

I have many questions relating to the proposed route of Option 30, particularly the stretch that runs from Nettleton Bottom to the Air Balloon Roundabout.

There is little doubt that the road needs to be improved but it seems incomprehensible from environmental, operational, and safety reasons that the existing road isn't widened.

My representation exceeds 1500 words so a summary of my key points is:

- Whether the ExA has been thoroughly appraised as to why, as a key stakeholder in the selection of Option 30, Cowley village was ignored and, despite requests, a briefing was never held in the village and our opinions were never sought;
- The lack of sufficient RTA and safety data, the lack of safety measures to date on a dangerous stretch of road, and the seeming lack of RTA mitigation for both Options 12 and 13;
- Ignoring the safety issues of the 'micro-climate' in the location of Option 30;
- Incorrect usage reported for lane from Cowley village to Cowley roundabout
- Removing all easy access for Cowley villagers to the A417 and westerly villages and towns
- Whether Option 30 will actually decrease rat running through local villages and mitigation to reduce this
- The questionable safety of the proposed South and westbound junction on Shab Hill which is on a steep incline and in an area susceptible to rapidly changing adverse weather conditions and fog
- Environmental issues
- The process for prioritising Designated Fund requests/mitigation requests including time frames and budgets

## **SAFETY**

### **Out of date and generalised RTA Data**

It is clear that the Applicant has not provided detailed RTA data to support its generalised claim that "*the number of collisions on the Missing Link represent half of the collisions on the whole length of the A417/A419 trunk within Gloucestershire, yet represent less than 20% of its length*". This was using 1998-2013 data, which is 9-23 years out of date. It ignores the fact that a long stretch of the A417 is not dual carriageway; and the stretch of A417 from Maisemore to Ledbury has myriad safety measures to reduce speeding and accidents such as low speed restrictions and speed cameras, consequently increasing the skew of the % of accidents in the Missing Link area.

Using the Gloucestershire Highways 2016-2020 Collision and Camera Map I have looked at every accident on the A417 in Gloucestershire, and drilled down to the number of vehicles involved, the severity of the accidents, and the time of day and year of the accidents. See JP Table 1 page 8.

This has shown that the majority of fatalities and serious accidents on the A417 occurred on the stretch of road from the Air Balloon roundabout to Brockworth (See JP Tables 2 and 3 pages 8 and 9); most happened late at night; some involved just 1 vehicle (See JP Tables 2 and 3 pages 8 and 9). The aforementioned stretch of road is not part of the Option 30 route; and the night-time and singular vehicle casualties are very very unlikely to be to do with congestion or journey times thus questioning National Highways claim that Option 30 is a safer route.

**Questions:** Can the ExA be appraised:

- as to why current traffic and RTA data cannot be used to assess the impact of accident rates whilst also including crucial detail such as location, weather conditions, time of day, etc to show relevant patterns and road sections?
- as to whether such a high rate of fatalities on the section of the A417 from the Air balloon roundabout to Brockworth will be mitigated by Options 12 or 30?

- as to why, despite claiming high accident levels, National Highways haven't installed any safety signage, accident blackspot signage, bad weather warning signs, or made road users aware of the number of fatalities on the A417 from Brockworth to the Stockwell junction? The 40mph signs at Nettleton Bottom have prevented fatalities on this stretch of road in recent years, so how does National Highways justify no other safety measures on the rest of this stretch of road?
- as to what road safety signage will be used and how further deaths will be mitigated on Option 30, including from bad weather, apart from the proposed average speed cameras?

[TR010056-000608-7.4 Scheme Assessment Report (March 2019) Para 2.2.12 Page 27 Para 2.2.33 Page 34 Fig 2.3 Page 27 EXQ1 1.8.11 Page 49] The flow rate of the A417 is highest between 06.30 and 18.00 (Feb 2016). The number of fatalities that occurred during this peak flow time amount to 2 of the 8 between 2016 - 2020.

75% of total deaths occurred late at night, with 6 on the Missing Link stretch. 25% of the incidents involved a single vehicle.

