
| AC3-Positive impact on local residents' access to homes and services |
| AC4-Negative impact on local residents' access to homes and services |
| AC5-Positive impact on access for local businesses |
| AC6-Negative impact on access for local businesses |
| AC10-Doesn't provide accessibility to where people want to go |
| AC11-Scheme will increase accessibility |
| AC13-Accessibility already sufficient |
| AC15-M11 should have been constructed to west of Harlow |
| AC16-Concern about emergency access |
| AC97-Questions about access |
| AC98-Questions about connectivity |
| AC999-Other accessibility |
| - |
| **Timing of concerns** |
| TC1-Timing of concerns |

| |
|---|
| TC4-Negative experience with other local schemes |
| TC999-Other timing |
| - |
| **Congestion/traffic** |
| CG1-Will not address current congestion/traffic |
| CG2-Will not address future congestion/traffic |
| CG3-Will make existing congestion/traffic worse |
| CG4-Will address congestion/traffic now |
| CG4a-In some areas but not in others |
| CG5-Will address future congestion/traffic |
| CG6-Timing of congestion/traffic |
| CG8-Projected increase in traffic will be intolerable |
| CG9-Incidents on wider network impact on local roads |
| CG12-Emphasis on easing congestion on M11, not Harlow |
| CG13-Improvements needed to the wider road network |
| CG17-Will help relieve M11 |
| CG18-Congestion/traffic will be moved elsewhere |
| CG19-Surrounding network will not cope |
| CG20-A414 bridge is a pinch point |
| CG999-Other congestion |
| - |
| **Impact on local residents** |
| LR1-Postive impact for local residents |
| LR2-Negative impact for local residents |
| LR3-Positive impact on house prices |
| LR4-Negative impact on house prices |
| LR5-Impact on local residents too high |
| LR6-Concern about speed/road safety |
| LR7-Negative impact on area |
| LR8-Impact on local schools/school runs |
| LR9-Division of communities |
| LR999-Other local residents impact |
| - |
| **Impact on local businesses** |
| LB1-Will benefit local business |
| LB2-Will not benefit local business |
| LB3-Impact on local businesses too high |
| LB4-Specific local employer |
| LB999-Other local business comment |
| - |
| **Road User** |
| RU1-Driver (Individual) |
| RU2-Driver (Business) |
| RU3-Cyclist |

| |
|---|
| RU4-Public Transport |
| RU5-Pedestrian |
| RU6-Scheme has negative impact on other road users |
| RU7-Scheme makes it dangerous for other road users |
| RU8-Scheme makes it difficult for other road users |
| RU9-Support needed for other road users |
| RU10-Scheme lacks detail on provision for other road users |
| RU11-Scheme does not make sufficient provision for non-motorised road users |
| RU999-Other road user |
| - |
| **Local Plan** |
| LP1-Scheme will support homes growth |
| LP2-Scheme will not support homes growth |
| LP3-Scheme will support jobs growth |
| LP4-Scheme will not support jobs growth |
| LP5-Scheme does not complement location of committed housing developments |
| LP6-Scheme complements location of committed housing developments |
| LP7-Scheme does not complement location of enterprises zones |
| LP8-Scheme complements location of enterprise zones |
| LP9-Scheme does not complement location of emerging Local Plan sites |
| LP10-Scheme complements location of emerging Local Plan sites |
| LP11-Scheme intended to accelerate development/help developers |
| LP13-Scheme will support future development |
| LP14-Scheme does not consider local development |
| LP15-Will only support personal vehicles |
| LP16-Scheme good for some areas of development but not others |
| LP17-Agrees with the future proofing |
| LP18-Scheme will not help anyone |
| LP19-Scheme will not support future development |
| LP20-Impact of traffic from new developments |
| LP21-Wider infrastructure improvement would be needed to support development |
| LP999-Other local plan |
| - |
| **Programme/Next Steps** |
| PN99-Comment on programme |
| - |
| **Out of Scope** |
| OS1-Comment is unclear |
| OS2-Comment refers to previous answer |
| OS3-Questions |
| OS4-Comment about location of developments |
| OS99-Out of scope comment |
| - |
| **Consultation/Engagement Process and Materials** |
| CN1-Did not understand the question |

| |
|---|
| CN2-Not enough detail provided |
| CN3-Criticism of consultation process |
| CN4-Lack of clarity in materials/presentation |
| CN6-Comments about consultation with public transport and travel planning |
| CN9-Comment on figure change |
| CN13-Decision already taken |
| CN14-Comment on previous consultation/engagement/local input |

