

A417

Missing Link public consultation

27 September - 8 November 2019





About this booklet

This booklet explains our consultation on proposals to improve the A417 Missing Link, a single lane stretch of carriageway between the Brockworth bypass and Cowley roundabout in Gloucestershire. It is designed to be read alongside our consultation feedback questionnaire, which will help you provide your response to the consultation. It also explains the different ways that you can share your views and what will happen next.

Investing in your roads

Thank you for taking an interest in this public consultation on the A417 Missing Link scheme. This consultation is an important step towards delivering this scheme, which will bring significant benefits for road users, local communities and businesses.

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 £15 billion of investment in our network – the largest investment in a generation.

The A417 Missing Link is a critical part of this investment and will improve journeys between Brockworth and Cowley, which will in turn benefit the local and regional economy.

This scheme is categorised as a Nationally Significant Infrastructure Project under the Planning Act 2008. As such, we're required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please visit: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>.

In this booklet we explain our proposals for the scheme and we invite you to have your say by completing our consultation feedback questionnaire – your responses will help us shape the scheme before we submit our DCO planning application. We also give details of how you can give us your feedback during our public consultation.

It is important that you submit your response by **11.59pm on Friday 8 November 2019**. Responses received after this time may not be considered.

About the A417 Missing Link: the story so far

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 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.

Since we announced Option 30 as the preferred route for the scheme in March 2019, we've been carrying out more surveys and assessment work to help us refine and design the scheme in more detail. This is to ensure that we achieve the best balance between maximising potential benefits and minimising environmental impacts.

There are still important details for us to finalise before we submit our DCO planning application to build the scheme and this consultation is your opportunity to help shape our design proposals.

What is Option 30?

Option 30 is a 3.6 mile surface route following the alignment of the existing A417 at Crickley Hill with less of a slope than the existing road. The new section of road would be built through Shab Hill to the east of the existing A417, rejoining the road near the existing location of Cowley roundabout. There is more information on our proposals later in this booklet.

The current challenge for our road users

Traffic congestion can be frequent and unpredictable, leading motorists, including HGV drivers, to divert onto smaller local roads to avoid long delays. This causes difficulties for neighbouring communities as these local roads were not built to accommodate such a high level of traffic.

The sensitive nature of the Cotswold escarpment, the shape of the landscape and the area being part of the Cotswolds Area of Outstanding Natural Beauty (AONB) means that there isn't an easy answer for improving this section of road.

Over the years, there have been numerous attempts to find a solution, but for various reasons, including affordability and changes in investment priorities, these have never become a reality.

However, in recent years, the case for improvement has become far more compelling – to improve safety, support the economy, ease congestion and reduce pollution. On this stretch of road alone, there were 49 personal injury collisions between 2013 and April 2018, 10 of which were fatal.

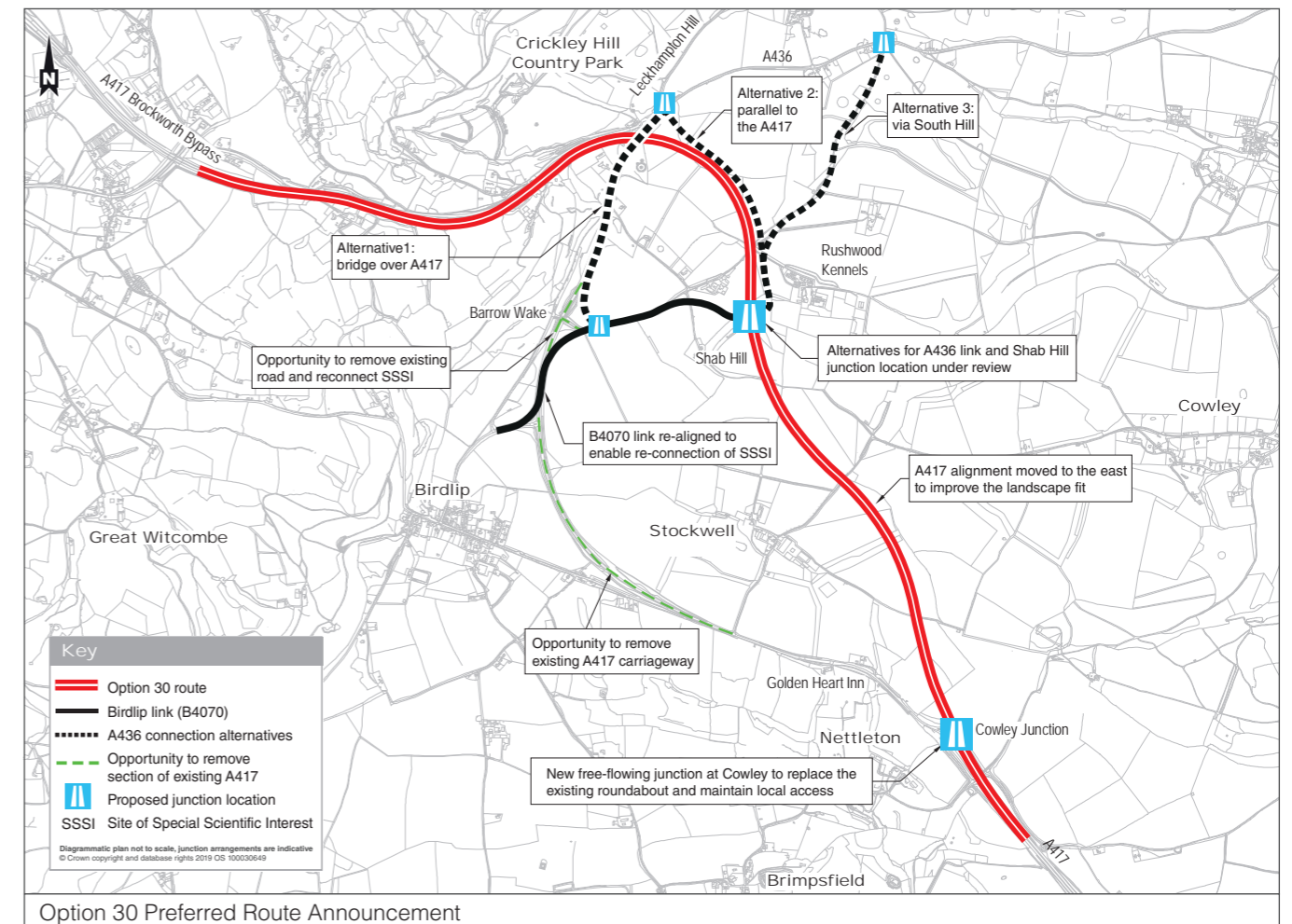
Government's response

This is why the government identified the Missing Link in its first Road Investment Strategy (RIS1) 2015-2020, making funding available to investigate possible route options. RIS1 acknowledged that any solution for the Missing Link needed to take into account both the environmental sensitivity of the site and the importance of the route to the local economy.

Delivery of the scheme will be subject to confirmation of funding within the second Road Investment Strategy (RIS2), which will cover the period between 2020 and 2025 and is due to be published towards the end of 2019.

What we've done

We investigated a range of route options for the Missing Link, assessing them against the scheme's vision and objectives (outlined on page 3), as well as a range of engineering, economic and financial criteria. The need for a safe, resilient road that reconnects the landscape and contributes to local communities is imperative for this scheme.



As a result of this assessment, two route options were proposed at consultation in February and March 2018: Option 12 and Option 30. The consultation showed widespread public support for improving the A417 Missing Link, and particularly for Option 30, which 72% of respondents to the consultation favoured.

Since we announced Option 30 as the preferred route, we've been working to refine the scheme so that we can ask you for further feedback on our detailed proposals before submitting our DCO planning application.