The least fatal section of road where zero fatalities have occurred is from Cowley Roundabout to Stockwell turn including Nettleton Bottom. There's no coincidence that the speed limit is also 40mph. The single serious accident that occurred on this stretch of road occurred at night and involved a single vehicle. Scheme Assessment Report 2.22.33.

**Questions:** Can the ExA be

- provided with evidence to demonstrate how Option 30 will reduce non-peak flow deaths and single vehicle accidents which have the highest prevalence on the entire Missing Link?
- be appraised as to how National Highways can substantiate a safer road with a 70mph Option 30 vs 50mph Option 12?

### **Weather and Option 30 Road Safety**

At a presentation by The Highways Agency on 9<sup>th</sup> December 2021, DL (National Highways) commented upon how it is well known that the area of the proposed new road experiences a "volatile microclimate".

As locals we are well aware of how this microclimate located on top of the Cotswold escarpment, experiences lower temperatures, thick fog, strong winds and heavy snow even compared to the location of the existing A417 (proposed Option 12 route).

Already this winter (as at 12.12.21) there have been occasions when I have turned off the A417 at Stockwell and driven past where Option 30 would cut through Stockwell Farm and there have been temperature drops of up to 2 degrees, thick fog, and also snow that wasn't on the current A417. The fog in this microclimate area usually disappears as soon as the lane starts to go downhill towards Cowley village.

**Questions :** Can the ExA be appraised as to

- how this "volatile microclimate" is being addressed in the overall design, especially as a "volatile microclimate" is unlikely to be represented in regional weather data?
- why local meteorological surveys haven't been implemented to assess the impact of snow, wind, fog and ice?
- the suitability of increasing the speed limit on this stretch of road, and what safety considerations and mitigation will be implemented to manage high-speed traffic that will encounter the year-round changeable weather, when National Highways

are aware of the fact that they are planning to move the route of the road to this area with a "volatile microclimate" ?

[TR010056-000602-7.9 Technical Appraisal Report (February 2018) Page 129 Table 7.2] Page 129 gives indications of most likely OME. Option 30 'allows for a single junction at Shab Hill to serve the local road network, with the Air Balloon and Cowley roundabouts removed.' Option 12 allows for 3 junctions at Barrow Wake, Birdlip and Cowley roundabouts.

**Questions** : Can the ExA be appraised

- as to why the two options, with the same traffic flow assumptions, had very different design solutions for junctions to serve the local road networks, and to confirm whether this was done to keep both options within the upper budget limit? The rationale between the two designs is very unclear.
- as to the monetised costs and benefits if both options had similar junction layouts as presented at the time of the Report?
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### ***Access to the A417 for Cowley Villagers and Mitigation of Rat Running through local lanes and villages***

The last key element of The NPSNN's vision and strategic objectives for the National Networks' is 'Networks which join up our communities and link effectively to each other.' [TR010056 Doc Ref 7.10 Transport Report (May 2021) Page 5 Para 2.2.2]

Option 30 categorically fails to achieve this for some locals living in the area: The access for Cowley residents to easily travel west or south to Birdlip (its co-parish), Stroud, Painswick, Gloucester (the area's principal hospital and paediatric emergency treatment centre), and the Forest of Dean will be much longer if Option 30 is put in place. The current easiest access is to travel from Cowley village, up the lane to Stockwell, and then turn onto the A417. Or to drive via the lane to Ullenwood or on the A435, and then onto the A436. Option 30 will mean our only access will be to go on the A436, go uphill to the Shab Hill junction and underpass, before we can travel down to Gloucester, or across to Birdlip, Brimscombe etc, and the Stroud Valley villages and towns. Or an alternative route is to travel through Elkstone (thus pushing more traffic through that village which is already used as a rat-run) to get to the A417 to travel west. Both of which will add time and cost to our essential everyday journeys.

