

A417 Missing Link

Public consultation

13 October – 12 November 2020





Introduction

About this booklet

Thank you for taking an interest in this consultation on the A417 Missing Link scheme, and for helping shape the scheme so far.

We're improving the A417 Missing Link, a single lane stretch of carriageway between the Brockworth bypass and Cowley roundabout in Gloucestershire, which will significantly benefit road users, local communities and businesses.

The consultation is taking place between 13 October and 12 November 2020. It's important that you submit your response by **11.59pm on Thursday 12 November 2020**. Responses received after this time may not be considered.

We've been reviewing all the feedback received during our consultation in autumn 2019 and have amended our plans. We're directly responding to requests to improve local connectivity and accessibility, and to reduce the scheme's impact on communities, the environment, and the local landscape.

This booklet is designed to be read alongside the consultation feedback questionnaire, which you should complete to provide your response to this consultation.

You may also wish to read *A417 Missing Link: Responding to your feedback: public consultation 2019*, which summarises how the feedback we received during our consultation in autumn 2019 has helped shape our latest plans for the A417 Missing Link scheme.

Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £27.4 billion of investment in our network.

We're committed to delivering the A417 Missing Link scheme, with the support of central government, who confirmed funding in their second Road Investment Strategy (RIS2), published in March this year.

As part of the planning process, we're required to consult on changes to our project design before submitting our Development Consent Order application to the Planning Inspectorate. In this booklet, we're providing you with information about the changes we've made, why we've made them and the mitigation we're proposing to reduce the impact of this scheme. We also explain where you can find more information, how you can have your say, and what will happen next.

Due to Covid-19, we're living through a period of significant change. Social distancing means we've introduced new and innovative ways for you to view and take part in the consultation online. To ensure that everyone can get involved, we'll continue to use traditional ways of communicating which are safe and practicable and in line with government guidelines. For more information please go to pages 24 and 25.



The scheme

The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the north to the south of England via the M5 and M4 motorways. While most of the A417 route is dual carriageway, there is one section that isn't. Known as the Missing Link, this three-mile stretch of single carriageway between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic.

We plan to build 3.4 miles (5.5km) of new dual carriageway, which will considerably improve road safety, reduce traffic congestion and improve connectivity for road users and local communities, while unlocking economic growth in Gloucestershire and beyond.

The scheme objectives

Our road schemes follow the Design Council's ten principles of good road design, which are outlined in *The road to good design*. Our overarching objectives for this scheme are:

Transport and safety: to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417

Environment and heritage: to reduce the impact on the landscape and the natural and historic environment of the Cotswolds and, where possible, enhance the surrounding environment

Community and access: to reduce queuing traffic and pollution, improve access for local people to the strategic road network, and support residents' and visitors' enjoyment of the countryside

Economic growth: to help boost growth and prosperity by making journeys more reliable and improving connectivity

The scheme vision – reconnecting the landscape

Our vision

We fully recognise the importance of the Cotswolds Area of Outstanding Natural Beauty (AONB) landscape. Through proactive engagement with a number of groups and organisations, we've agreed a landscape-led scheme vision statement:



“We want to create a landscape-led highways improvement scheme that will deliver a safe and resilient free-flowing road while conserving and enhancing the special character of the Cotswolds AONB; reconnecting landscape and ecology; bringing about landscape, wildlife and heritage benefits, including enhanced residents' and visitors' enjoyment of the area; improving quality of life for local communities; and contributing to the health of the economy and local businesses.”

What do we mean by 'landscape-led'?

It means that landscape is a primary consideration in every design decision that we make. Our proposals have been designed to meet the character of the surrounding area, rather than changing the landscape to fit our proposals.

How is this scheme landscape-led?

Our approach has brought together specialists and stakeholders from a range of disciplines, enabling us to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. During the design process, we've focused on how best to conserve and enhance the special character of the AONB. This will be achieved by integrating the landscape: introducing new crossings, linking and restoring hedgerows, creating woodland and planting locally important grassland, as well as providing new habitat for rare and protected local wildlife.

We're also proposing to improve access to the area by reconnecting the Cotswold Way National Trail and Gloucestershire Way with two new traffic-free crossings. To add to this, we're planning to repurpose the existing A417 between the proposed new parking area near the Golden Heart Inn and Barrow Wake, which would create a traffic-free route for people that improves access to the AONB and enhances the enjoyment of the area.

Leaving a positive legacy

We want to leave a positive legacy for local communities and visitors to the area. We're proposing a scheme with long-lasting benefits. It will not only improve the long-term safety and reliability of the A417, but it will also boost the local economy by making it a more attractive area to live, work, explore and visit.

We'll make local journeys easier, reduce rat running through local villages, create new open spaces and enhance the footpath, cycling and bridleway network, providing a safe, fully accessible route from the Brockworth bypass to Stockwell, Cowley and beyond. This will help improve local people's quality of life.

The Air Balloon Way

The Air Balloon pub needs to be demolished to make way for the new road, but we understand how much people value its history. Recognising that the pub was named after one of the first British balloon flights, we're proposing to call the section of repurposed A417, between the proposed new parking area near the Golden Heart Inn and Barrow Wake, the Air Balloon Way. This would be accessible to walkers, cyclists and horse riders, including disabled users.

The story so far

Previous public consultation

We've been developing plans to improve the A417 Missing Link since 2015, and every step of the way we've sought your input and feedback on our proposals.

Following consultation in 2018, we announced our preferred route for the A417 Missing Link in March 2019.

In autumn 2019 we held a public consultation, which asked for your views on our detailed proposals. We heard from local communities, the wider public, businesses and interested groups, with more than 2,100 people attending our public information events to talk to the project team about the project, and over 900 people giving us formal feedback on the consultation.

Responding to your feedback

As a result of your feedback, we've made some improvements to the scheme, which will further benefit local connectivity and accessibility and reduce the scheme's impact on communities, the environment, and the local landscape.

As part of the planning process, we're required to consult on our project design and are committed to improving our proposals in collaboration with you.

One decision we've made is to remove the previously proposed green bridge at Crickley Hill. While we believe it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).

The concept of the green bridge grew out of the need to enable users of the Cotswold Way National Trail to safely cross the A417, and allowed us to explore opportunities to integrate the landscape and connect wildlife habitats on either side of the new road. Following its removal, we've looked at how best to meet these needs, the scheme objectives and our landscape vision. You can read more about how we've done this in this document.

As a result of feedback and our design review, we're now proposing to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. This will improve safety and reduce congestion on this stretch of the road. To find out more go to pages 10-11.

In addition, you asked us to enhance the safety and accessibility of Barrow Wake, change the design of Cowley junction, and improve local walking, cycling and horse riding routes so they're accessible to all. We're also now proposing to add new open spaces near the new Air Balloon Way, which you can read about on page 15.