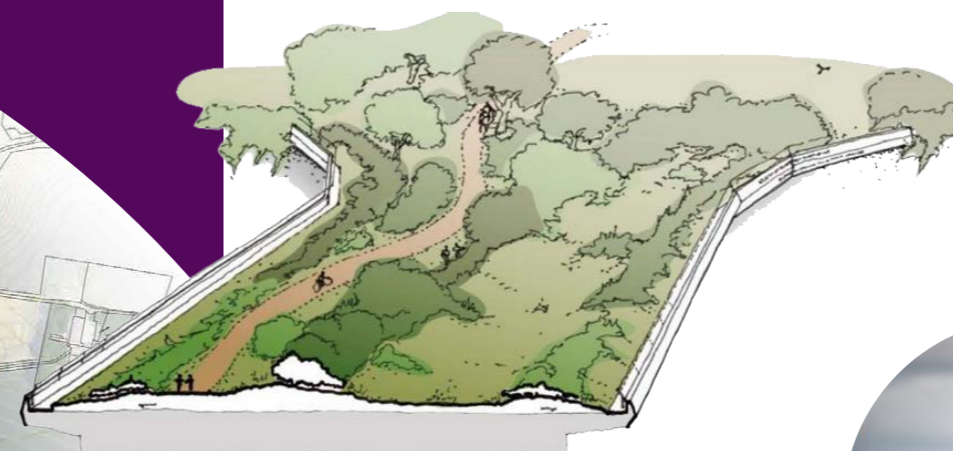
For more information on our route options consultation and our preferred route announcement, please visit our scheme webpage by following this link: <https://highwaysengland.co.uk/projects/a417-missing-link/>

Objectives for the scheme

- **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

As part of this improvement, we want to create a landscape-led highways 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.



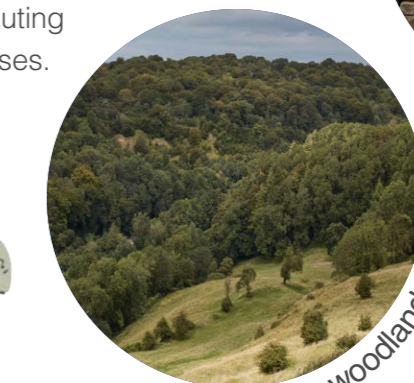
Artist's impression of a green bridge
see page 11



Repurposed A417



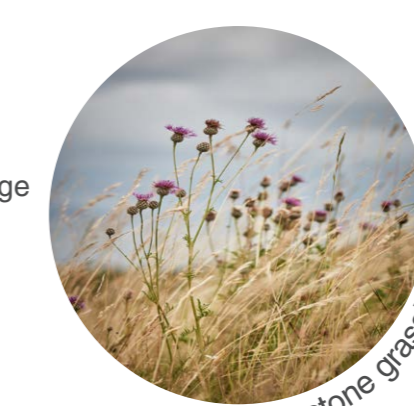
Drystone walling



Native woodland



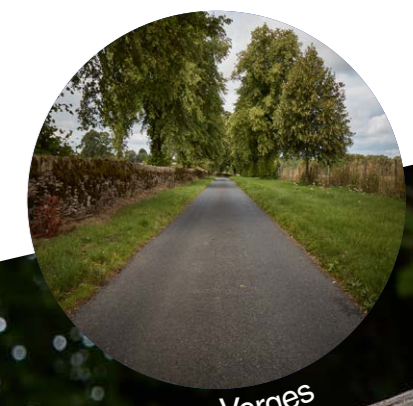
Native hedgerow



Limestone grassland



Barn owl



Verges



What do we mean by 'landscape-led'?

Landscape-led 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 landscape, rather than changing the landscape to fit our proposals.

There is more information throughout this booklet and we're also developing an environmental masterplan to set out how we'll reduce any impact on the environment and enhance areas for wildlife, archaeology, watercourses and public accessibility. This will be submitted as part of our DCO planning application.

What we're proposing

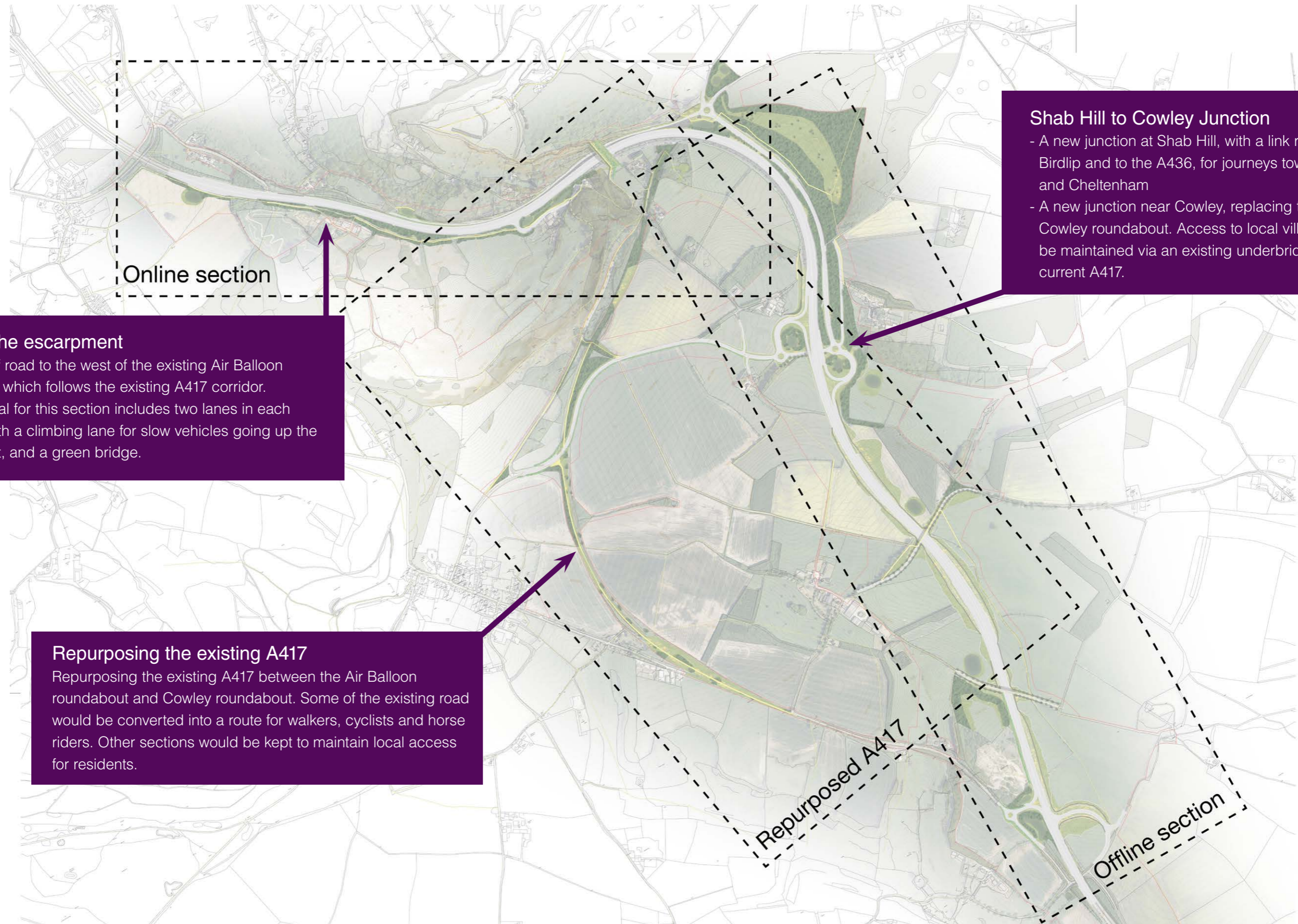
Overview of the proposed scheme

We're proposing to upgrade the single carriageway section of the A417 between the Brockworth bypass and Cowley roundabout.