# Appendix B. Response Form

# M11 Junction 7a and widening of Gilden Way

## Consultation response form

## This consultation will close at 23:59 on Wednesday 6th July 2016

**Please email or post completed responses to:**

**Email: M11J7a@essex.goc.uk**

**Post: Jacobs Ltd, PO Box 73575, LONDON, SE1P 5YH**

## Consultation Questions

**1a) To what extent do you agree or disagree with the statement, *'the traffic management for routes connecting to Gilden Way will ensure that Old Harlow, Churchgate Street and Sheering Lower Road will not be adversely impacted by the scheme in 2021'*.**

*Select one box only*

a) Strongly agree ☐

b) Agree ☐

c) Undecided ☐

d) Disagree ☐

e) Strongly disagree ☐

**1b) Please provide any comments about the proposed traffic management.**

**2a) To what extent do you agree or disagree with the statement '*the scheme will improve accessibility to and from Harlow'?***

*Select one box only*

a) Strongly agree ☐

b) Agree ☐

c) Undecided ☐

d) Disagree ☐

e) Strongly disagree ☐

**2b) Please provide any comments you have about the impact of the scheme on accessibility to and from Harlow**

**3a) To what extent do you agree or disagree with the statement '*the scheme will reduce congestion primarily for the A414 corridor'*;**

*Select one box only*

a) Strongly agree ☐

b) Agree ☐

c) Undecided ☐

d) Disagree ☐

e) Strongly disagree ☐

**3b) Please provide any comment you have about the impact of the scheme on congestion**

**4a) To what extent do you agree or disagree with the statement '*the scheme will meet future traffic demands'*?**

*Select one box only*

Strongly agree ☐

Agree ☐

Undecided ☐

Disagree ☐

Strongly disagree ☐

**4b) Please provide any comments about the ability of the scheme to support future traffic growth**

**5a) To what extent do you agree or disagree with the statement *'the scheme will provide support for the predicted homes and jobs growth (from Local Plans)*?**

*Select one box only*

Strongly agree ☐

Agree ☐

Undecided ☐

Disagree ☐

Strongly disagree ☐

**5b) Please provide any comments you have about the scheme providing opportunities for future home and jobs growth.**

**6) Do you have any comments about the environmental findings? Please provide as much detail as possible.**

**7) Do you have any other comments regarding the proposed scheme? Please provide as much detail as possible.**

## About You

**8) Are you completing this questionnaire on behalf of:**

*Select one box.*

Yourself (as an individual) ☐

A friend or relative (Please answer using their details) ☐

A District/Town/Parish Council ☐

A Voluntary or Community Sector Organisation (VCS) ☐

A Business ☐

Other, please specify below ☐

**If you are responding on behalf of an organisation, please tell us the name of the organisation. Please make it clear whom the organisation represents and, where applicable, how the views of members were assembled.**

**9) Please provide your name.** *(Required)*

**10) Please tell us your postcode** *(Required)*

**11) Please provide an email address.**

**12) Are you:**

Male ☐

Female ☐

I prefer not to say ☐

**13) Please indicate which age group applies to you?**

15 or under ☐

16-19 ☐

20-29 ☐

30-39 ☐

40-49 ☐

50-59 ☐

60-69 ☐

70-79 ☐

80-89 ☐

90 + over ☐

I prefer not to say ☐

**14) Please indicate which ethnic group do you feel you belong?**

White English ☐
White Scottish ☐
White Welsh ☐
White Northern Irish ☐
White Irish ☐
White Gypsy/Roma ☐
White Irish Traveller ☐
Mixed White and Black Caribbean ☐
Mixed White and Black African ☐
Mixed White and Asian ☐
Mixed other* ☐
Black or Black British Caribbean ☐
Black or Black British African ☐
Asian or Asian British Indian ☐
Asian or Asian British Pakistani ☐
Asian or Asian British Bangladeshi ☐
Asian or Asian British other* ☐
Arab ☐
Chinese ☐
I prefer not to say ☐