In addition, it is incorrectly stated that "At the eastern extent of the scheme is Cowley roundabout and this connects the existing A417 and provides access to Cowley, Brimpsfield, Birdlip and other local communities." [TR010056 Doc Ref 7.10 Transport Report (May 2021) Page 12 Para 3.1.16]

This route is NOT a viable or safe route for Cowley villagers, and most locals avoid it: this route from the roundabout to Cowley village is a narrow single-track lane, with very few passing places and lots of potholes (see photos on pages 10-11), that is used as a cut through for delivery vans who travel along it at high speed with no regard for walkers, horse riders, wildlife or other drivers. It also has water running down and across it, which freezes over as sheet ice in the winter.

**Question** : Can the ExA be appraised of why this has been incorrectly stated and incorrectly considered as a means of access for Cowley?

TR010056 Doc Ref 7.10 Transport Report (May 2021) Page 12 Para 3.1.17 lists 3 key junctions between Cowley roundabout and Brockworth bypass but fails to include the Stockwell junction which provides essential access to the A417 and other local villages and towns for residents of Stockwell, Cowley, Colesbourne and Cockleford.

**Questions** : Can the ExA be

- appraised of why this junction has been missed off?
- why Cowley's access to the A417 and western villages and towns has been cut-off and journey times extended significantly?

It is clear that there has been inadequate monitoring of, or investigation into, the lanes used around the A417 by local residents and the importance of these routes for those who live along them and use them on a daily basis as their main routes to access major trunk roads and local villages and towns. Option 30 will reduce journeys for others by 3-4 minutes, but for many locals it will cause inconvenience and increase journey times by longer than this.

Can the ExA be provided with confirmation and evidence that Option 30 and Option 12 have been thoroughly, fairly and accurately discussed with all members of Cowley and Coberley villages and that the onus has not been left solely with the local Parish Council to provide the interpretation of the facts?

### **Rat Running**

It is questionable whether Option 30 will reduce traffic times significantly enough to stop rat-running through surrounding villages. National Highways have stated that Option 30 will increase traffic on Leckhampton Hill which leads to and from a residential area, 30mph zone, with a local primary school just below the foot of the hill. *'The impact of the scheme on local roads is to generally reduce the amount of traffic using these roads. The additional capacity provided on the A417 as a result of the scheme leads to less vehicles using local roads as an alternative route to avoid congestion on the existing A417 and at the Air Balloon roundabout. The exception to this is Leckhampton Hill where traffic increases as a result of the scheme.'* [6 TR010056 Doc Ref 7.10 Transport Report (May 2021) Page 52 Para 7.3.27]

TR010056 Doc Ref 7.10 Transport Report (May 2021) Pages 47-48 Tables 7-1, 7-2, 7-3, 7-4 demonstrate journey times savings of 3-4 minutes. In some instance there seem to be no time savings at all.

National Highways report current delays of 20- mins, but if using the new A417 doesn't save any time, or saves a maximum of 4-minutes, it is questionable whether Option 30 will decrease rat-running in most local villages, on lanes that are not built to safely accommodate large vehicles, HGVs, fast or high volumes of traffic.

**Question:** Can the ExA be appraised as to what will be done to prevent existing rat-runners from continuing to use the lanes around Cowley and Elkstone to access the A417 to travel south/east, or to come off the A417 to travel north and west?

[TR010056-000608-7.4 Scheme Assessment Report (March 2019) Page 129 Table 7.2] The forecast AADT Flows on the B4070 south of Birdlip rat run show significant flow increases (20% for Option 12 and 22% for Option 30) compared to the do minimum. Can the ExA be appraised as to whether this increase is acceptable, when considering one of the reasons for the new scheme was to reduce rat running?

***Making the Access to Cowley from Cowley Roundabout for walkers, etc and local residents only.***

BRS2 0104 A417 brochure onlinePDF 3 The Design of Cowley Junction Page 12

“As a result, we’ve redesigned the junction to prevent vehicles from accessing Cowley Lane. Access would, however, be retained along Cowley Lane for local properties, as well as for walkers, cyclists and horse riders, including disabled users”

**Question:** Can the ExA be appraised as to how vehicles will be prevented from accessing Cowley Lane, whilst retaining access for local properties?