Our proposed scheme comprises 3.6 miles (5.8 km) of new dual carriageway connecting the existing A417 Brockworth bypass with the existing A417 dual carriageway south of Cowley.

To help you provide comments on our proposed scheme as part of this consultation, we've split the scheme up into sections.

A summary is provided below and there is more information on each section in the following pages of this booklet.



Online section

Climbing the escarpment

- A section of road to the west of the existing Air Balloon roundabout which follows the existing A417 corridor.
- Our proposal for this section includes two lanes in each direction with a climbing lane for slow vehicles going up the escarpment, and a green bridge.

Repurposing the existing A417

Repurposing the existing A417 between the Air Balloon roundabout and Cowley roundabout. Some of the existing road would be converted into a route for walkers, cyclists and horse riders. Other sections would be kept to maintain local access for residents.

Shab Hill to Cowley Junction

- A new junction at Shab Hill, with a link road to both Birdlip and to the A436, for journeys towards Oxford and Cheltenham
- A new junction near Cowley, replacing the existing Cowley roundabout. Access to local villages will be maintained via an existing underbridge from the current A417.

Repurposed A417

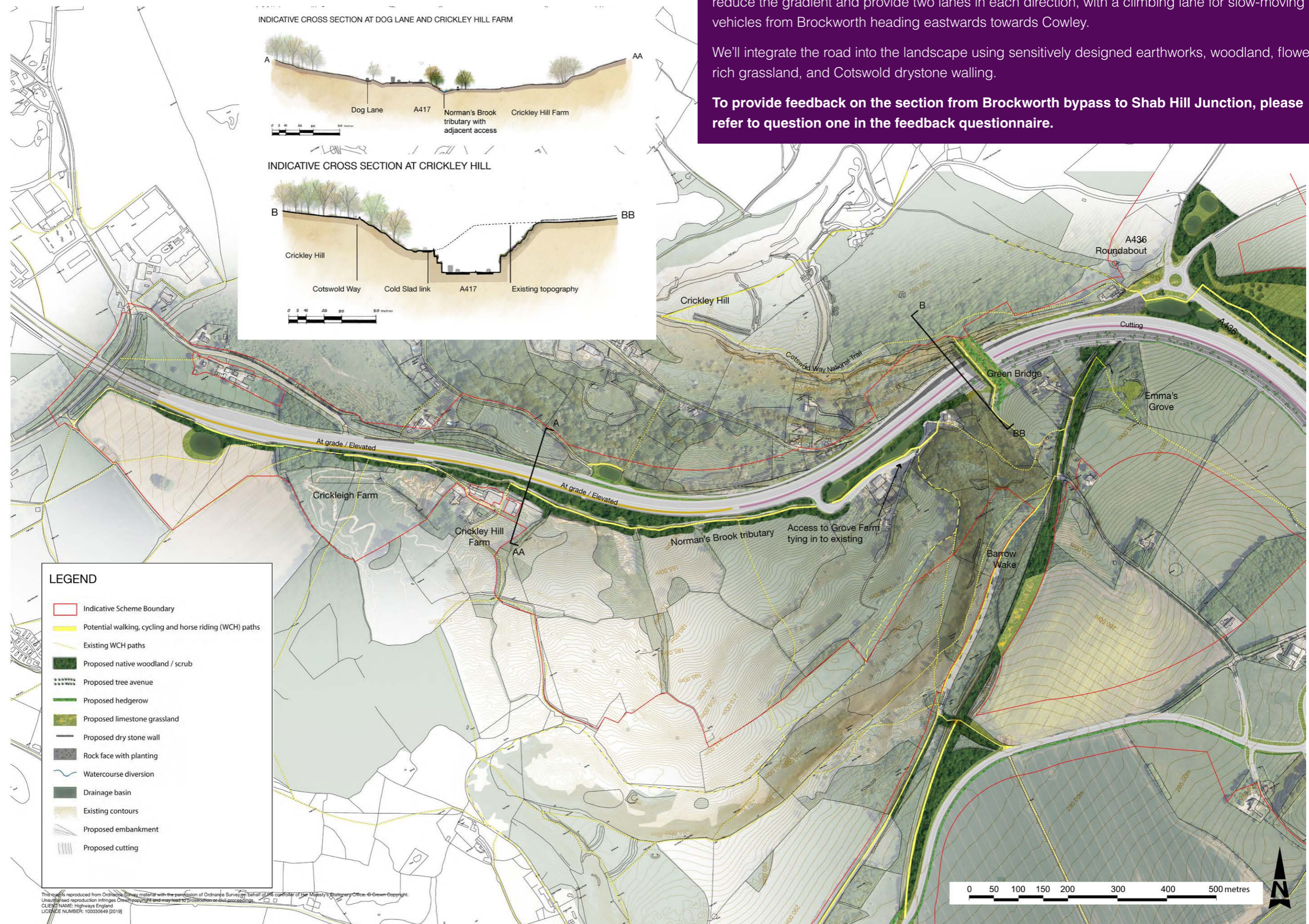
Offline section

Climbing the escarpment (online section)

Crickley Hill continually suffers from problems caused by slow-moving vehicles. To address this, we'll reduce the gradient and provide two lanes in each direction, with a climbing lane for slow-moving vehicles from Brockworth heading eastwards towards Cowley.

We'll integrate the road into the landscape using sensitively designed earthworks, woodland, flower-rich grassland, and Cotswold drystone walling.

To provide feedback on the section from Brockworth bypass to Shab Hill Junction, please refer to question one in the feedback questionnaire.



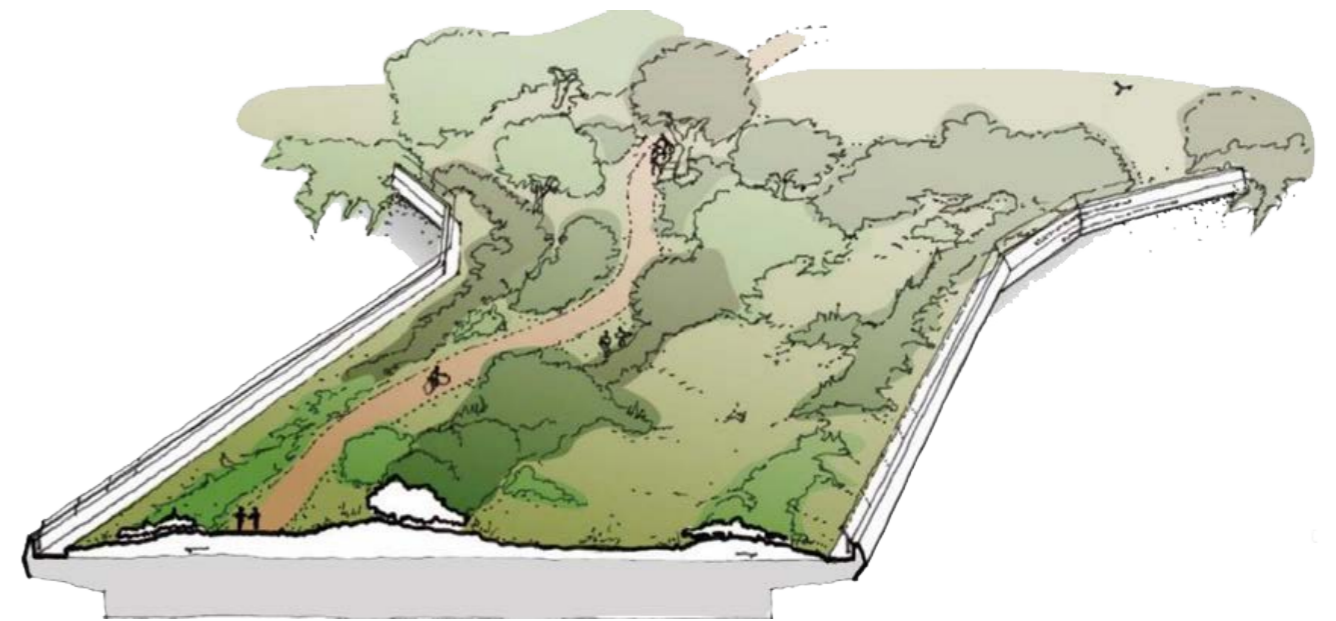


Green bridge – reconnecting the landscape

One of our key aims is to improve landscape and ecological connectivity and access to the countryside through the provision of a green bridge across the new A417. The green bridge would be located on the Crickley Hill escarpment and would provide a new high-level connection to the Cotswold Way National Trail. This would be a significant improvement compared to the current situation, where users of this national trail have to descend to the Air Balloon roundabout close to noisy traffic, make a difficult crossing of the busy A417 and then have to negotiate the ascent back onto the ridge. Keeping users on the ridge would improve the experience of the Cotswold Way by keeping people in a landscape setting, avoiding close contact with traffic and the road crossing.

