



TAAG NEWSLETTER 18 - July 2021

Please find below our latest update.

Public Consultation

There has been no news on when a public consultation will start although the requirement to consider Cllr Vernon Smith's route (see Newsletter #17) may have caused some delay. It will need to start fairly soon if Western Gateway (WG) wish to target the "Large Local Major Schemes" (LLM) funding process. This requires an announcement on the chosen route before the end of 2021 and submission of their outline business case to the Department for Transport (DfT) by Spring 2022.

While missing the LLM deadline doesn't mean the end of a bypass proposal, the most likely alternative funding route is the next UK Road Investment Strategy (RIS3) process covering 2025-30. This would delay everything by at least 2-3 years.

TAAG/Teddington & Alstone Parish Council (TAPC) Meeting

We've had an informal meeting to plan for the start of a public consultation given this could be imminent and will come with little or no notice. Ultimately, the detail of our approach will be driven by the detail of the route proposals but we've agreed the following initial steps:

- Distribute an immediate Newsletter setting out key dates and details.
- Communicate with all interested parties e.g. CPRE, The Cotswold National Landscape (CNL), Oxenton PC, Gerald Kells (consultant)* etc. to make them aware that the consultation has started.
- Obtain hard copies of public consultation documents that we can share with those without Internet access and to use at a planned event.
- Hold a weekend event at Teddington Village Hall at which residents can drop in to view proposals, discuss these with TAAG/TAPC representatives and suggest what should happen next. This will gauge the level of interest and strength of feeling to guide further actions. (A follow-up event with invited guests might be arranged if appropriate).

*Gerald is a Campaign and Policy Advisor with significant road planning experience. You may recall he produced a detailed report in October 2019 outlining his thoughts and recommendations, which can still be viewed on our website. Depending on the nature of route proposals, we may wish to commission Gerald to provide us with further "expert" feedback to add to our own. This would be subject to residents support for this work and availability of funding from TAPC and/or crowd-funding.

While TAAG will produce a document covering all relevant issues as formal feedback, we will also be encouraging all residents to provide individual feedback to boost the total number of responses - quantity does matter.

Route Proposal Assessment Criteria

This is something we believe will help during the consultation. Looking at a range of potential route options, we have produced a list of the key criteria to assess the impact of the published options. These are:

- CNL (previously known as Area of Outstanding Natural Beauty/AONB)
- Special Landscape Area (SLA) - the land in between Teddington and the Teddington Hands roundabout
- Air pollution (emissions)
- Noise pollution
- Light pollution
- Visual (other than light)
- Flooding
- Wildlife
- Removal of Teddington Hands amenities/facilities
- Severance of driving/walking access to Teddington Hands amenities/facilities
- Village road access
- Congestion (other than air & noise pollution)
- Historical Monuments
- Road Safety.

Route proposals will be broadly assessed against each of these headings as either "Green" = minimal or acceptable impact, "Amber" = of concern and needing to show evidence of realistic mitigation or "Red" = significant concern and adverse/unacceptable impact. This provides a basis for comparing different options and highlights the issues to focus on during the consultation period, as examples of how this would work:

1. *Cllr Vernon Smith's suggested route running to the west of the A435 with a new roundabout along the A46.* Our assessment is a mix of Green and Amber ratings, the latter including negative impacts of dualling such as air & noise pollution.
2. *Dualling of the A435 past the Teddington village junction.* Mostly Red with a few Amber.

Campaign to Protect Rural England (CPRE)

In April we had a virtual catch-up meeting with CPRE. While the views of CPRE on some important issues are similar to our own; for example, there being no justification for a dual carriageway bypass and the need for a road design that prioritises local needs: they do take a pragmatic view in accepting that a bypass is required to alleviate A46 congestion and that an Ashchurch Garden Town with associated road infrastructure is preferable to locating these elsewhere within the County.

We were also invited to attend a virtual meeting between CPRE and programme members from the Ashchurch Garden Town team. This was an opportunity to ask a few questions on their thoughts on a bypass route and they did state that a bypass should run outside the new Garden Town with through traffic moving to it from a de-trunked A46 and, ideally, the Town would have some limited direct access onto it. The second point suggests they wouldn't support a new road coming from J10. Finally, they have a default assumption the new road will be dualled as it will be part of a strategic corridor.

Finally, do contact us if you have any questions or feedback on our planned approach to the public consultation, including the route assessment criteria we've listed above, by using the contact form on our website <https://taagroup.co.uk/pages/contact/>