***Safety During the Construction Phase and Prevention of Rat Running***

**Question:** Can the ExA be appraised as to what safety measures will be put in place during the construction phase to avoid rat-running through village lanes during the inevitable delays to traffic using the A417.

***Shab Hill Junction***

It is clear that a driver at 70mph using Option 30 in highly changeable weather conditions will not be as safe as a driver at 50mph using Option 12. Either one of those drivers will have to adjust their driving to suit the conditions when they meet a fog bank at night, when most of the recent (2016- 2020) accidents occurred and one will have more time to brake.

Option 30’s proposed A436 junction with the A417 (Shab Hill) runs into the main carriageway on the shortest of slip roads at an altitude where fog is prevalent, and conditions are most changeable and where the stopping sight distance is already acknowledged to be below the desired minimum. A HGV building up speed will not have built up enough safe speed prior to joining traffic travelling at 70mph and will inevitably become an obstruction to faster moving traffic. Page 103 6.7.1 & Table 6.1 Scheme Assessment Report (March 2019)

HGVs trying to access the A417 at the Shab Hill junction will obstruct fast moving vehicles and may lead to an increased, rather than reduced, accident rate. Accidents here will obstruct access for other southbound vehicles to the A417. There is a safety concern that drivers will use unsuitable local roads to avoid jams here and that they will Once again, use the narrow unsuitable lanes through Coberley and Cowley, to cut through to access the A4176 via Elkstone.

**Questions :** Can the ExA be

- appraised as to how the A436 slip road solution, a gradient of 8% and multiple roundabouts can be safer for a vehicle joining the A417 than the current Air Balloon roundabout where there have been no fatalities (2016-2020) or Option 12 which is too vague in detail but will have a 50mph speed limit?
- provided with modelling that reflects blockages at each junction and how the flow of traffic will disperse to local villages or how the new design will accommodate traffic relief in the case of accidents, and what mitigation will be put in place?

**ENVIRONMENT**

[Route development TR010056-000608-7.4 Scheme Assessment Report (March 2019) Page 6]. The Scheme Assessment Report (SAR) states that Option 12 was a ‘landscape led design, by minimising new road construction in the AONB’. Option 30 predominantly cuts straight through the AONB. Can the ExA be appraised as to whether the impact on the AONB has been considered at all within Option 30, and how this can be mitigated against compared against Option 12?

[The recommended preferred route TR010056-000608-7.4 Scheme Assessment Report (March 2019) Page 12]. The Scheme Assessment Report (SAR) states that 'Option 30 would divert the strategic road network away from the Cotswolds escarpment' but fails to acknowledge that the proposed route cuts straight through the AONB. Can the ExA be appraised as to why keeping the road away from the escarpment is judged to be more important than cutting through the AONB, which goes against all the environmental pressures we are under today and is unnecessary?

Both Option 12 (widening the current A417 road) and Option 30 will have a detrimental impact on wildlife and the AONB but Option 30 will be cutting through a swathe of virgin farmland and grassland, will destroy ancient trees, and decimate the habitat of many animals.

Although the existing A417 will be turned into a new green area it will be just that – a NEW green area that is frequented by walkers, cyclists, dogs, etc. It will not be the people and dog-free, established ancient land where local wildlife currently lives where we see hares, deer, partridge, pheasants, rabbits, skylarks and numerous other animals that won't live in an area heavily used by humans where the vegetation etc is unestablished and different to what they live in at the moment.

Also Option 30 will create an island in between the re-purposed A417 and Option 30's route in which animals such as those mentioned above will be stuck in limited space.

### **Translocation of species**

Research is still ongoing, and there has been no scientific conclusion about relocating wild animals. Wildlife left alone in its natural habitat fares better than wildlife that is impacted by road development.

The National Biodiversity network shows that there are 15 species in this area that are endangered. Can the ExA be assured that biodiversity surveys have been conducted for these endangered species and be assured that the findings are conclusive that these species won't be decimated by the developments?

**Question:** Can the ExA be assured that COP26's deadline of 2030 to significantly reduce our carbon emissions is supported by Option 30 as opposed to Route 12?