In addition, this high-level crossing would allow the creation of a better ecological and wildlife connection within the Site of Special Scientific Interest (SSSI) reconnecting Crickley Hill, Barrow Wake and the Cotswold Way. Our proposed scheme would create new habitat links, including limestone grassland, new hedgerows, native scrub and trees in keeping with the character of the local landscape. The green bridge would deliver a new wildlife corridor in the area.

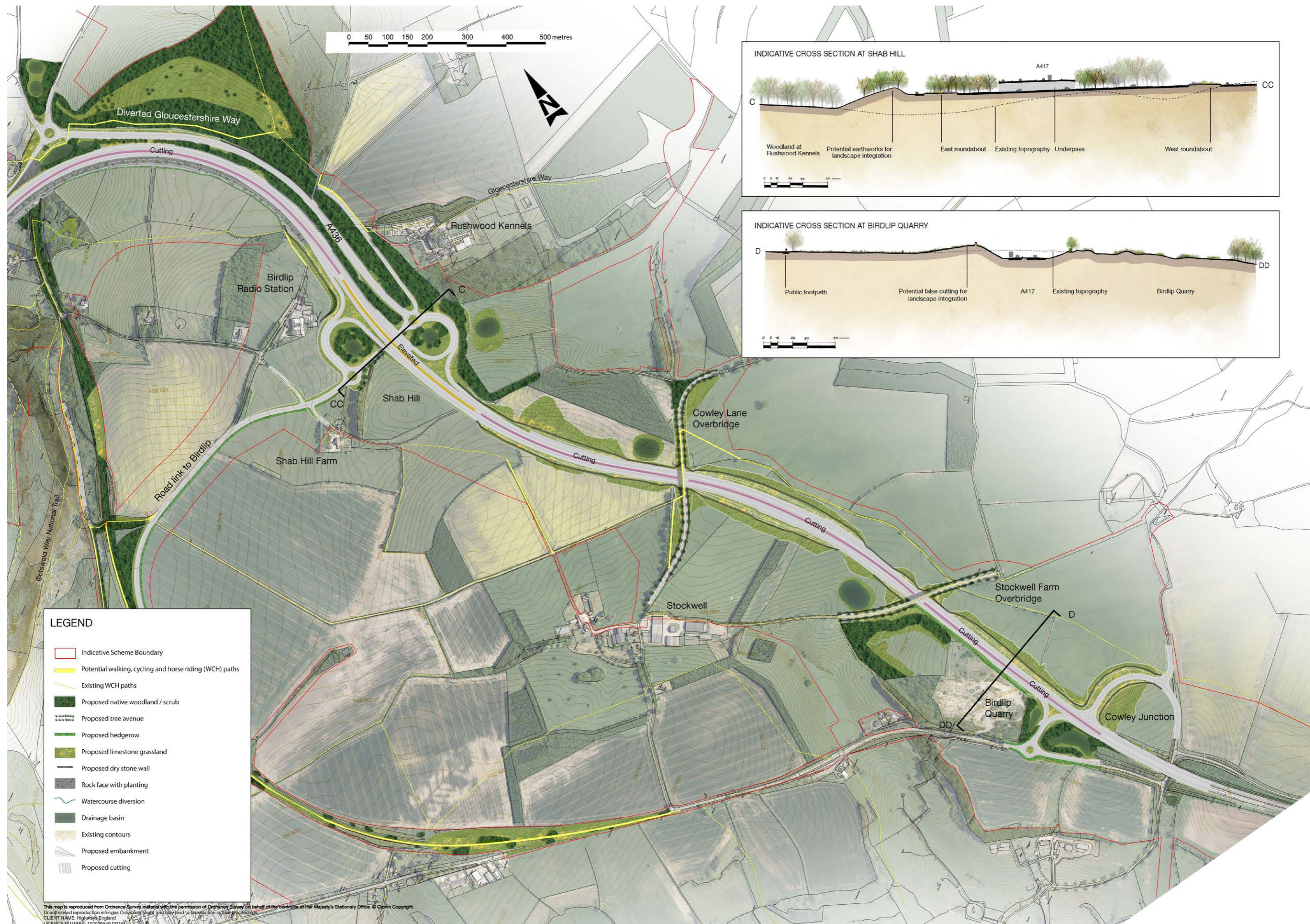
To provide feedback on the green bridge, please refer to question two in the feedback questionnaire.

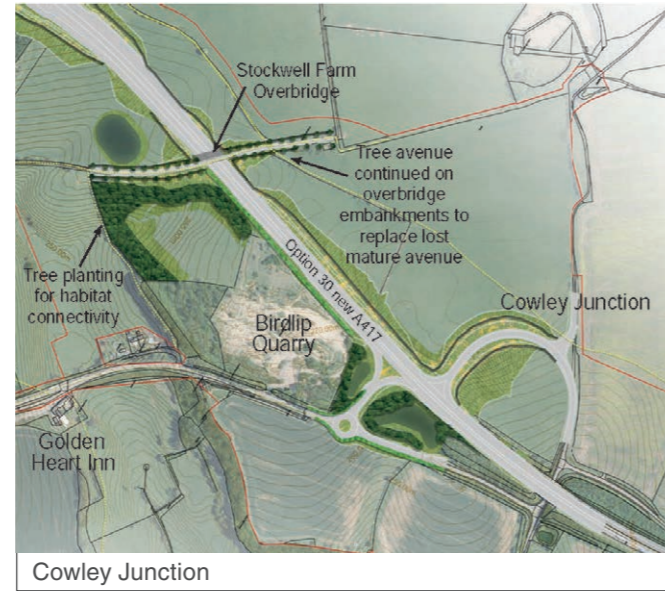


Artist's impression of a green bridge

The green bridge is a new area of land planted with grassland, trees and hedgerow, that would connect the countryside on either side of the carriageway. This structure provides a natural landscape feature to soften views of the road and allows plants and animals to spread between the connected sites. It also provides walkers, cyclists and horse riders with a means to cross the road safely.

Shab Hill to Cowley Junction (offline section)





Shab Hill Junction

We propose to build a new junction at Shab Hill which will provide access to Birdlip via the B4070, and to the A436 for Oxford and Cheltenham. Placing the junction in lower-lying land will reduce the traffic noise in the wider area, and its visual impact from Barrow Wake and Shab Hill.

