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## **A28 Chart Road Dualling, Ashford**

**To: Ashford Joint Transportation Board - 8 March 2016**

**Main Portfolio Area: Growth, Environment & Transport**

**By: Roger Wilkin, Interim Director of- Highways & Transportation**

**Classification: For Information**

**Ward: Godinton, Great Chart with Singleton North, Victoria, and Singleton South**

**Division: Ashford Central, Ashford Rural West and Ashford South**

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**Summary: Report on Public Engagement for the A28 Chart Road Dualling Scheme**

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### **1. Introduction**

1.1 The A28 is a strategic route serving the east and south side of Ashford from M20 Junction 9. The corridor from Junction 9 to Tank Roundabout has been progressively improved over past years. Prior to the recession, it had been the intent to then consider the improvement of the A28 Chart Road between Tank and Matalan roundabouts and outline plans had been prepared by our consultants. As the UK emerges from recession, and with the award of Local Growth funding and the proposed development at Chilmington, it has been possible to actively promote this improvement. The existing road and junctions are regularly congested, the route lacks continuity of footway and cycle provision and the vertical alignment over the railway bridge is poor.

1.2 The objective is to provide a two lane dual carriageway with shared un-segregated footway/cycleways along both sides together with improved junction capacity at Tank roundabout, Matalan roundabout and Loudon Way. The corridor is highly constrained but the overarching principle is to widen as much as possible on the eastern side to mitigate the impact on Godinton Park residents while not adversely affecting Cobbs Wood industrial estate and access to those businesses. Chart Road is already busy and traffic will continue to increase through general background and development growth. While extra capacity is being provided to help reduce congestion and allow the freer movement of traffic, noise is already an understandable concern. A complementary objective is therefore to provide traffic noise screening for Godinton Park residents so that noise is not higher than at present and ideally that the situation can be improved.

1.3 Chart Road is an established road and green corridor with many mature trees. Regrettably and unfortunately unavoidable, there are many trees that will need to be taken to achieve the dualling scheme. However, there will still be significant areas of

land remaining that will give scope for new landscaping that will be considered jointly with the consideration of noise mitigation measures.

## **2.0 Detailed Scheme Description**

### **2.1 General**

See Drawing No. 4300246/000/25 Rev 5 - Appendix A

### **2.2 Tank Roundabout**

This will be enlarged to provide improved capacity. It will be 'lozenge shaped' in order to accommodate the five entry arms.

### **2.3 East Lodge/Geerings**

This is the main pinch point and there is not enough room between the boundaries of East Lodge and Geerings to achieve the dualling without requiring land take. The initial starting point for design was to avoid East Lodge which is a Grade II listed building. However, Geerings have already had land taken when the Channel Tunnel Rail Link was built and further land take would have a very significant impact on their business. It is therefore proposed to take a narrow strip of land from East Lodge. This would require rebuilding the flank boundary wall and the opportunity would also be taken to increase the height to give added visual and traffic noise screening. This has been discussed with the owners who have been very understanding of the problem and supportive of the proposal in principle. It would require Listed Building planning consent but informal discussions with heritage officers at the Borough Council suggest that this could be supported subject to careful design of the wall and reuse, where possible, of existing bricks.

### **2.4 East Lodge to Loudon Way**

It is not possible to widen fully on the Cobbs Wood side of the road because of the need to provide a junction with Brunswick Road and retain adequate room for holding a lorry within the junction. There is also a need to cater for lorry turning movements bearing in mind the need for some lorries to turn back on themselves into Brunswick Road which runs parallel to the A28. Some widening on the Godinton side of the road is therefore unavoidable and this is mainly where mature trees will be lost. However the existing linear grass mound is unaffected and there is significant space remaining for landscaping and noise mitigation measures.

With land take for widening, it had initially been considered that the Hilton Road junction would need to be closed. However, while the arrangement is not ideal, it is proposed to retain Hilton Road as a left in only junction. This would maintain flexibility of access to Cobbs Wood and in particular would allow Geerings traffic wishing to head back towards the M20 direction to use Hilton Road and Carlton Road to get to back to Tank Roundabout. This would avoid a longer diversion down to Matalan roundabout to achieve the 'U' turn which would be a major concern to Geerings.

It is proposed that Loudon Way junction would be maintained as a traffic signal controlled junction with controlled pedestrian crossings and a dedicated north bound left turn lane and a dedicated south bound right turn lane for traffic entering Godinton Park. There is a large grass area in the south west quadrant and a roundabout option had been considered. While it would provide comparable traffic capacity and would cater for Geering 'U' turning traffic it would have a much larger 'foot print' and

brings north bound traffic nearer to houses. While traffic signals are not always favoured by the general public they do give positive control that will assist Godinton Park traffic to exit on to Chart Road. Roundabouts also disadvantage pedestrian and cyclists because they have to travel some distance around the roundabout arms to where a controlled crossing point could be safely provided. A roundabout would also have a greater impact on utilities. Taking all these factors into account a roundabout option was rejected in favour of the proposed traffic signals.