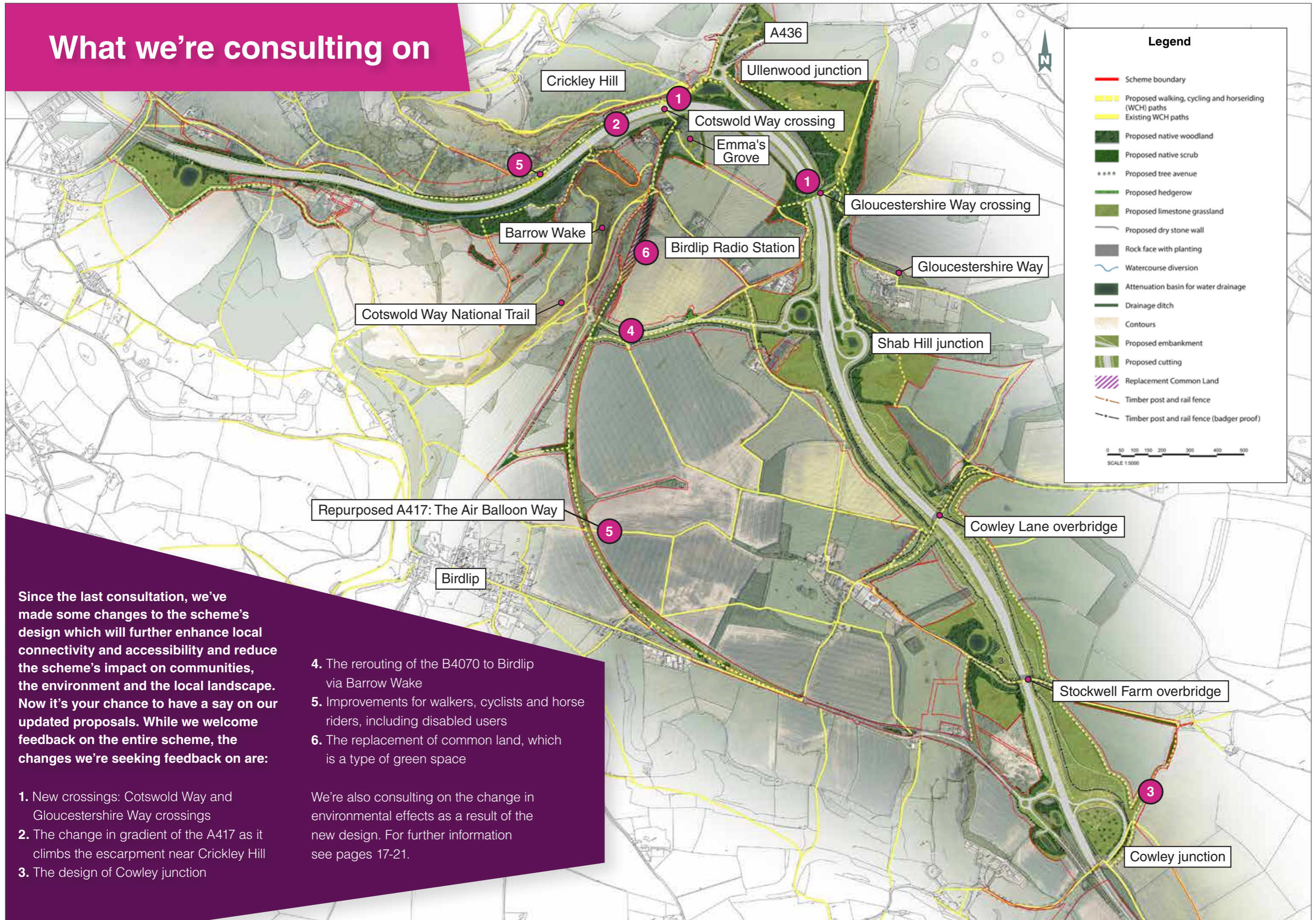
Our separate document *A417 Missing Link: Responding to your feedback: public consultation 2019* summarises the feedback we received during consultation and explains in more detail how we've listened, responded, amended and improved our plans since autumn 2019.

Key features of the scheme

- We're upgrading a single carriageway section of the A417. We're building 3.4 miles (5.5km) of new dual carriageway between the existing A417 Brockworth bypass and the existing A417 dual carriageway south of Cowley.
- The new dual carriageway will have a gentler gradient than the existing road and a crawler lane for slow vehicles climbing the hill.
- We'll plant new woodland, grassland, trees and hedgerows to improve habitat connectivity and maximise biodiversity.
- We'll create a new junction at Shab Hill, with a link road to both Birdlip and the A436, for journeys towards Seven Springs, Oxford and Cheltenham.
- We'll build new wildlife-friendly overbridges to maintain local connectivity.
- We'll replace Cowley roundabout with an improved junction and retain the existing underbridge to maintain local connectivity.
- We'll convert the existing A417, between the proposed new parking area near the Golden Heart Inn and Barrow Wake, into a route for walkers, cyclists and horse riders, including disabled users. We'll continue to retain some of the route to maintain access for local residents.



What we're consulting on



Since the last consultation, we've made some changes to the scheme's design which will further enhance local connectivity and accessibility and reduce the scheme's impact on communities, the environment and the local landscape. Now it's your chance to have a say on our updated proposals. While we welcome feedback on the entire scheme, the changes we're seeking feedback on are:

1. New crossings: Cotswold Way and Gloucestershire Way crossings
2. The change in gradient of the A417 as it climbs the escarpment near Crickley Hill
3. The design of Cowley junction

4. The rerouting of the B4070 to Birdlip via Barrow Wake
5. Improvements for walkers, cyclists and horse riders, including disabled users
6. The replacement of common land, which is a type of green space

We're also consulting on the change in environmental effects as a result of the new design. For further information see pages 17-21.

1. New crossings

Responding to your feedback, and with the benefit of new survey information, we're now proposing two key new crossings of the A417:

- Cotswold Way crossing – a new crossing in the region of 5m wide near Emma's Grove
- Gloucestershire Way crossing – a new crossing in the region of 25m wide north of Shab Hill junction

Cotswold Way crossing



Artist's impression looking towards Emma's Grove

The benefits

The Cotswold Way crossing would:

- enable users of the Cotswold Way National Trail to safely cross the A417 (meaning users of this national trail would no longer have to walk down the hill to the Air Balloon roundabout and cross the busy and noisy A417)
- be for walkers, cyclists, and horse riders, including disabled users
- be wide enough to be used as a cattle crossing, something requested by local farmers
- broadly follow the historical alignment of the Cotswold Way National Trail
- reconnect the Cotswold Way National Trail, and provide better links to Emma's Grove, the Gloucestershire Way and the proposed new Air Balloon Way
- be built using materials that are sympathetic to the local landscape and include a viewing platform for people to enjoy this Area of Outstanding Natural Beauty

Gloucestershire Way crossing



Artist's impression looking north towards Ullenwood junction

The benefits

The Gloucestershire Way crossing would:

