

Teddington & Alstone Villages and the A46

Assessment by Gerald Kells for the Teddington and Alstone A46 Advisory Group (TAAG)

October 2019

The TAAG has commissioned a written assessment by Gerald Kells, an independent road consultant, of the various proposals for developing the road infrastructure along and adjacent to the route of the A46 as these pass close to our villages. An outline brief setting out the scope for his review was shared with the Parish Council and published on our website in August.

The full report from Gerald is now available on our website [here](#). If you would like a printed copy, please contact one of the members of TAAG. It is a lengthy document and we have produced the following brief summary to highlight key points:

- This is a comprehensive report which necessarily covers a lot of the background and roles of the main participating bodies. As such there is a lot of content beyond our immediate geographic area of interest but this detail provides important context.
- Despite a potential confusion in overlapping responsibilities, we can assume that the aims of Western Gateway, Midlands Connect, A46 Partnership Group, GCC and TBC are aligned. At present, Western Gateway are taking the lead.
- Gerald highlights practical and economic flaws in the initial Ashchurch Masterplan assumptions. While the wider objectives of the Ashchurch Masterplan may have more profound impacts away from our villages, its feasibility will depend upon investment in new road infrastructure. Therefore, it's important that we (village residents, TAPC, TAAG) take the opportunity to participate in the next stage of public consultation.
- There are numerous examples of where the economic case for major new road investment are based on inflated growth assumptions, often coupled with significant cost overruns. These are referenced in an earlier CPRE report Impact of Road Projects in England 2017 which is available on our website [here](#).
- There appears to be a technical anomaly with the Western Gateway RIS2 submission where they have applied for funding as a Large Local Major Scheme whereas the A46 falls under the separate scope of the Strategic Road Network. We will clarify with Western Gateway.
- There is an inconsistency on the type of new road proposed. Midlands Connect and Western Gateway have variously referred to building a 'by-pass' and 'an expressway' (essentially a 'motorway light' road) while the Ashchurch Masterplan refers to a more benign 'southern relief road' with new housing development along it.

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- Opportunities to improve the existing A46 route are limited by space, the number of junctions together with the mix of locally generated as well as through HGV traffic. While this may support the argument for a new road, there are practical challenges to redirecting traffic from the current route.
- Gerald concludes it may be difficult to argue that no new road is required. However, he argues that there is sufficient scope for suggesting this should not have to be an expressway or even a dual carriageway.
- In considering possible route options, there is reasonable logic that routes and changes can be kept to either the existing route or to run slightly north and/or west of the existing Teddington Hands roundabout. This avoids severance from Teddington Hands amenities and the associated increase in air, noise and light pollution.
- Environmental concerns are not areas that Gerald has been able to research but he concurs that this is a key area for us to look further into. We believe these will be critical considerations in any proposals which, allied to our proximity to the Area of Outstanding Natural Beauty, provide our greatest ability to prevent encroachment towards our villages in the event of new development.