

The villages of Cowley, Coberley and Stockwell have not been properly consulted at any stage of the A417 missing link consultation and as such, another public consultation should take place to properly assess the impact that option 30 will have on the countryside and the surrounding villages.

I believe that a review of options today would not pick option 30 due to the environmental destruction that its creation entails. Option 12 and the tunnel option would achieve the aim of filling the missing link without so much environmental destruction.

There are many areas that require further investigation and consultation with local interested parties. To name a few:

1. How does the reduction of junctions onto the proposed option 30 affect local traffic and rat running through the villages?
2. Why does option 30 have fewer junctions than option 12? (Is this because option 30 is more expensive so fewer junctions were designed to keep the costs down in order to promote this option?)
3. Has the frequent poor visibility due to fog been taken into account? This will inevitably result in speed reductions thereby negating the speed advantage option 30 is deemed to have over option 12. Furthermore, option 30's proposed A436 junction with the A417 runs into the main carriageway on the shortest of slip roads at an altitude where fog is prevalent. This could be a very dangerous stretch of road.
4. Indeed, if 50mph is adopted as the speed limit on both the option 12 and 30 curved stretches (as is sensible given safety considerations) would it not follow that option 12 is the better option being less destructive and cheaper to build?
5. Has the frequent flash flooding of Cowley been taken into consideration? Option 30 can only make this worse, even with the proposed mitigation.
6. Has the effect of option 30 on the travel times of locals been properly assessed? The journey times for Cowley residents to travel West or South to Birdlip, Stroud, Painswick or Gloucester will be much longer if option 30 is put in place. The narrow road from the Cowley roundabout to Cowley is not a viable route and is considered unsafe by locals.
7. How do Highways intend to make the Stockwell junction usable by locals only?
8. How is it proposed to keep works traffic out of the villages during the development of any option?
9. The A435 which is called by locals 'the Old Cirencester road' is the alternative route used between Cheltenham and Cirencester. This road requires major works to correct the subsidence that has occurred at the Cheltenham end. Has the ExA been reassured that this work will be carried out before any work is started on the missing link in order to avoid both trunk roads being done simultaneously?
10. The latest resurfacing of the A435 has resulted in increased road noise. Can the ExA be reassured that the next time the A435 is resurfaced, a quieter surface material will be used, and that the A417 new road will use the quietest possible materials?

Whilst I believe that the A417 Missing Link is needed, I urge the ExA to reconsider all the options carefully in the light of the post pandemic, environmentally-conscious world and that all local considerations are properly taken into account.