For example, the proposed 'greening' of Option 30 will take 10 to 20 years to establish the sequestration of carbon from established trees, hedges and permanent grassland. Taking us beyond 2030. In comparison, Option 12 leaves Stockwell Farm mainly intact and approx. 3300 tons of carbon sequestered in the permanent pasture. Option 12 will pass through a small amount of grassland and the new carriage way will remove some farmland and render the road edges as new grassland, thereby adding the gain of grassland in the area - leaving the Option 30 grassland intact which is better for the local wildlife, endangered species and carbon sequestration.

## **DESIGNATED FUNDS / MITIGATION PRIORITISING**

**Question:** Can the ExA please be advised as to whether there is a process for prioritising requests for Designated Funds, or if it is allocated on a first-come-first-served basis?

We are aware that (via Cowley (and Birdlip) Parish Council) Birdlip village has requested funds in the region of £720,000 for a changing room at the local cricket club, improvements to the village hall, applications for grants and land for a children's playground, and allotments.

**Question:** Can the ExA please be advised if these requests, which were made in September or October 2021, will take priority over later requests (particularly those made after the road is completed) for possible mitigation for either Route 12 or Route 30 such as tree planting and screening to reduce traffic noise; triple glazing for impacted properties should it be needed; etc etc etc

	Total	% of All Accidents	Slight	Serious	Fatal	No Casualties	Slight as % of Total Accidents	Slight as % of All Slight Accidents	Serious as % of Total Accidents	Serious as % of all Serious Accidents	Fatal as % of Total Accidents	Fatal as % of all Fatal Accidents	% of all Casualties	Observations
All Accidents	157	100	94	49	14	242	60	100	32	100	9	100	100	
1 Wilts Border to Cowley Roundabout	28	18	17	8	3	43	11	18	5	16	2	21	18	
2 Cowley R/B	2	1	2	0	0	2	1	2	0	0	0	0	1	
3 From Cowley R/B, Nettleton Bottom to Stockwell Turn	8	5	5	3	0	14	3	5	2	6	0	0	6	1 serious accident occurred v late at night and only involved 1 vehicle
4 From Stockwell Turn to Birdlip Turn	5	3	3	0	2	9	2	3	0	0	1	14	4	Both fatalities occurred late at night
5 From Birdlip Turn to Air Balloon Roundabout	11	7	8	2	1	28	5	9	1	4	1	7	12	
6 A.Balloon R/B	6	4	5	1	0	6	3	5	1	2	0	0	2	
7 from Air Balloon to Brockworth	17	11	4	8	5	32	3	4	5	16	3	36	13	4 of the 5 fatalities occurred very late at night
8 Brockworth to Zoons Court	5	3	4	1	0	7	3	4	1	2	0	0	3	
9 Zoons Court Roundabout	12	8	10	2	0	14	6	11	1	4	0	0	6	
10 Barnwood Roundabout	2	1	2	0	0	2	1	2	0	0	0	0	1	
11 Barnwood R/B to Walls R/B	6	4	4	2	0	9	3	4	1	4	0	0	4	
12 Walls R/B	4	3	4	0	0	4	3	4	0	0	0	0	2	
13 Barnwood R/B to Elmbridge Court R/B	8	5	5	3	0	14	3	5	2	6	0	0	6	
14 St. Oswald's Rd Gloucester	8	5	2	5	1	9	1	2	3	10	1	7	4	
15 Over Causeway	3	2	2	1	0	3	1	2	1	2	0	0	1	
16 Over to Maisemore to Staunton Cross	21	13	10	10	1	32	6	11	6	20	1	7	13	
17 Staunton Cross to Ledbury	11	7	7	3	1	14	4	7	2	6	1	7	6	
	157	100	94	49	14	242	60	100	31	100	9	100	100	

TABLE JP 1 The number of accidents on each stretch of the A417 Gloucestershire 2016-2020