- enable users of the Gloucestershire Way to safely cross the A417, without having to navigate the busy Shab Hill junction
- be for walkers, cyclists, and horse riders, including disabled users
- be planted with hedgerows to help bats and other animals such as badgers and barn owls to cross safely; this requirement has been identified by the latest ecological survey data
- be wide enough to accommodate and separate wildlife and people
- broadly follow the historical alignment of the Gloucestershire Way
- improve access to places of historical interest, such as at Emma's Grove and Barrow Wake
- reconnect the Gloucestershire Way and link key landscape features in the area, including Ullen Wood, Emma's Grove and the proposed new Air Balloon Way

- be built using materials that are sympathetic to the local landscape and Area of Outstanding Natural Beauty

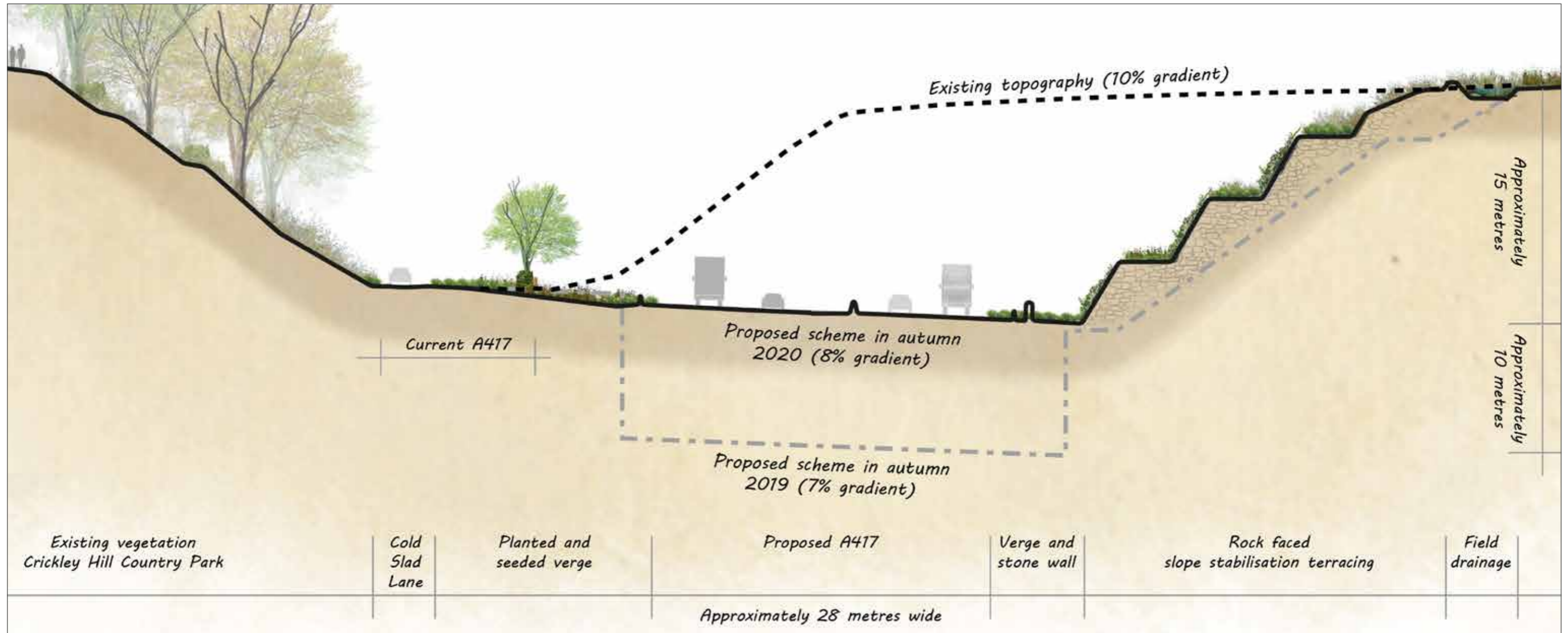
In addition, we're proposing to plant hedgerows on the proposed Stockwell Farm and Cowley Lane overbridges, which will help connect habitats and integrate them into the landscape.

We're also planning to build a new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway leading to local properties near Cold Slad.

The introduction of more traffic-free crossings would result in a better, more integrated landscape and would improve visitors' enjoyment of the area.

To provide feedback on the Cotswold Way and Gloucestershire Way crossings, please refer to questions 1a and 1b in the feedback questionnaire.

2. The gradient of the A417 as it climbs the escarpment at Crickley Hill



At our last consultation, we proposed to reduce the road's gradient from 10% to 7% to improve safety and congestion but there were concerns about the impact of the required cutting through the escarpment, which at its deepest point would have been up to 25m deep.

As a result of your feedback, and to conserve and enhance the special character of the Cotswolds Area of Outstanding Natural Beauty (AONB), we're now proposing to change the gradient of the A417 as it climbs the escarpment near Crickley Hill to 8% rather than 7%. This will include a third climbing lane to help heavy goods vehicles climb the escarpment.

The safety benefits remain, and we're still proposing to include a safety barrier and integrate the road into the landscape using sensitively designed earthworks, woodland, flower-rich grassland and Cotswold drystone walling. By changing the gradient from 7% to 8%, we would:

- reduce the depth of the cutting from approximately 25 metres to approximately 15 metres
- reduce the visual intrusion on this special landscape and the road's impact on the Cotswold AONB and Emma's Grove scheduled monument

- reduce the effects on groundwater
- reduce the impact on geological features at Crickley Hill and Barrow Wake Site of Special Scientific Interest
- reduce the impact on valuable agricultural land
- reduce the amount of material that needs to be dug out and removed from site by nearly one million cubic metres – equivalent to the contents of approximately four Kingsholm Stadiums
- reduce the number of vehicle and lorry movements during construction and help minimise the impact on communities, and businesses

- reduce the scheme's impact on local waste management facilities, as there would be less material to dispose of
- remove the need for around 1,200 metres of retaining walls, therefore reducing the construction carbon footprint of the scheme
- reduce the impact of the scheme on veteran trees in the area
- reduce construction noise for nearby properties
- reduce the construction period by up to six months, meaning less disruption

To provide feedback on the gradient change, please refer to question 2 in the feedback questionnaire.

3. The design of Cowley junction

During our public consultation in autumn 2019, you raised concerns about safety and rat running as a result of the proposed Cowley junction.

You were worried that there would be an increase in traffic and rat running on Cowley Lane, which is a narrow, single-lane road. You were also worried that an increase in traffic would cause disruption in Cowley village.

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.

To provide feedback on the changes to the Cowley junction, please refer to question 3 in the feedback questionnaire.



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Stockwell Lane

4. The rerouting of the B4070 to Birdlip via Barrow Wake

Your feedback highlighted how important Barrow Wake is to local people and you asked us to take the opportunity to improve accessibility and make it a safer and more welcoming place to visit.