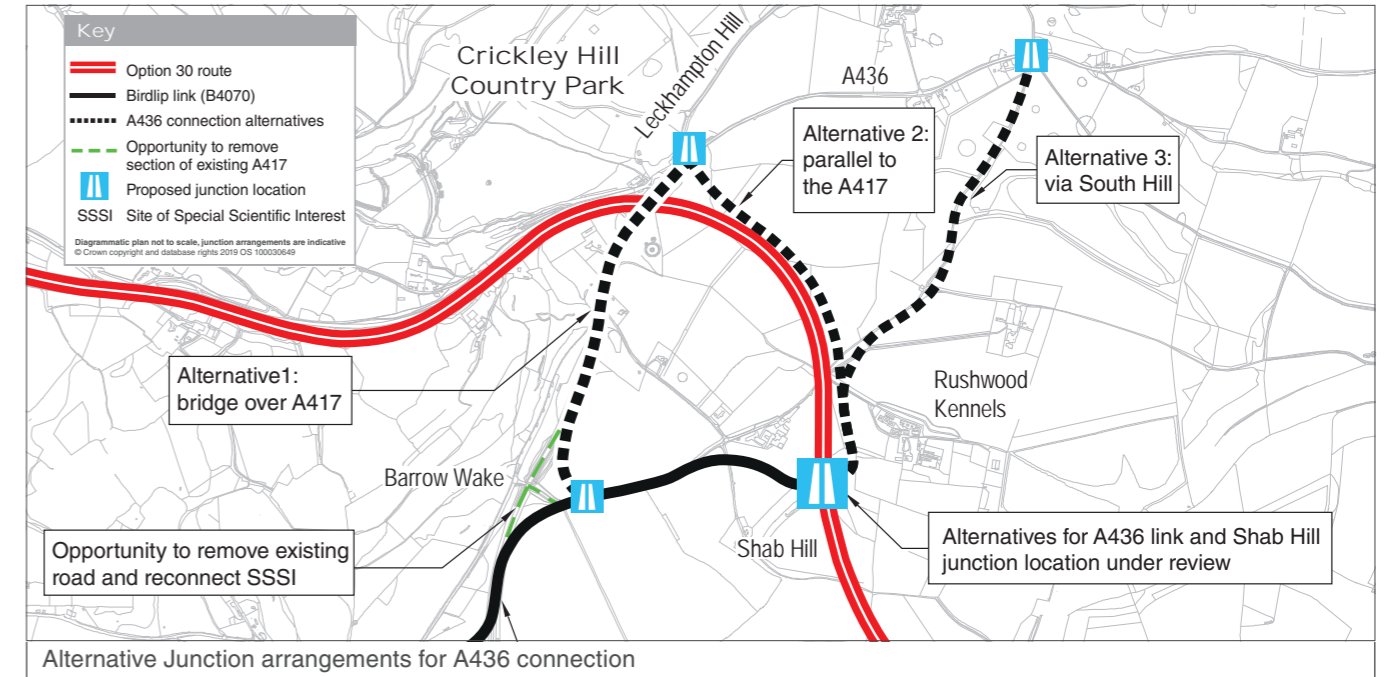
The new junction will improve safety, traffic flow and journey time predictability along the route compared to the current Air Balloon roundabout.

Cowley Junction

Our proposal also includes provision for a new junction arrangement at Cowley, making use of an existing underbridge to provide access for vehicles in all directions. The junction will provide access to the local road network with links to surrounding communities.

Stockwell

The road alignment past Stockwell has been designed so that it fits into the existing landscape. This will reduce the noise impact for Stockwell and help protect the tree line and drystone wall to the east.



Junction arrangements at Shab Hill

We've carried out an assessment of the alternative routes for the A436 link road which were presented at the preferred route announcement in March 2019. Since then, we've engaged with stakeholders such as local councils, environmental bodies, and other organisations as part of our ongoing engagement and assessment process.

As a result of this assessment and engagement, we propose Alternative 2 as the preferred link to the A436. This proposed link runs parallel to the new A417, linking the existing A436 by way of a

new, smaller roundabout to the north of the Air Balloon roundabout. Our preferred solution would reduce impact on the landscape by ensuring that as much as possible of the surrounding land is left as we found it. The preferred link would be single carriageway, with verges on each side. A junction would provide access to Birdlip Radio Station, as well as Shab Hill Barn and Farm.

Our considerations for this decision are set out on the next page.

Highways England's proposal is that Alternative 2 is chosen as the link road for the A436 based on the assessments and engagement on the three possible alternatives to date. However, we will have regard to all responses received through this consultation process, including any comments about alternatives to our proposal for the A436 link road, before taking a final decision on which alternative is to be taken forward.

Environment

We prefer Alternative 2 because it would provide us with greater opportunities to protect and enhance the environment. Alternative 2 will enable us to remove sections of the existing A417, meaning that there is potential to improve routes for walkers, cyclists and horse riders, as well as provide ecological benefits.

There are also a number of important cultural heritage sites close to the scheme. Alternative 2 would have less of an impact on these areas, as the new road infrastructure is proposed to be located closer to the new A417 main carriageway. This would also reduce how much land is needed to build the scheme and the impact on private properties.

Traffic

Our traffic assessments show that Alternative 2 would reduce rat running through local villages, providing significant benefits for surrounding communities. However, Alternative 2 would increase traffic flows around Leckhampton Hill and we'd expect to see slightly longer journey times for some local journeys, except between the A436 and the A417.

National Policy Statements for National Networks (NPSNN)

Alternative 2 would be more likely to fulfil the requirements of the NPSNN. The risks of not complying with the NPSNN for Cultural Heritage, Population and Health, Landscape and Visual and Biodiversity would all be reduced for Alternative 2 due to the opportunities for mitigation and enhancement in these areas. Air quality would likely be improved by all three alternatives reducing the amount of NO₂ to below the air quality objective level. There would be no difference in terms of water quality and flood risk compliance between the three alternatives.

Design

Our assessments show that Alternative 2 would be the least disruptive to the environment, wildlife, walkers, cyclists, horse riders and other road users during construction because large amounts of it are proposed to be offline. It would have the least number of new bridges and provides opportunities to reuse materials during construction, minimising the amount taken off site.

Alternatives were scored in terms of the opportunity they presented. A rating of 1 offers the most opportunity, whereas, a rating of 3 offers the least.

Topic	Alternative 1	Alternative 2	Alternative 3
Environment	3	1	2
Traffic	3	2	1
NPSNN	3	1	2

To provide feedback on the section from Shab Hill Junction to Cowley Junction, and our proposals regarding the A436 link road, please refer to questions three and four in the feedback questionnaire.



Repurposing the existing A417

We want to leave a positive legacy for local communities and visitors to the area. By upgrading the A417 Missing Link, we believe we have an opportunity to repurpose the existing A417 for people to enjoy. This will create a new route for walkers, cyclists and horse riders.

We'll develop the details of our proposals to repurpose the existing A417 and present how they complement and enhance the public rights of way network in the area as part of our DCO planning application.