***If your ethnic group is not specified in the list, please describe it here:**

**15) Do you regard yourself as belonging to any particular religion or belief?**

Yes ☐
No ☐
I prefer not to say ☐

**Do you regard yourself as belonging to any particular religion or belief**

Christian ☐
Buddhist ☐
Hindu ☐
Jewish ☐
Muslim ☐
Sikh ☐
Any other • religion, please specify below

**16) Do you consider yourself to be disabled?**

Yes ☐

No ☐

I prefer not to say ☐

**If yes, please indicate any which you feel apply to you.**

Physical impairment ☐

Sensory impairment (hearing, sight or both) ☐

Longstanding illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy ☐

Mental health condition ☐

Learning disability ☐

I prefer not to say ☐

Other, please specify:

**Thank you for taking the time to take part in this consultation.**

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## Confidentiality and data protection

The contact information that you provide will be used to perform internal checks to ensure the validity of responses, such as identifying a duplicate response where responses have been submitted via several routes. We may also use this information to inform respondents of any key updates of the consultation.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOI), the Data Protection Act 1998 and the Environmental Information Regulations 2004.

Under the FOI, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations among other things.

# Appendix C. The Oxleys, Watlington Road, Mulberry Green and Old Road Petition

To whom it may concern,

We the undersigned, being a total of 155 signatures, are strongly opposed to the access route to the new M11 junction being along Gilden Way, we appreciate the need for a new junction but would urge you to go for the north bypass route for the access to the new junction.

We would like to draw your attention to the following issues with using Gilden Way as the access route.

Using Gilden Way will not help the congestion on the roads in Harlow it will only compound the problems. More traffic will leave the motorway at this new junction than the old junction as it is closer to the areas where they want to get to, i.e. the retail area of Edinburgh Way, the industrial area of Harlow, the enterprise centres, the town centre, which would be a more direct route, and to use the A414 to access the A10, often to miss problems on the M25 between the M11 and the A10 junction on the M25. As congestion along Gilden Way is already a problem this will make it an intolerable situation also with the development of Gilden Way North of 1100 to 1200 dwellings and their accompanied vehicles this will be more than this area can absorb. In the proposal it was suggested to put in good cycle routes, this will only take a few cars off the road into Harlow and cycles aren't allowed on motorways. To stop traffic turning right, this would be detrimental to the Old Town shopping area and cause problems for parents taking children to the Harlowbury school and for local residents accessing their homes.

The quality of life will be severely diminished for the residents along and in the vicinity of Gilden Way and First Avenue purely by the increased noise levels alone of cars and large HGVs thundering along this route. Safety is also another concern as this route has many busy schools along its length and many children use the footpaths along these roads to get to and from school.

If you have two lanes to cope with bringing traffic into Harlow you will need the same to take the traffic out in the evening, how will one lane cope?

We also note from the local press that the Harlow North Development has now got permission to proceed, to meet the need for new housing in the area, this will be a very large development which will mean a high volume of extra traffic coming onto Gilden Way, also big developments around Harlow are planned the extra traffic from these will have to come through Harlow to get onto the M11, how will 3 lanes cope with all the added traffic from here. Travel through Harlow will become completely impossible.

The only long term viable option will be the northern bypass and **IT WILL** make a very big difference to the congestion in Harlow as the HGVs will use that route to get to the

industrial area, traffic to the retail area could be signed posted that way and traffic heading to the A10 would use that route, and it would give easier access to the developments on the opposite site of Harlow all in all much reducing traffic into Harlow. With regard to cost I know the option you prefer is £90 million as against the bypass cost of £200 million but Gilden Way can only be a very short term solution, then the north bypass would have to be built anyway so please take the opportunity now to save £90 million and also save the misery of an awful lot of Harlow residents and local commuters.

As a footnote we raised this petition from people in The Oxleys, Watlington Road, Mulberry Green and part of Old Road, from every door that was answered **NOT ONE** person was for the Gilden Way route to the new junction.