

Dear David,

At the end of our A46 meeting on 19th July you invited us to send you a summary of our key concerns together with, ideally, a solution.

KEY CONCERNS

We have previously articulated these on a number of occasions in different ways and to a variety of different stakeholders. These were most succinctly summarised in a three page report we produced at the request of Vernon in August 2020 and subsequently shared widely, including with the Atkins development team. A copy of this report is attached.*

**We would emphasise that the questions raised during the recent public meeting, the Tewkesbury 2030 feedback and the feedback we received from our survey in April all corroborate the concerns raised in the 2020 report.*

This 2020 report groups concerns/comments under two headings:

- The location of a new bypass as it might pass close to Teddington village towards the Teddington Hands Roundabout
- The road classification in the context of local policies and strategy

Our focus has more recently concentrated on the potential use of the A435. This followed a freedom of information request made to National Highways (then Highways England) for a copy of their RIS2 submission dated September 2018. This identified three draft routes, all of which used the path of the A435 as it passes Teddington towards the Teddington Hands Roundabout. This wasn't progressed under RIS2 but, two years later as a Large Local Major (LLM) scheme, we discovered in an e-mail we have seen from Atkins that the two favoured route options being looked at both joined the A435 near Oxenton running North via a widened A435 to the Teddington Hands Roundabout. The fact that five out of five draft routes use exactly the same part of the A435 doesn't give us confidence that routes to be included in the public consultation intend to offer an alternative solution.

We do also want to point out that since the 2018 RIS2 study was completed the local landscape has materially altered. The footprint of the lorry park and its facilities have expanded significantly, a Subway restaurant has opened within the petrol station and more customers now also visit the Teddington Stores driven by the increase in traffic volume leaving and rejoining the A435 just south of the Teddington Hands roundabout. In the background, the layout of the future Garden Town is evolving and in the latest concept drawing residential development extends to the North East of the Aston Cross crossroads with employment land now earmarked around the B4079/A435 junction. This weakens previous arguments for not also using open countryside for the new road while strengthening arguments that a route should include a new roundabout on the A46 and allow direct access to/from the employment area as an attraction to new businesses.

While we have listed many factors here to consider in choosing both the road route and type, we can summarise our position in a nutshell:

"We are hugely concerned that a new bypass will be positioned on the existing A435, possibly dualled. As a result, our villages will experience many years of disruption while it is built followed by a terrible deterioration in our rural environment."

SOLUTION

We don't consider ourselves qualified to offer up a solution as we aren't civil engineers or planners. We also don't feel it's in our gift to sketch an outline route proposal on behalf of our residents as there will be differing views. However, we have publically supported the alternative route proposed by Cllr Vernon Smith in Spring 2021 with the caveat that we are 'neutral' on where this joins with the M5.

Vernon's route explicitly recognised our key concerns by proposing a bypass route that runs parallel to the West of the existing A435 with a new roundabout sited on the A46, to also be joined by a new northern access road coming from the first phase of the Ashchurch Garden Town development. Clever design of this roundabout should allow separation of local and through traffic. This route addresses many of our main concerns:

- It avoids a huge road safety issue associated with traffic entering/exiting from Teddington village onto an enlarged A435 together with the continued need for farmers to access their farmland/animals safely
- It avoids dislocation for local residents from the amenities at Teddington Hands
- It minimises adverse noise and other environmental impacts for local villages (although mitigations may well still be necessary)
- It minimises mixing local traffic with strategic through traffic
- It has cost mitigations around compulsory purchase orders and/or relocation of local amenities and services

Furthermore, this route proposal offers additional road network resilience in the case of accidents etc. and, importantly, does not simply push similar issues onto other communities.

It will be a huge disappointment if this or a similar alternative is not included as one of the options in the public consultation.

If we can add anything further please do let us know.