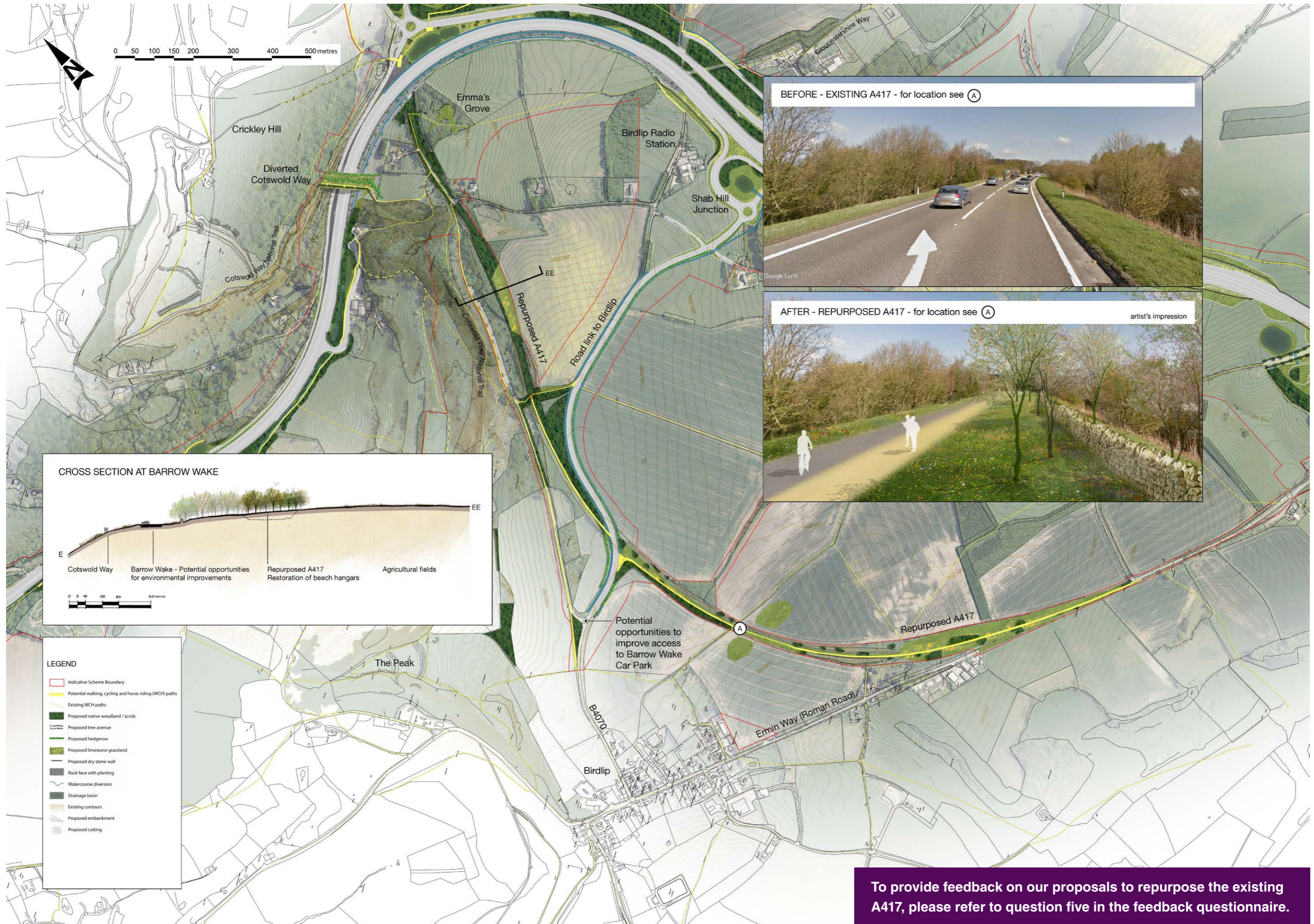
Some of the existing road will also be downgraded and retained to provide local access to Stockwell and Birdlip.

The sections of the existing A417 we propose to retain are:

- a section close to the existing Air Balloon roundabout, for access to a residential property
- from the access to Stockwell to the existing Cowley roundabout

We'd narrow the road and the existing hedgerows would be enhanced with tree planting, native hedgerow and species-rich grassland.

Repurposing the existing A417 section



Planning ahead - construction

Subject to the outcome of the statutory planning process and confirmation of funding as part of the RIS2 (for the period 2020-2025), we hope to start construction of the scheme in late 2021.

We're continuing to look at how we'll build the route as we develop our proposals in order to reduce disruption during construction. We'll carefully plan and manage our roadworks to ensure that we maintain safety at all times and are already looking to identify the location of the construction compounds. We're working closely with landowners and stakeholders, including Gloucestershire County Council, to identify potential construction impacts and the measures that we'll use to reduce them.

Part of our consideration is to try and reduce the number of lorries delivering and collecting materials, and we'll use the new road to transport material as soon as sections are built, to reduce traffic on the existing road. Where possible, we'll also reuse excavated materials from the existing landscape.

We'll prepare an Outline Construction Environmental Management Plan (CEMP) as part of our DCO planning application, which will detail how we'll manage the impact of construction on the local communities and the environment.

We'll continue to share information with you as the scheme develops through regular project updates. This includes information about our construction work and how this might affect you.

As part of this consultation, we welcome any comments you have for us to consider as we develop this CEMP.

To provide feedback on our plans for construction, please refer to question six in the feedback questionnaire.



Our proposed mitigation

While the need for improving the A417 Missing Link, particularly from a safety and economic productivity perspective, is well recognised, there are a range of factors that we need to consider in the development of the scheme.

These factors are especially important as the road is located in the Cotswolds AONB and close to the sensitive Cotswold escarpment. This section sets out some of the things we've considered as we've developed our proposals.

Geological features

The existing road climbs steeply alongside Crickley Hill as it passes through the escarpment. The current gradient is 10%, and this causes some vehicles to slow down significantly. To improve this, we've designed the new route with gentler gradients and this will provide a safer and smoother route for vehicles.

Our aim is to reduce the impact of the new route on the character of the landscape. This means keeping the cutting slopes as steep as possible as the route passes through the Cotswold escarpment, alongside Crickley Hill. The final cutting slope gradients will depend on the geological conditions which are currently being surveyed.

In some locations along the road, we'll use 'false cuttings' or embankments on either side to naturally screen the new road. The back slopes of these features will be graded gently into the landscape and can also be used for agriculture. This will help to maintain the view as you look from Cowley towards Crickley Hill and also ensure that farmland around the scheme is protected.

Sedimentary rock called oolite lies beneath the limestone surface. We want to showcase this geological feature and we hope to leave parts of the rock face exposed to provide an attractive roadside feature. In places the rock faces will be enhanced by native plant species adapted for rocky outcrops.

The environment, wildlife and habitats

The Department for Environment, Food and Rural Affairs' A Green Future: Our 25 Year Plan to Improve the Environment sets out the government's ambition for this generation to be the first to leave the environment in a better state than it was found. The document sets out the direction for future government policy.

Highways England works within the government's policy framework and will take the 25 Year Plan, the emerging Environment Bill and any subsequent new legislation or policies that arise into consideration during the development and delivery of the scheme.

As part of our survey and assessment work so far, we've identified many protected species around the proposed scheme, including bats, badgers, reptiles, great crested newts and notable bird species, including barn owls.

Ecological surveys are continuing and will help us to identify mitigation measures to reduce the impact on wildlife through both the construction and operation of the proposed scheme.

Mitigation measures currently included in the proposed scheme include a green bridge to provide connectivity for wildlife, mammal fencing and designing culverts and bridges so that they are wildlife-friendly.

We've designed underpasses to maintain habitat connectivity throughout the landscape, and we'll be creating additional habitat spots at Birdlip Quarry. We'll also plant a mix of native woodland and wildflower meadow south of Ullen Wood to create a balance between meadow and forest.

Through our mitigation and enhancement proposals, we're aiming to improve the wildlife habitat quality and see an increase in species of flora and fauna compared to now.