## **2.5 Brunswick Road to Railway**

Brunswick Road will be provided as a left in/left out junction.

The existing railway bridge will be retained for northbound traffic. The vertical alignment will be improved by slightly raising the vertical alignment of the road on the Matalan side approach. A new bridge will be provided to the east of the existing bridge for southbound traffic. A retaining wall will be required on the approach to the bridge to avoid adversely encroaching into some Cobbs Wood premises although some local minor land take will be necessary from one unit.

With most of the road widening along the Cobbs Wood side of the road there will be little impact to the existing green corridor and no effect on the existing linear grass mound. The existing road will generally form the northbound carriageway

## **2.6 Railway to Matalan Roundabout**

The alignment is dictated by the new railway bridge but is then pulled across to the west on the approach to Matalan roundabout in order to minimise the impact on Matalan. A strip of land would be required from the field on the west side of the A28. A retaining wall is shown along the east side to minimise the land take from the Bombardier site and Matalan. However the Bombardier site is likely to come forward for redevelopment and there may be scope for an alternative solution that avoids or lessens the extent of retaining wall that may be required.

## **2.7 Matalan Roundabout**

This will be enlarged to provide improved capacity.

## **2.8 Pedestrian and cyclists**

A continuous shared un-segregated footway and cycleway will be provided along both sides of the road. Signal controlled crossing points of the dual carriageway will be provided before Tank and Matalan roundabouts and just south of Brunswick Road. In addition a new controlled crossing of Loudon Way will also be provided as part of the junction signals.

## **3.0 Governance**

3.1 A Report was submitted to the Environment & Transport Cabinet Committee on 17 September 2014. Following this the Cabinet Member for Environment & Transport took a range of Decisions, Record of Decision 14/00091, to enable the development of the scheme to proceed.

3.2 The Corporate Director of Growth, Environment & Transport signed a Notice of Action taken under Record of Decision 14/00091 to give approval to public engagement for the outline design shown on Drawing No. 4300246/000/25 Rev 3.

3.3 Public engagement was based on Drawing No. 4300246/000/25 Rev 5 - the only change from Rev 3 is the intention to not close Hilton Road junction but to retain it as a left in only junction. The change is less onerous and de-minimus in the context of the overall scheme and a further approval was not considered necessary as further approvals will be required following consideration of the public engagement.

#### **4.0 Public Engagement**

The scheme is highly constrained and there were unlikely to be significant opportunities for local residents and businesses to fundamentally change the scheme. Public engagement was regarded as an opportunity to explain the proposals to local residents and businesses and obtain feedback on local experience to inform detailed aspects of the scheme.

#### **5.0 Public Exhibition Venue**

5.1 The location of the venue for the public exhibition was important and needed to be held in close proximity to Chart Road and be easily accessible to the local community.

5.2 An early proposal to hold the exhibition in the MOD Army Reserve Centre adjacent to Tank Roundabout had to be abandoned because national security concerns prevented the use of this facility.

5.3 The only other viable location to hold the manned public exhibition was Godinton Village Hall, Loudon Way, Ashford TN23 3JJ. The exhibitions were subsequently held on Thursday 26 November 2015 and Thursday 3 December 2015 between 14:30 and 18:30. See location plan - Appendix B.

5.4 The dates and times of the exhibition were dictated by the restricted availability of the Village Hall. However, there was good attendance at the exhibition and no significant adverse comments were made about the dates and times of the exhibition.

#### **6.0 Public Engagement Notification**

6.1 A newsletter giving background information about the scheme and details of the exhibition were given in Newsletter No. 1 distributed within Godinton Estate and Cobbs Wood Industrial Estate on Wednesday 18 November 2015. See Newsletter No.1 - Appendix C and Area of Distribution - Appendix D

6.2 An article appeared in the Kentish Gazette on 19 November 2015 and also on its online edition giving wider publicity to the public exhibition. See a copy of the newspaper article - Appendix E.

6.3 During the scheme development there had already been some engagement with most of the landowners whose land is likely to be affected by the scheme and they received personal notification of the exhibition.



## **7.0 Public Exhibition**

7.1 Scheme plans, indicative landscaping plans and supporting text were displayed. See copies of display material - Appendix F and photographs of the exhibition layout - Appendix G.

7.2 A comprehensive Question and Answer paper was prepared to assist attendees and for them to take away. See Appendix H.

7.3 On 26 November 2015 the exhibition was manned by:  
Barry Stiff - Project Manager (Major Projects), KCC Highways & Transportation.  
Darren Bearwish - Project Manager, Amey (KCC's Design Consultants)  
Sue Head – Planning & Development Unit, Ashford Borough Council (until 16:30).

7.4 On 3 December 2015 the exhibition was manned by:  
Barry Stiff - Project Manager (Major Projects), KCC Highways & Transportation.  
Darren Bearwish - Project Manager, Amey  
Doug Burgess – Highway Design Lead, Amey  
Sue Head - Planning & Development Unit, Ashford Borough Council.