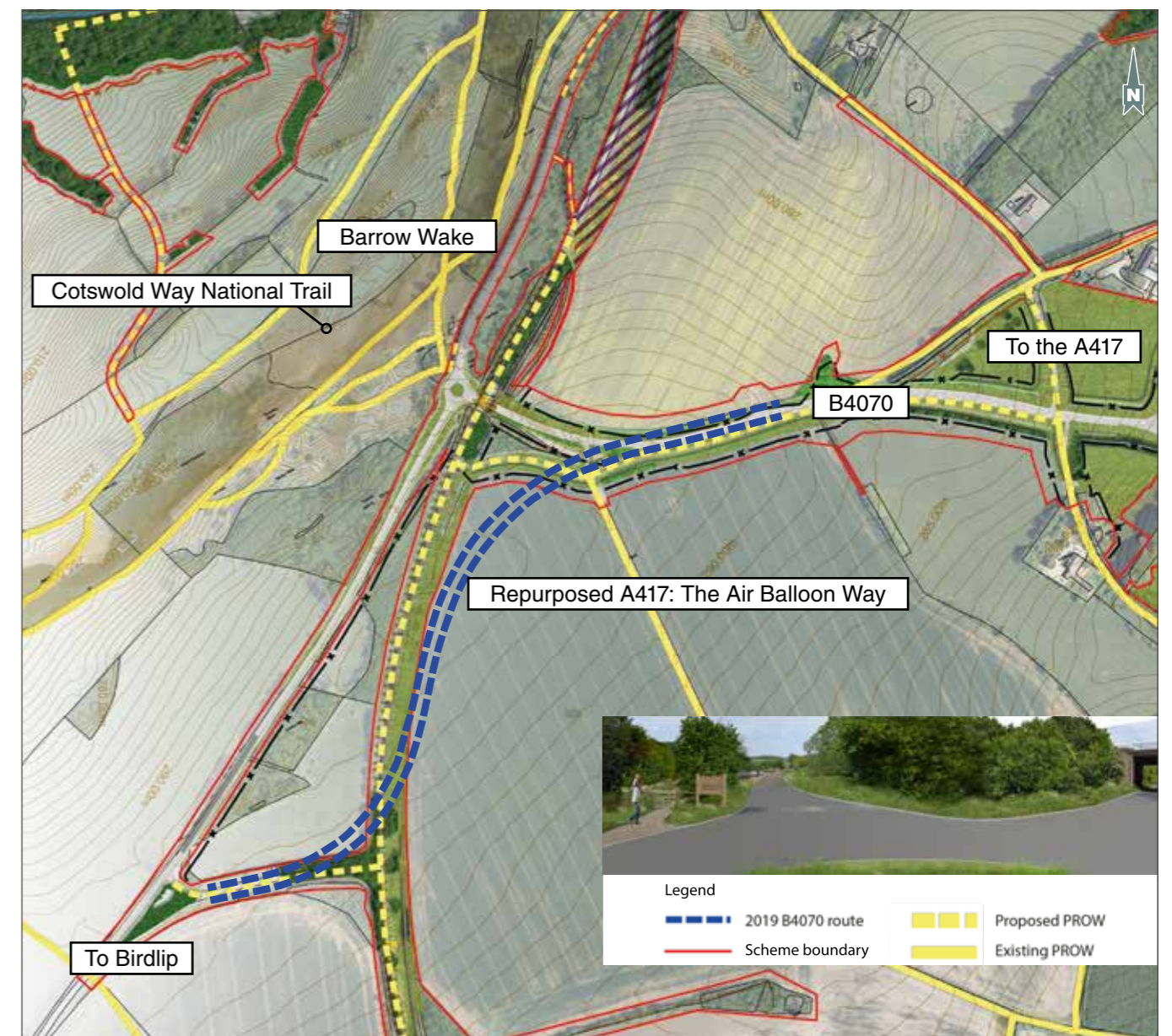
In 2019, we proposed to join the B4070 to the new road, via some fields near Barrow Wake and along an existing narrow lane in the vicinity of Birdlip Radio Station. There were, however, concerns about it crossing the repurposed A417, and the loss of agricultural land.

We've changed the alignment of the B4070. We're now proposing to use an existing underpass and Barrow Wake's access road, and replace the existing T-junction with a new, safer roundabout.

We're also planning to resurface the car park and build new Cotswold drystone walls along the edge of the car park to minimise light pollution from cars at night and reduce the impact on Barrow Wake SSSI.

The changes will mean that the B4070 would no longer cross the repurposed A417, and the new roundabout would help slow traffic, increase the natural surveillance of the area and make Barrow Wake a more welcoming place to visit.

To provide feedback on the rerouting of the B4070, and the changes at Barrow Wake, please refer to question 4 in the feedback questionnaire.



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5. Improvements for walkers, cyclists, and horse riders, including disabled users

We try to accommodate everyone's needs on our road improvement schemes and want to leave a positive legacy for local communities and visitors to the area.

Both the users of the Cotswold Way National Trail and the Gloucestershire Way currently cross over the busy A417, which impacts on visitors' and locals' experience of the area. We've been working closely with local authorities and groups who have an interest in public rights of way to improve the walking, cycling and horse riding network for everyone, including disabled users.



Existing A417 layout



Artists impression of proposed repurposed A417

We're proposing to:

- repurpose parts of the existing A417, creating a new traffic-free route between the new proposed parking area near the Golden Heart Inn and Barrow Wake and improving access to and enjoyment of the Area of Outstanding Natural Beauty. We're proposing to call this the Air Balloon Way, which will be for walkers, cyclists and horse riders, including disabled users
- reconnect the Cotswold Way National Trail and Gloucestershire Way with two new crossings of the A417 (pages 8-9)
- create a new connection for walkers, cyclists and horse riders, including disabled users, along and between Dog Lane and Cold Slad Lane, which will improve pedestrian links between Brockworth and Nettleton Bottom via Crickley Hill, the Cotswold Way crossing and the new Air Balloon Way
- link some popular, local lanes to the wider walking, cycling and horse riding network
- create more car parking away from sensitive areas such as Barrow Wake and the Crickley Hill Country Park. Located near the Golden Heart Inn, the new car park would include disabled and horse box spaces, and help everyone access this special area
- create earth banks which would reduce road noise for residents and users of public rights of way in the area

For more information about the improvements we've made to local public rights of way see Chapter 12 of our Preliminary Environmental Information (PEI) report.

To provide feedback on the improvements we've made to local public rights of way, please refer to question 5 in the feedback questionnaire.

