



Public Meeting in Village Hall - 18.00 - 19.00 Tuesday 19th July 2022

A well-attended meeting despite the intense heat.

All four members of TAAG and three councillors attended:

Mel Gore	Councillor Isbourne ward and Lead Member for Built Environment
Vernon Smith	Tewkesbury Borough and County Councillor for Tewkesbury East
David Gray	Winchcombe Borough and Gloucestershire County Councillor and Cabinet Member for Environment and Planning

Jan Mallett opened the meeting and introduced the members of TAAG and the guests. She outlined the purpose of the meeting and some housekeeping rules. She highlighted why TAAG were concerned that the A435 was the favoured route: email from Atkins and 2018 Highways England Option Assessment Report.

She spoke of a resident survey confirming that residents are very concerned about the A435 being used as part of the scheme. Vernon Smith's 2030 report confirmed again that the majority of people did not favour the A435 being used. Jan mentioned a petition to National Highways about the dangers of turning out of Sedgeberrow. Using A435 will just replicate problem.

Q1 Turning out of village safely

VS Aware of Sedgeberrow petition. Stated that safety is paramount.

DG GCC would not bring forward a dangerous scheme. "Safety is always at the top of our list of considerations ". Volume of traffic is key driver as to why the scheme is being considered.

Q2 Why is NH going to take over the scheme?

DG due to size of scheme (talk of Missing Link and that the main concerns involved safety- GCC pushed for it but NH are going to deliver it)

Q3 Are the panel for or against the scheme?

MG For, the delivery of the GT is reliant on it

VS For, but not keen on A435 being used

DG For and is in favour of the GT. He says it is a better and greener option than adding housing developments everywhere.

Q4 As a result of Covid pandemic and home working, is there still a need for a new road?

VS Yes, traffic will always increase

DG Census says population increased by 3.5 m and Tewkesbury is one of the fastest growing boroughs in the country. Impact of Covid is just a temporary blip, especially in our local area. He predicts rising volumes of traffic

MG Yes. We have to build 11,500 houses in next 20 years, over 510 a year.

Q5 Are the new routes definitely coming off A435?

DG Routes will come out in September for public consultation. Speculated that with a new PM things might change

MG Commitment from Homes England for delivery of GT definitely there. Mentioned the commitment to build the Bridge over railway from Northway to Ashchurch.

VS Timescales could slip. £250m scheme.

Q6 Teddington Hands is already congested (infrastructure: pub, shop, garage, lorry park). When discussing TH do you mean the area as no more roads could be fed into it?

VS his preferred solution would be a hamburger roundabout (road through centre) to be located 500 yards to west of present roundabout.

Point was raised that before all the recent developments along A46 it could have been dualled with the exception of the railway bridge. Mel Gore said that future plans were not an allowed reason to stop development.

Q7 Would it not be a good idea to join the “bridge to nowhere” to a roundabout on A46 and join new route to it as well.

DG believes in listening to residents (wisdom of crowds) and his commitment is that GCC will take public opinion very seriously. Consultation will not be fait accompli and he is happy to listen to any genius solutions. (His words)

Q8 Question about resilience of road scheme

VS talked about his solution

DG good thing about VS route. It looks at the present problems and solves them.

Q9 If the scheme uses the A435 what sort of road will it be?

DG likely to be a bigger road, but getting in and out of our village will have to be addressed if A435 is used.

Q10 what noise mitigation will be used if A435 is used?

DG valid question to raise at public consultation. GCC care about these aspects.

Q11 New development at Ashchurch (according to GT website) will lead to quieter, better roads. What about us? Will our roads/villages be quieter and better?

DG issue is what will happen if we do nothing. A435 will get busier anyway and the existing level of noise will worsen. The intention of GCC is honourable. We want to bring infrastructure forward in a sensitive way.

Q12 Climate Change. How will building a dual carriageway support our drive to reach net zero/ improve the environment?

VS if we do nothing it will get worse

MG offline solution is dealing with national traffic. Removing national traffic through Ashchurch will improve it. Jan pointed out that national traffic will be mixing with local traffic if scheme uses A435.

There was then a complaint from residents in Oxenton that their views hadn't been included and they hadn't had a chance to say anything.

Q13 A & B (from above attendees) a) How restricted was the terms of reference given to Atkins? b) Why have northern routes been discounted?

DG did not think there was any restrictions and was not aware the northern routes had been discounted.

VS Worcestershire County Council have excluded having the new scheme, as area around Bredon Hill is AONB. General incredulity followed and VS agreed that that Teddington and Oxenton were in an AONB too, which was one of the reasons that he is fighting for the scheme not to use the A435.

Q14 What is the process from September?

6 weeks for consultation. DG reiterated that GCC did not want to bring forward a sub optimal scheme.

Q15 Will all routes look very similar?

DG would be very surprised if there wasn't a variety of routes.

Meeting closed and guests thanked.

Agreed that any questions not asked would be collated and forwarded for a response.

DG Asked to be informed of concrete concerns and to send them to him, ideally with a solution. (This has already been done, without a solution) He suggested approaching our MP. It was pointed out that TAAG has already done this.

TAAG - Teddington & Alstone A46 Advisory Group

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