Drainage

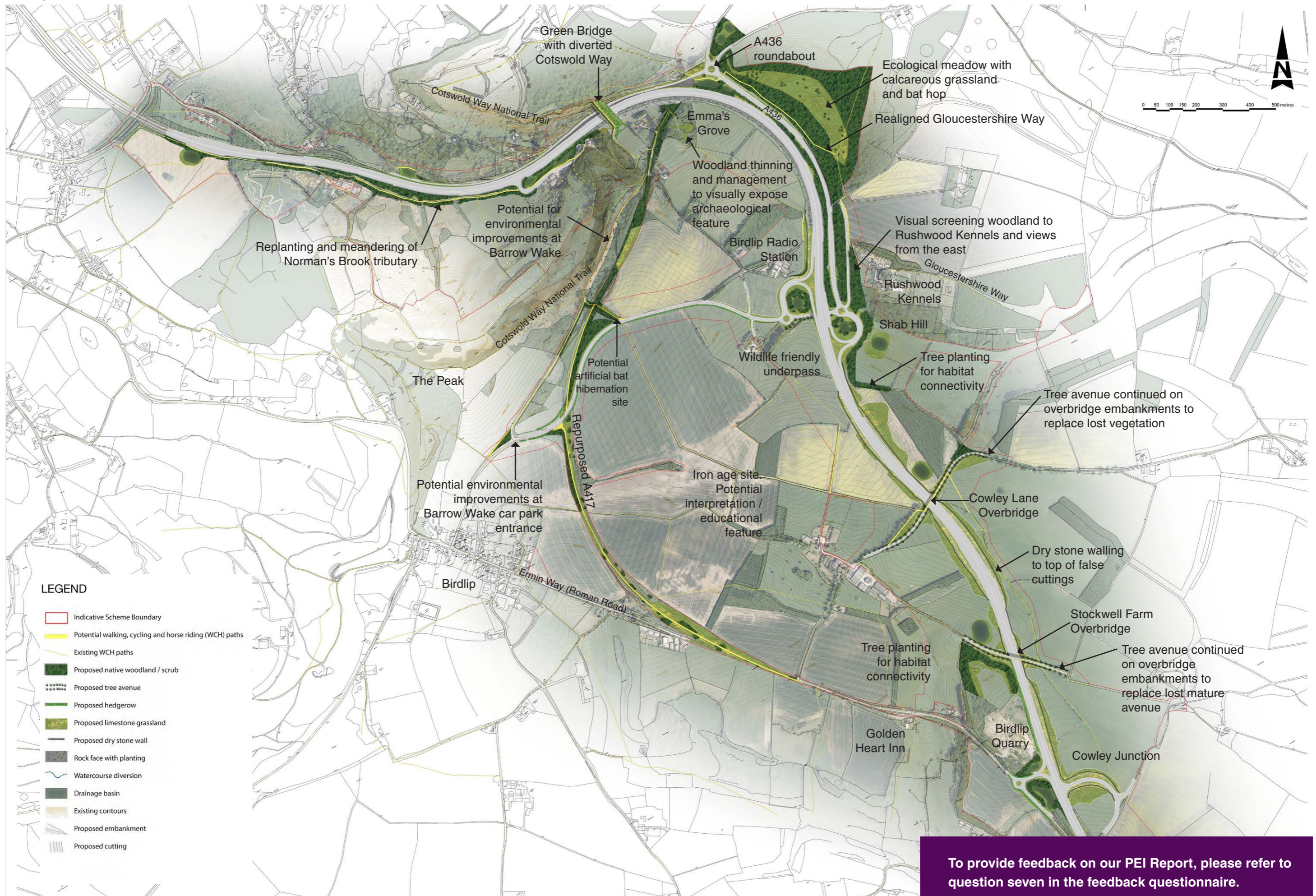
We need to manage water on the road when it rains and ensure that water drains quickly enough so that it is safe for road users. However, we must also ensure that water doesn't drain so quickly that it floods the local water system.

To prevent this, we've identified locations where we could create drainage basins. These basins will fill with water in the event of heavy rain and drain gradually to ensure that the local water system is not flooded. We'll also design these to ensure that local watercourses are protected.

A plan showing our mitigation proposals can be found on the next page.



Mitigation proposals



To provide feedback on our PEI Report, please refer to question seven in the feedback questionnaire.

Environmental Impact Assessment



We're continuing to gather environmental information so that we can identify the potential impacts of the proposed scheme and develop measures to avoid or reduce them. This process is known as an Environmental Impact Assessment.

While this process is ongoing, we've prepared a Preliminary Environmental Information (PEI) Report, which sets out how each environmental topic area is being assessed, the potential

environmental effects of our proposals and the measures we'll take to reduce any impact. We'll develop a full Environmental Statement which will be submitted as part of our DCO planning application and made publicly available.

The table below illustrates some of the topic areas covered in our PEI Report. To read a copy of our PEI Report, please visit <https://highwaysengland.co.uk/projects/a417-missing-link/>.

Topic area	What we're assessing
Air quality	We're evaluating the potential effect of our proposals on local and regional air quality for the time when the road is built including considering dust, due to earthworks and construction.
Climate	We're assessing the carbon footprint of the scheme. We're also assessing the impacts of potential climate-related changes that might affect the scheme to ensure that the design takes into consideration any climate-related risks projected to occur in the future.
Cultural heritage	<p>We're undertaking surveys to identify areas where undiscovered archaeological artefacts may exist.</p> <p>As part of our assessment, we're considering the impacts of the proposed scheme on the diverse heritage of the area, including prehistoric burial mounds, the prehistoric camp at Crickley Hill and over 50 listed buildings that are near the proposed scheme.</p>

Landscape and visual	<p>Landscape has been an integral part of the scheme's development and is clearly recognised in our vision for the scheme.</p> <p>As part of our proposals, we're assessing the potential effects on the existing landscape character of the Cotswolds AONB. We've considered how the proposed scheme fits within the sensitive landscape of the Cotswolds AONB and assessed the potential effects on the area's special qualities and characteristics.</p>
Nature conservation	<p>As part of our assessments, we're considering the potential impact of the scheme on designated sites, and protected habitats and species.</p> <p>Working with the Cotswolds Conservation Board, Natural England, National Trust, Gloucestershire Wildlife Trust and the Forestry Commission amongst others, we're considering the potential effects on Cotswold Beechwoods Special Area of Conservation and five SSSI sites, including Crickley Hill and Barrow Wake.</p>
Noise and vibration	<p>We're assessing the potential noise and vibration effects of our proposals both during construction and once the road is operational.</p> <p>These assessments include exploring the potential impact on residential areas and other important areas close to the new road. These include local amenities and designated nature sites, such as Crickley Hill, footpaths within the Cotswolds AONB and cultural heritage sites. Further details of these locations can be found in the PEI Report.</p>
Population and human health	<p>There are many public rights of way close to the existing A417 and our proposed scheme. These include the Cotswold Way National Trail and the Gloucestershire Way.</p> <p>We're assessing the potential effects of the scheme on all road users, communities, land and property, as well as the overall health of the affected communities.</p>
Road drainage and the water environment	<p>We're assessing the potential effect of the scheme on surface and groundwater quality and we've assessed the risk of flooding.</p> <p>If there is any impact identified following that assessment, we'll develop appropriate mitigation measures.</p>
Consideration of cumulative effects	<p>We're assessing the potential cumulative effects of our proposals on all of the topics outlined in the PEI Report.</p> <p>We're also undertaking an assessment of cumulative effects arising from our proposals with other developments in the local area. These will be taken into consideration and we'll take steps to reduce any cumulative impacts.</p>

To provide feedback on our PEI Report, please refer to question seven in the feedback questionnaire.

What our proposals mean for you

Our proposed scheme aims to:

- 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, 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 and other local road users to get around
- improve landscape and ecological connectivity through landscape and habitat restoration and provision of a green bridge
- improve air quality and reduce pollution caused by congestion
- improve access to public footpaths, 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

How to have your say

We're seeking your views on our detailed proposals for improving the A417 Missing Link. This is your opportunity to give your views and we'll consider all the comments we receive as we develop our proposals further. Your feedback is important to us in shaping our proposals before we submit our DCO planning application.

As well as reading this booklet, we'd encourage you to attend one of our public consultation events where you can complete a feedback questionnaire and speak to members of the project team who will be happy to answer any questions you have.

You can either complete a feedback questionnaire online at <https://highwaysengland.co.uk/projects/a417-missing-link/> or download and print it 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 pick up a feedback questionnaire from a public consultation event or at an information point, the details of which are available overleaf or on our webpage.