6. Replacement of common land

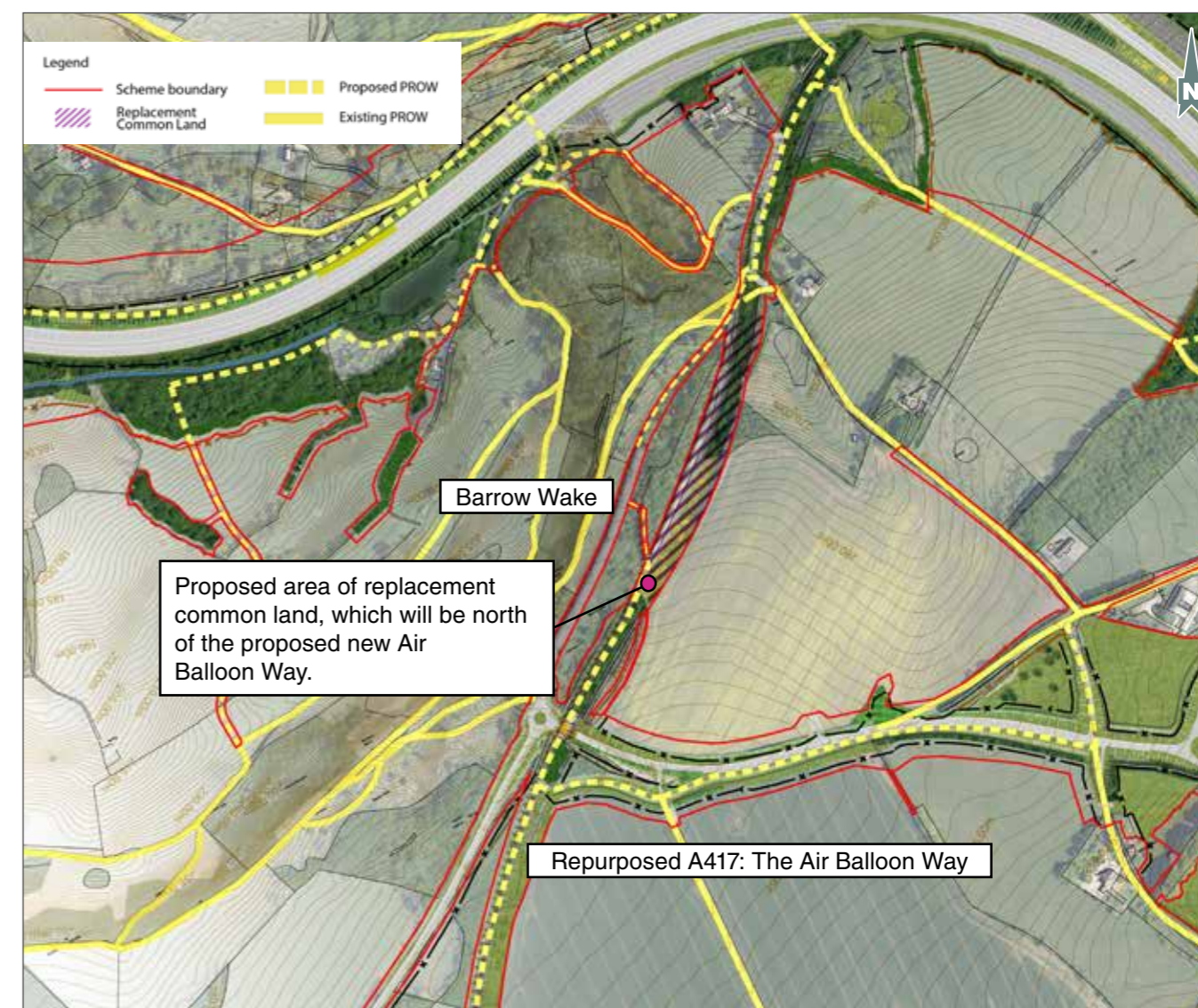
The scheme would result in some loss of common land near Crickley Hill and at Barrow Wake. We're proposing to replace this with an area of new common land next to Barrow Wake which would be made up from the repurposed A417, north of the new Air Balloon Way. It would be connected to the existing area of common land and Crickley Hill and Barrow Wake SSSI, be bigger than the area lost, and could be used for the same purposes.

This location has been identified following an assessment, which is summarised in Chapter 12 of our *Preliminary Environmental Information* report.

To provide feedback on the replacement of common land, please refer to question 6 in the feedback questionnaire.

What is common land?

It is land where people, other than the landowner, may have certain traditional rights, for example to graze their livestock or to collect wood. The public also usually have the right to roam over common land on foot. This means you can use it for activities such as walking and running. You cannot use the land for horse riding or cycling, or access it in a vehicle.



Planning ahead to construction

During construction, we appreciate there may be a short-term temporary impact on the way people access and enjoy the area. However, in the longer term, the scheme will improve safety and journey times, which will benefit the local and regional economy and make the area a more attractive place to explore and visit.

We'll be preparing an Environmental Management Plan (EMP) as part of our Development Consent Order application, which will detail how we'll manage the impact of construction on local communities, the environment and the local landscape.

In the meantime, we've continued to look at how we'll build the road and reduce disruption during construction. Changing the gradient of the A417 as it climbs the escarpment at Crickley Hill will significantly help. See pages 10-11 for more information. We'll also do the following to help minimise disruption:

- keep the existing road open during construction while we build the new road alongside
- use the new road to transport material as soon as sections are built, which will reduce traffic on the existing road
- reuse excavated materials from the existing landscape wherever possible
- carefully plan and manage our roadworks to ensure we maintain safety at all times

In 2019, you raised safety concerns about rat running during construction. We're looking at ways of reducing this and continue to discuss options with the local highway authority (Gloucestershire County Council). We'll appoint a Public Liaison Officer to help keep people safe and address any concerns raised during construction.

Improving road safety is a primary objective for this scheme and is our number one priority. This applies both before and during construction, and once the scheme is built. We regularly monitor the safety of our network and work throughout the year to ensure our motorways and A roads meet all required safety standards.



Environmental mitigation

Upgrading the A417 Missing Link will significantly improve safety and connectivity, reduce congestion and help boost the local and regional economy. In line with our objectives and landscape-led vision, we believe we've designed the scheme in a sensitive way to reduce the impact on this special landscape and the natural and historic environment of the Cotswolds Area of Outstanding Natural Beauty.

Environmental Impact Assessment

We recognise that any improvements we make may have some impact on this sensitive location. We're therefore undertaking a thorough Environmental Impact Assessment of the scheme: carrying out a huge amount of surveys to assess the environmental impact of the scheme, and identifying the measures we'll take to reduce any impact. We're assessing:

- air quality
- cultural heritage
- landscape and visual effects
- biodiversity
- geology and soils
- materials, assets and waste
- noise and vibration
- population and human health
- road drainage and the water environment
- climate
- cumulative effects

Our surveys are ongoing, and we now have a much better understanding of the environmental conditions surrounding the scheme. The survey results and mitigation measures will be reported in an Environmental Statement, which we'll submit with our Development Consent Order (DCO) application and make publicly available.

While this process is ongoing, we're required to prepare and publish an interim report known as a Preliminary Environmental Information report, which helps people understand the potential effects of the scheme and what mitigation we're proposing to minimise the impact of the scheme, before we submit our DCO application.