Location	Accident Ref No	Severity	No of Casualties	No. of Vehicles	Date	Time
Wilts Border to Cowley Roundabout	212197	Fatal	1	3	Tuesday, 27 March 2018	08:40:00
Wilts Border to Cowley Roundabout	211664	Fatal	1	1	Friday, 21 July 2017	07:00:00
Wilts Border to Cowley Roundabout	213559	Fatal	1	2	Tuesday, 8 October 2019	10:04:00
From Stockwell Turn to Birdlip Turn	212171	Fatal	3	2	Monday, 2 November 2020	23:35:00
From Stockwell Turn to Birdlip Turn	212221	Fatal	1	2	Saturday, 21 April 2018	00:43:00
From Birdlip Turn to Air Balloon Roundabout	212826	Fatal	7	3	Saturday, 22 December 2018	21:20:00
from Air Balloon to Brockworth	212271	Fatal	1	2	Wednesday, 16 May 2018	03:50:00
from Air Balloon to Brockworth	213138	Fatal	1	1	Sunday, 21 April 2019	00:53:00
from Air Balloon to Brockworth	212176	Fatal	2	2	Wednesday, 28 February 2018	14:50:00
from Air Balloon to Brockworth	215106	Fatal	1	2	Saturday, 23 October 2021	04:12:00
from Air Balloon to Brockworth	210763	Fatal	1	1	Wednesday, 31 August 2016	02:55:00
St. Oswald's Rd Gloucester	212870	Fatal	1	1	Sunday, 9 December 2018	18:10:00
Over to Maisemore to Staunton Cross	212198	Fatal	1	2	Wednesday, 28 March 2018	20:32:00
Staunton Cross to Ledbury	212282	Fatal	1	2	Sunday, 20 May 2018	15:22:00

TABLE JP 2 TABLE JP 1 The number of fatal accidents on each stretch of the A417 Gloucestershire 2016-2020, showing date and time of accident. Highlighted text shows that most accidents occurred on the stretch of road between Brockworth and the Air Balloon Roundabout, and most of these occurred late at night when congestion is not an issue.