Please send all feedback to us by **11.59pm on Friday 8 November 2019**. 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



Public consultation events

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation events. Here you will be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

Location	Date	Time
Gloucester Rugby Club , Kingsholm Road, Gloucester, GL1 3AX	Monday 30 September	2pm – 8pm
National Star College , Ullenwood, GL53 9QU	Thursday 3 October	2pm – 7pm
Witcombe and Bentham Village Hall , Pillcroft Road, Witcombe, GL3 4TB	Saturday 5 October	11am – 6pm
St Andrew’s Church Hall , Montpellier Street, Cheltenham, GL50 1SP	Monday 7 October	11am – 6pm
Birdlip Church , Birdlip, GL4 8JH	Wednesday 9 October	2pm – 7pm
Cirencester Town Council , Bingham House, 1 Dyer Street, Cirencester, GL7 2PP	Friday 11 October	11am - 6pm
Churchdown Community Association , Parton Road, Churchdown, Gloucester, GL3 2JH	Tuesday 15 October	2pm - 8pm

Deposit points

Copies of all of the consultation documents are available to view in the following locations for the duration of the consultation period:

Location	Opening times
Cotswold District Council main offices , Trinity Road, Cirencester, Gloucestershire, GL7 1PX	9am – 5pm: Monday to Friday
Gloucestershire County Council , Shire Hall, Westgate St, Gloucester, GL1 2TG	8.30am – 5pm: Monday to Friday
Tewkesbury Town Hall , High Street, Tewkesbury, GL20 5AL	10am – 3pm: Monday to Thursday

Public information points

This consultation booklet and the feedback questionnaire are also available to pick up at the following public information points for the duration of the consultation period:

Location	Opening times
Brockworth Community Library , Moorfield Road, Brockworth, GL3 4ET	10am - 1pm and 2pm - 5pm: Monday to Wednesday 2pm - 5pm: Thursday 10am – 12.30pm: Saturday
Cheltenham Library , Clarence Street, Cheltenham, GL50 3JT	9am – 7pm: Monday and Friday 9am – 5.30pm: Tuesday and Thursday 9am – 4pm: Saturday
Churchdown Library , Parton Road, Gloucester, GL3 2AF	10am – 1pm and 2pm – 6pm: Tuesday 10am – 1pm and 2pm – 5pm: Wednesday to Friday 10am – 1pm: Saturday
Cirencester Library , The Waterloo, Cirencester, GL7 2PZ	9.30am – 5pm: Monday and Thursday 9.30am – 7pm: Tuesday and Friday 9.30am – 1pm: Wednesday 9.30am – 4pm: Saturday
Coleford Library , The Main Place, Old Station Way, Coleford, GL16 8RH	10am – 2pm: Monday and Saturday 10am – 7pm: Tuesday 10am – 5pm: Wednesday to Friday
Crickley Hill Visitor Centre , Crickley Hill, Birdlip, Gloucester GL4 8JY	8am – 5pm: Monday to Friday
Gloucester Library , Brunswick Road, Gloucester, GL1 1HT	9am – 7pm: Monday, Tuesday and Thursday 9am – 5.30pm: Wednesday and Friday 9am – 4pm: Saturday
Hucclecote Library , Hucclecote Road, Gloucester, GL3 3RT	9.30am - 12pm and 1pm - 4pm: Monday and Tuesday 9.30am - 12pm and 1pm - 5pm: Wednesday 2pm - 5pm: Thursday 9.30am - 12pm and 1pm - 7pm: Friday 10am - 4pm: Saturday
Moreton Area Centre , High Street, Moreton-in Marsh, Gloucestershire, GL56 0AZ	8.45am – 5pm: Monday to Friday 10am – 1pm: Saturday (until end of October)
National Star College , Ullenwood, GL53 9QU	8am - 6pm: Monday - Friday 8am - 5pm: Saturday
Stroud Library , Landsdown, Stroud, GL5 1BB	9.30am – 6:30pm: Monday and Friday 9.30am – 5pm: Tuesday and Wednesday 9.30am – 2pm: Thursday 9.30am – 4pm: Saturday
Tewkesbury Library , Sun Street, Tewkesbury, GL20 5NX	9.30am – 5pm: Monday and Friday 9.30am – 7pm: Tuesday and Thursday 9.30am – 1pm: Wednesday 9.30am – 4pm: Saturday

Next steps

Once the consultation has closed at **11.59pm on Friday 8 November 2019**, we'll review all the suggestions and comments received during consultation.

We'll take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures.

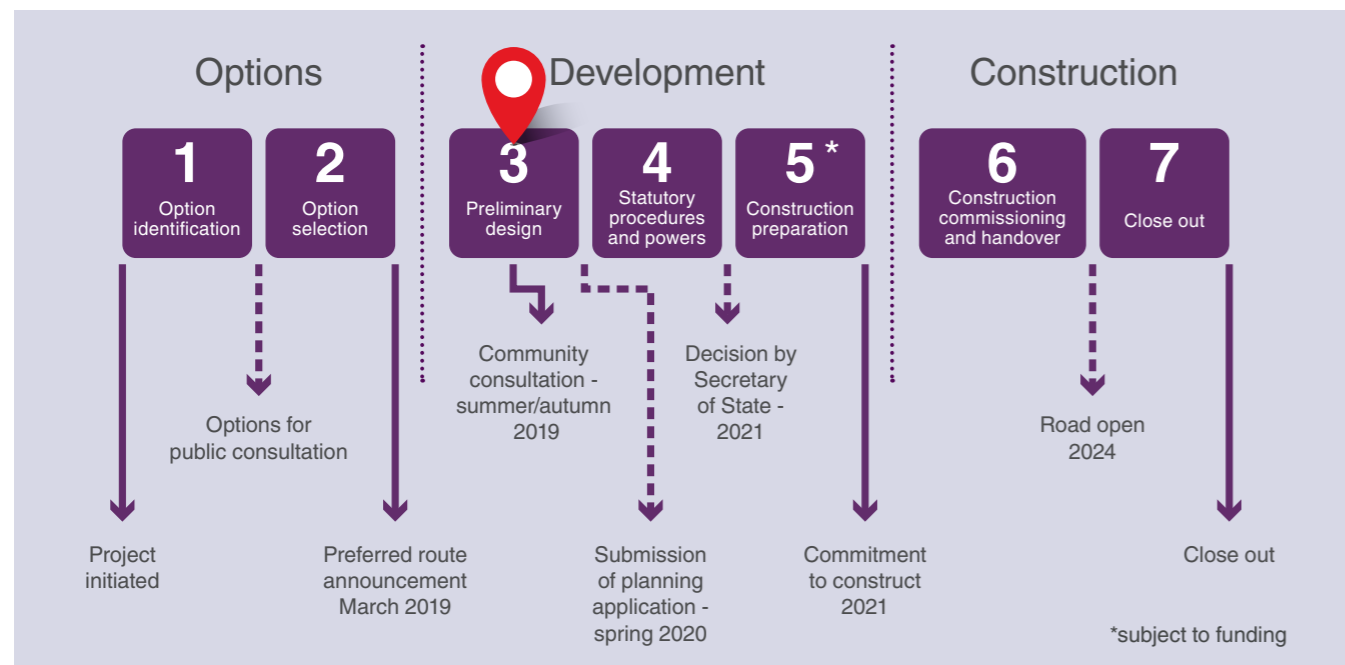
We'll set out a summary of the responses, and describe how our proposals have been informed and influenced by them, in a consultation report. This will form part of our DCO planning application and will also be available to the public following submission of the application. We expect to submit our DCO planning application by spring 2020 and, provided funding is granted, works would start in 2021.

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

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 Friday 8 November 2019**.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application through written representation and public hearings during 2020, and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

The process for this is explained in the table below.




Delivery of the scheme will be subject to confirmation of funding within the second Road Investment Strategy (RIS2), which will cover the period between 2020 and 2025 and is due to be published towards the end of 2019.



Notes

For more information please visit our webpage, where you can also sign up for email alerts whenever the webpage for this scheme is updated.

If you have any queries about this scheme, please contact the project team directly

 0300 123 5000

 a417missinglink@highwaysengland.co.uk

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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