We published our *Preliminary Environmental Information (PEI)* report in 2019 and at the time a number of concerns and issues were raised about the potential environmental impacts of the scheme. We've listened to your feedback, worked closely with our environmental specialists and tried to address them. We've now updated the PEI report to reflect the improvements and changes we've made to the scheme since 2019.

We do not anticipate that the design changes would introduce any new significant adverse environmental effects. We touch on some of the positive environmental effects that have resulted from the recent design changes in this document.

We've also made some other minor modifications to the scheme, which will help us further meet our scheme objectives and landscape-led vision, for example:

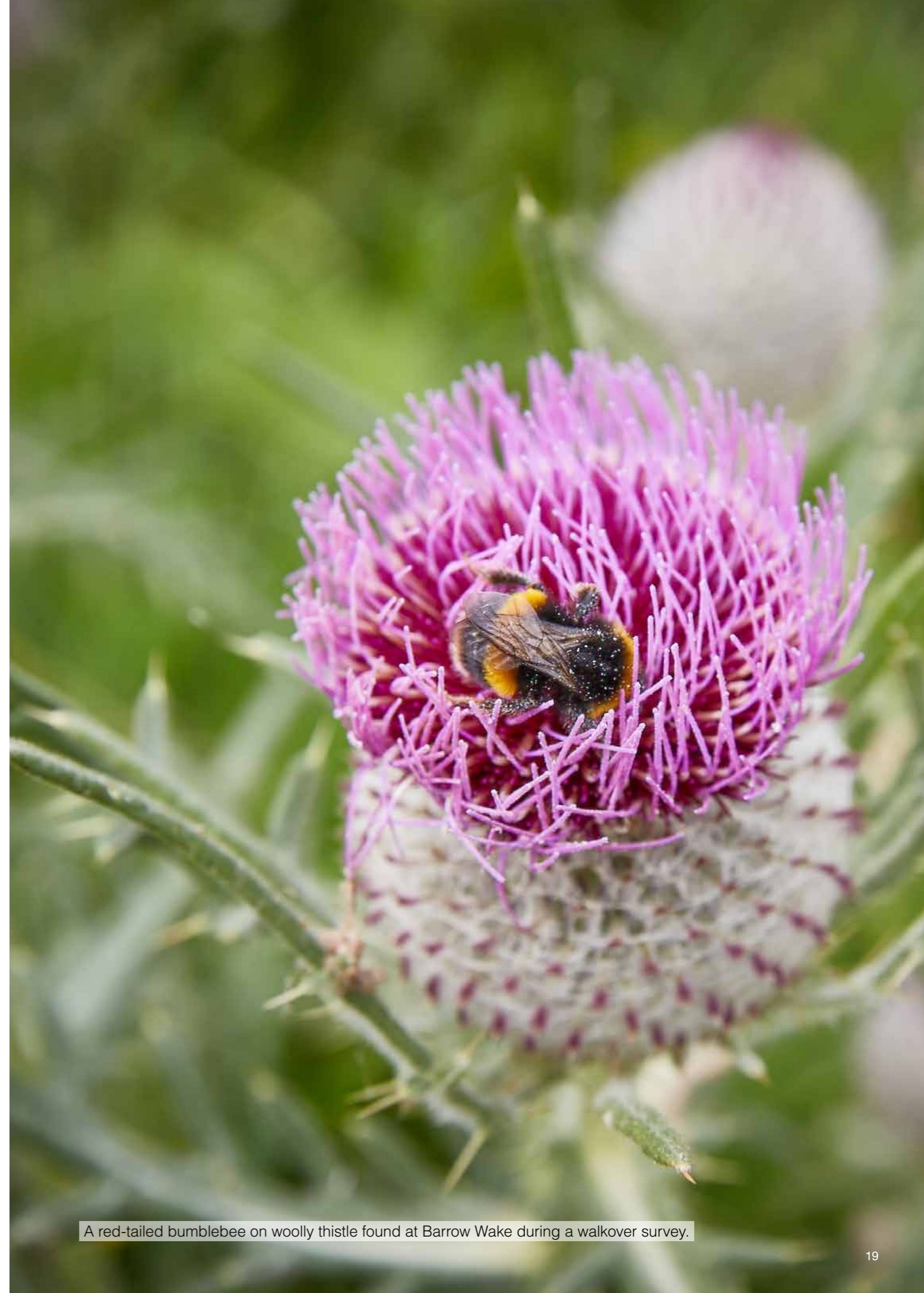
- we're proposing to add some earth banks and plant extra trees, which would reduce the visual impact of the A417
- we're proposing to improve the way we integrate the new Air Balloon Way into the landscape by restoring or building new Cotswold drystone walls, and planting hedgerows, woodland and areas of native grassland
- we're reducing the impact on Crickley Hill Country Park, the Crickley Hill and Barrow Wake SSSI, and veteran trees, by removing the green bridge
- we're protecting more veteran trees, including an apple tree in the current Air Balloon pub car park
- we're reducing the number of walking, cycling and horse riding routes through local Sites of Special Scientific Interest

Biodiversity

We're planting new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These new and improved habitats will be in keeping with the AONB, and have been carefully designed to improve habitat connectivity and biodiversity.

We've worked hard to maximise biodiversity improvements on the land we have available.

We're continuing to investigate further opportunities to improve biodiversity with neighbouring landowners and other off-site measures.



A red-tailed bumblebee on woolly thistle found at Barrow Wake during a walkover survey.

Our proposed mitigation

Since our consultation in autumn 2019, we've identified additional measures that will help us to reduce the scheme's impact on the environment and improve the local area.