Location	Accident Ref No	Severity	No of Casualties	No. of Vehicles	Date	Time
Wilts Border to Cowley Roundabout	211265	Serious	1	1	Tuesday, 17 January 2017	05:40:00
Wilts Border to Cowley Roundabout	210784	Serious	1	2	Thursday, 14 January 2016	22:40:00
Wilts Border to Cowley Roundabout	214302	Serious	3	2	Monday, 10 August 2020	18:00:00
Wilts Border to Cowley Roundabout	212249	Serious	1	1	Sunday, 4 March 2018	14:10:00
Wilts Border to Cowley Roundabout	213968	Serious	1	1	Monday, 9 March 2020	05:47:00
Wilts Border to Cowley Roundabout	211887	Serious	1	2	Wednesday, 27 September 2017	09:00:00
Wilts Border to Cowley Roundabout	213652	Serious	1	1	Monday, 18 November 2019	12:43:00
Wilts Border to Cowley Roundabout	214277	Serious	2	1	Wednesday, 16 September 2020	20:55:00
From Cowley R/B, Nettleton Bottom to Stockwell Turn	213419	Serious	2	4	Sunday, 25 August 2019	11:17:00
From Cowley R/B, Nettleton Bottom to Stockwell Turn	212841	Serious	1	1	Friday, 7 December 2018	02:30:00
From Cowley R/B, Nettleton Bottom to Stockwell Turn	214809	Serious	1	2	Friday, 26 June 2020	23:45:00
From Birdlip Turn to Air Balloon Roundabout	212717	Serious	2	1	Friday, 12 October 2018	22:28:00
From Birdlip Turn to Air Balloon Roundabout	210679	Serious	2	2	Friday, 5 August 2016	22:34:00
A.Balloon R/B	212304	Serious	1	2	Thursday, 29 March 2018	06:16:00
from Air Balloon to Brockworth	210809	Serious	2	2	Monday, 10 October 2016	20:35:00
from Air Balloon to Brockworth	213608	Serious	3	5	Sunday, 27 October 2019	21:00:00
from Air Balloon to Brockworth	210596	Serious	2	3	Wednesday, 6 July 2016	18:10:00
from Air Balloon to Brockworth	214404	Serious	1	3	Wednesday, 18 November 2020	13:30:00
from Air Balloon to Brockworth	210368	Serious	3	1	Monday, 11 April 2016	15:40:00
from Air Balloon to Brockworth	212655	Serious	4	2	Saturday, 6 October 2018	22:38:00
from Air Balloon to Brockworth	214779	Serious	3	2	Friday, 11 June 2021	20:45:00
from Air Balloon to Brockworth	213406	Serious	1	2	Sunday, 18 August 2019	11:25:00
Brockworth to Zoons Court	214533	Serious	1	2	Friday, 12 February 2021	21:12:00
Zoons Court Roundabout	214414	Serious	1	2	Wednesday, 18 November 2020	11:00:00
Zoons Court Roundabout	213150	Serious	1	2	Thursday, 18 April 2019	14:27:00
Barnwood R/B to Walls R/B	211044	Serious	1	2	Monday, 7 November 2016	09:50:00
Barnwood R/B to Walls R/B	210692	Serious	3	2	Thursday, 11 August 2016	23:18:00
Barnwood R/B to Elmbridge Court R/B	213920	Serious	1	2	Friday, 31 January 2020	15:44:00
Barnwood R/B to Elmbridge Court R/B	214362	Serious	2	2	Monday, 2 November 2020	11:05:00
Barnwood R/B to Elmbridge Court R/B	212938	Serious	1	2	Monday, 2 July 2018	15:20:00
St. Oswald's Rd Gloucester	211371	Serious	2	2	Saturday, 4 March 2017	10:45:00
St. Oswald's Rd Gloucester	213622	Serious	1	2	Tuesday, 5 November 2019	10:15:00
St. Oswald's Rd Gloucester	211738	Serious	1	2	Tuesday, 22 August 2017	15:29:00
St. Oswald's Rd Gloucester	213026	Serious	1	2	Wednesday, 27 February 2019	17:00:00
St. Oswald's Rd Gloucester	214011	Serious	1	1	Tuesday, 5 May 2020	22:20:00
Over Causeway	213130	Serious	1	2	Sunday, 14 April 2019	13:20:00
Over to Maisemore to Staunton Cross	210726	Serious	5	2	Wednesday, 7 September 2016	15:40:00
Over to Maisemore to Staunton Cross	213169	Serious	2	2	Thursday, 2 May 2019	14:09:00
Over to Maisemore to Staunton Cross	211141	Serious	2	2	Monday, 6 February 2017	07:40:00
Over to Maisemore to Staunton Cross	214570	Serious	2	3	Thursday, 11 March 2021	15:10:00
Over to Maisemore to Staunton Cross	213959	Serious	1	1	Monday, 16 March 2020	14:32:00
Over to Maisemore to Staunton Cross	212588	Serious	1	1	Thursday, 2 August 2018	04:13:00
Over to Maisemore to Staunton Cross	211113	Serious	1	1	Friday, 9 December 2016	22:45:00
Over to Maisemore to Staunton Cross	212569	Serious	1	1	Saturday, 6 October 2018	04:17:00
Over to Maisemore to Staunton Cross	211980	Serious	3	2	Friday, 1 December 2017	17:35:00
Over to Maisemore to Staunton Cross	212448	Serious	2	2	Wednesday, 4 July 2018	13:03:00
Staunton Cross to Ledbury	214860	Serious	1	2	Friday, 16 July 2021	16:42:00
Staunton Cross to Ledbury	212203	Serious	1	2	Thursday, 12 October 2017	21:51:00
Staunton Cross to Ledbury	214706	Serious	3	2	Friday, 14 May 2021	21:18:00

JP TABLE 3 The number of serious accidents on each stretch of the A417 Gloucestershire 2016-2020, showing date and time of accident. Highlighted text shows that most serious accidents relating to the "Missing Link" occurred on the stretch of road between Brockworth and the Air Balloon Roundabout.

**Photographs of the lane from Cowley village to Cowley roundabout which has been cited as the route for Cowley residents to access the A417**