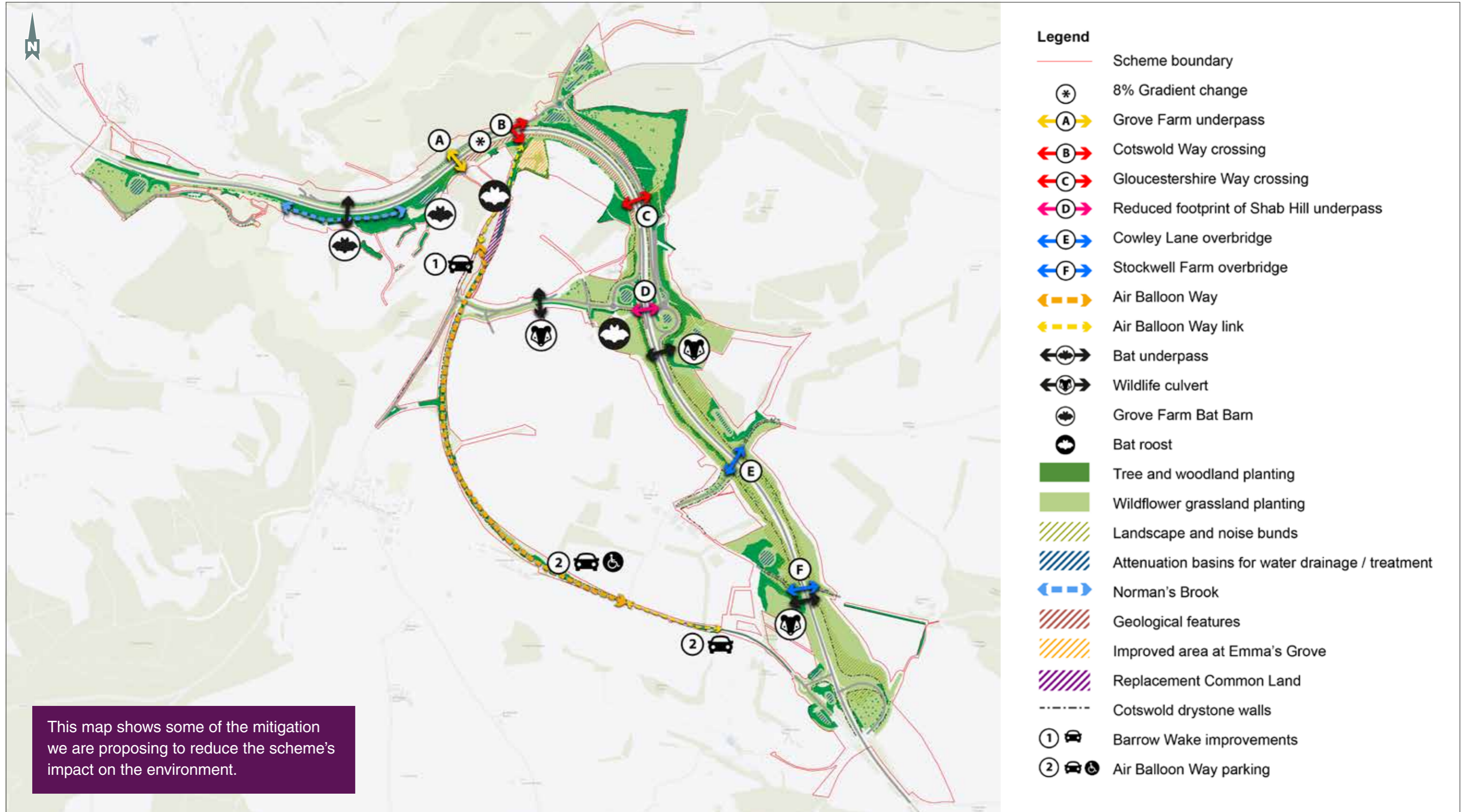
More detailed information can be found in the *Preliminary Environmental Information (PEI) report*.

To provide feedback on our PEI report, in particular the environmental effects and mitigation measures associated with the design changes, please refer to question 7 in the feedback questionnaire.

What do we mean by mitigation and enhancement?

Mitigation – actions we're taking to avoid, reduce or offset the adverse effects of the scheme.

Enhancement – extra actions we're taking that will improve the local area and make it a nicer place to live and visit.



What our proposals mean for you

They will:

- improve safety compared with the existing route and contribute to reducing the number of people killed or seriously injured on our network
- make journey times more predictable and reliable, reducing the cost and inconvenience of unexpected delays on businesses and other people who use the road
- reduce rat running through neighbouring communities, improving the lives of people who live close to the route and making it easier for drivers, walkers, cyclists, horse riders and other users of rights of way and our roads to get around
- improve landscape integration and ecological connectivity through landscape and habitat measures
- improve air quality and reduce pollution caused by congestion
- improve access to public rights of way, including the Cotswold Way National Trail and the Gloucestershire Way, helping more people to enjoy the area safely
- support the predicted growth in jobs and housing in the Gloucestershire area by improving this key road connection



Have your say

We're seeking your views on the changes to the A417 Missing Link since consultation in autumn 2019. Your feedback will help shape our proposals before we submit our Development Consent Order application.

These are unprecedented times in terms of public health and Covid-19. In order to keep our staff and members of the public safe, we've taken our consultation online. We've tried to ensure that information is accessible to all, and that people can easily respond and give feedback. For the most up-to-date information about what we're doing and how you can get involved, visit our website or call us on the number below.

As well as reading this booklet, we'd encourage you to visit our online exhibition at: www.highwaysengland.co.uk/a417-missing-link and use its web chat function to speak to members of the project team.

You can either complete a feedback questionnaire during your visit to our online exhibition, or download, print and return it to: FREEPOST A417 MISSING LINK (the address must be written in capital letters and you do not need a stamp).

You can also request a hard copy of the feedback questionnaire via the phone number or email address below. **Please send all feedback to us by 11.59pm on Thursday 12 November 2020. Responses received after this time may not be considered.**

If you have any further questions or would like to find out more, please contact us by:

Telephone: 0300 123 5000

Email: a417missinglink@highwaysengland.co.uk



Online exhibition and web chat

One of the best ways to find out more about our proposals and have your say is to visit our online exhibition. You can access this via www.highwaysengland.co.uk/a417-missing-link.

There are dedicated times when you can chat or video call with members of the project team who will be happy to answer any questions you may have:

Tuesday	13 October	11am – 2pm
Tuesday	13 October	6pm – 8pm
Friday	16 October	8am – 11am
Friday	16 October	4pm – 7pm
Saturday	17 October	9am – 1pm
Tuesday	20 October	11am – 2pm
Thursday	22 October	6pm – 9pm
Saturday	24 October	1pm – 4pm
Tuesday	27 October	8am – 11am
Thursday	29 October	2pm – 5pm
Monday	2 November	10am – 1pm
Monday	2 November	6pm – 9pm
Wednesday	4 November	4pm – 7pm
Saturday	7 November	9am – 1pm
Tuesday	10 November	8am – 11am
Tuesday	10 November	6pm – 9pm
Thursday	12 November	8am – 11am

Online Q&A events

We'll also be hosting five online question and answer (Q&A) events, focusing on different topics:

Safety, traffic and engineering Q&A
Monday 19 October, 9.30am - 11am

Landscape, wildlife and habitats Q&A
Tuesday 20 October, 9.30am - 11am

Local access and public rights of way Q&A
Wednesday 21 October, 9.30am - 11am

Land, property, business and tourism Q&A
Thursday 22 October, 9.30am - 11am

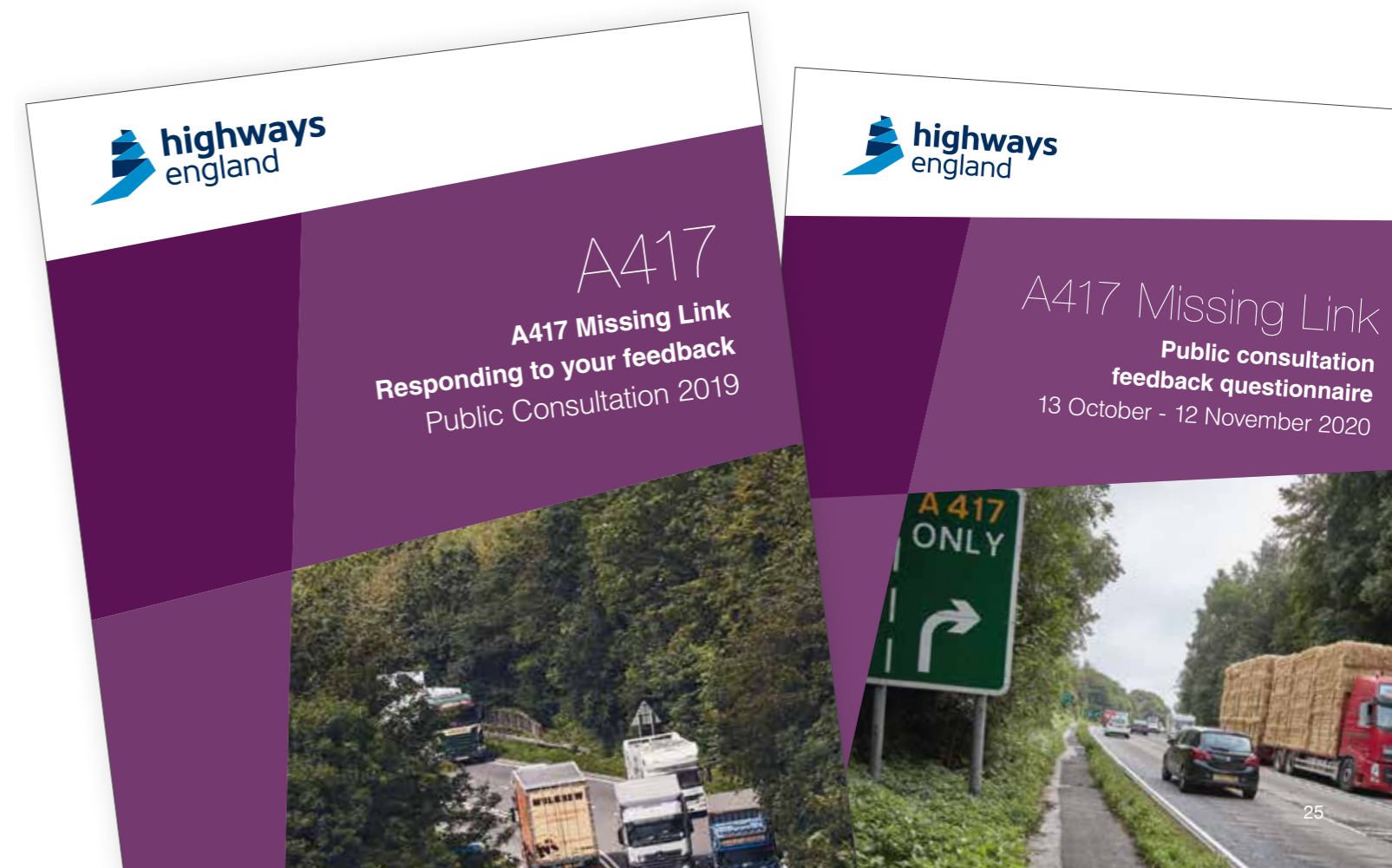
Looking ahead: submission, examination and construction Q&A
Friday 23 October, 9.30am - 11am

At these events, the project team will give a short presentation to camera and then take questions from attendees. Email: a417missinglink@highwaysengland.co.uk to register for one of these events.

Reading

Below is a list of suggested reading:

Document name	Purpose
A417 Missing Link public consultation (this document)	Summarises the consultation and explains how you can have your say
Public consultation feedback questionnaire	Enables you to provide feedback to this consultation
A417 Missing Link: Responding to feedback: public consultation 2019	Summarises how the feedback we received during public consultation in 2019 has shaped our plans for the A417 Missing Link scheme. Responds to common questions asked during public consultation
Preliminary Environmental Information report	Sets out how we're assessing the potential environmental effects of the design changes made since autumn 2019, and the measures we'll take to reduce any impact



Next steps

Once the consultation has closed at 11.59pm on Thursday 12 November 2020, we'll review all the suggestions and comments received. We'll take time to analyse and consider your feedback when making final refinements to the proposed design and to develop our planned mitigation measures.

We'll set out a summary of the responses, and describe how our proposals have been informed and influenced by them, in a Consultation Report.

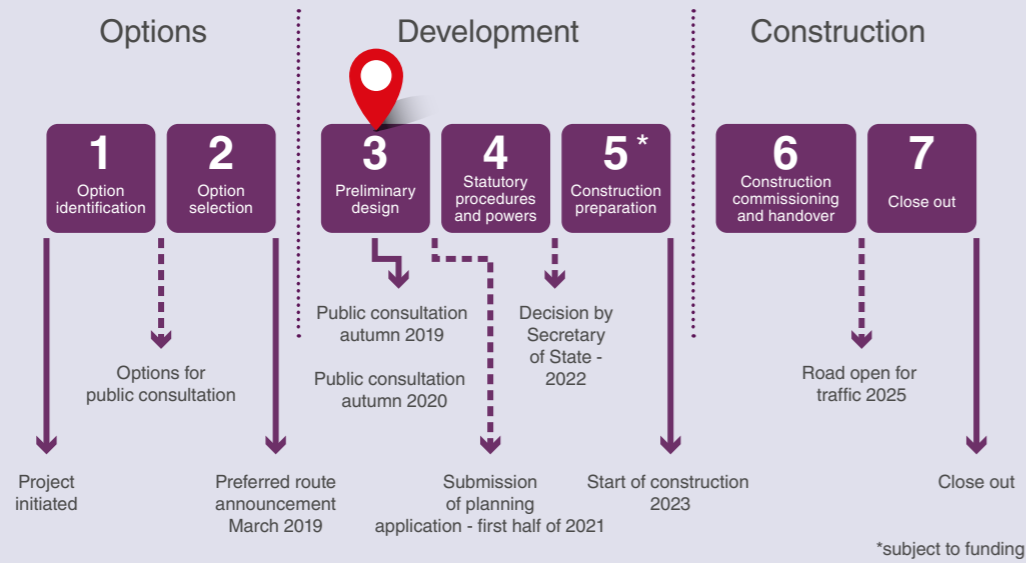
This will form part of our draft Development Consent Order (DCO) and will also be available to the public following submission of the application.

We expect to submit our DCO application in 2021. Subject to approvals, we expect to start works in 2023, and the road to open for traffic by the end of 2025.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representation and public hearings, and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

In addition to this consultation process, we'll continue to engage with anyone interested in, or impacted by the scheme.

Timeline



You can keep up to date with updates about scheme progress and consultation by visiting our website, emailing us or following us on Twitter or Facebook:

- www.highwaysengland.co.uk/a417-missing-link
- a417missinglink@highwaysengland.co.uk
- [@HighwaysSWEST](https://twitter.com/HighwaysSWEST)
- [Facebook@HighwaysSWEST](https://www.facebook.com/HighwaysSWEST)

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your response by **11.59pm on Thursday 12 November 2020**.



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