7.5 Attendees were asked to sign an Attendance Sheet giving details of name, address and email address if they would like to receive further project newsletters. See Attendance Sheet pro-forma - Appendix I

7.6 Attendees were invited to submit comments on a Comments Sheet either before leaving the exhibition or by post. See Comments Sheet pro-forma - Appendix I

7.7 The project newsletter also gave details of a generic email ChartRoadMajorProject@kent.gov.uk for people to make contact with the project team and to make comments.

### **7.8 26 November 2015 Attendance**

The exhibition was well attended with 79 people signing the Attendance Sheet. 13 Comments Sheets were completed. See a transcript of redacted Comments Sheets - Appendix J.

### **7.9 3 December 2015 Attendance**

Less people attended the second exhibition with only 39 people signing the Attendance Sheet. 16 Comments Sheets were completed. See a transcript of redacted Comments Sheets - Appendix J.

7.10 Up to the end of January a total of six emails had been sent to the project email address. See a transcript of redacted emails - Appendix J.

## **8.0 Public Engagement Commentary**

8.1 The vast majority of people who attended the exhibition accepted that something needed to be done to improve the current congestion issues associated with Chart Road and understood and agreed with the need to plan for the future growth required for the Chilmington and other developments.

8.2 Whilst there were a few people who thought that a by-pass should be provided in order to move traffic away from the Godinton estate, the majority of attendees supported the principle to improve Chart Road.

8.3 One area of discussion for a number of attendees was the Loudon Way junction, with many people concerned about the poor operation of the current signals. They believe this is a major reason for the congestion that is experienced, particularly for the north bound carriageway, where queues can often develop up to and beyond Matalan roundabout. This was also an issue raised by Great Chart with Singleton Parish Council, who are concerned with 'rat-running' through Great Chart when Chart Road is congested.

8.4 Some people suggested that a roundabout was a better solution for the junction as they consider this would allow traffic to flow more freely on Chart Road. However the majority could see the all-round advantages of the signals, particularly for the residents of Godinton Estate providing guaranteed exit onto Chart Road even at dominant periods of traffic flow on Chart Road and the benefits that can be provided for pedestrians and cyclists but only if the current performance of the signals is improved.

8.5 A large proportion of attendees were residents within the local community and unsurprisingly the majority of comments received were associated with specific local issues, including:

- Noise and air quality impacts both permanent and during construction
- Location and specific detail regarding the noise mitigation fencing
- Parking issues in Loudon Way
- Type of junction for Loudon Way
- Operation of the Loudon Way junction
- General impacts of the construction works
- Concerns regarding movement of traffic through the Cobbs Wood Estate
- Improved destination signing/road markings on the approaches to roundabouts

8.6 Following the exhibition, the substantial comments are being investigated in more detail, and this work is currently being carried out by Amey. Feedback from this work will be provided personally to those people who provided the comments. Some of the comments are best addressed at the detailed design stage and will be reviewed and considered then.

8.7 Concerns were also raised about the perceived loss of cycling facilities by changing the existing segregated facilities to a shared pedestrian/cycle route. It should be noted that the cycle provision for the proposed scheme will double compared to the existing situation. The choice of facility has been selected based on existing and predicted demand, together with the available land along much of the route. However, as part of the detail design and where space permits the width will be increased to give the maximum benefits to both cyclists and pedestrians.

## **9.0 The Cobbs Wood Estate and Geerings**

9.1 The exhibition was poorly attended from the business community of Cobbs Wood Estate with only four companies attending the two exhibitions. Random checks on some of the businesses confirmed that they had received the newsletter prior to the event.

9.2 Geerings have been engaged from an early stage of the project, initially as a result of the potential impact on their land and a number of meetings have been held directly with them. However, following the decision to widen Chart Road on the East Lodge side of the road, the direct impact to their land has been avoided but unavoidably it remains the situation that their access will be restricted to left in/left out movements only.

9.3 At the request of Geerings and their tenants, and other firms in the adjacent Hilton Road area a meeting was held on 22 February hosted by Kent Invicta Chamber of Commerce and attended by both KCC and ABC Officers. The reasons for the scheme and background to the current design were discussed in detail. Much of the debate focussed on why direct access could not be provided, to avoid lengthy 'U' turns, because of the physical constraints, safety reasons and wider disbenefits to overall operation of the A28. These concerns undoubtedly remain and a feeling that Cobbs Wood generally is being disadvantaged in preference to Godinton Park but there was reluctant acceptance of the rationale for the layout. However, KCC and ABC officers advised the businesses that to try and mitigate issues with displaced vehicle movements from the changes being made to the Hilton Road, Brunswick Road and the Geerings access, KCC and ABC would jointly carry out a safety and parking review of the Cobbs Wood Estate and that would be further consulted upon both informally and through statutory processes on any measures taken forward. Concerns were also raised about the condition of the existing road surface within the Cobbs Wood Estate. This was noted and KCC agreed to investigate this concern.

## **10.0 Engagement with other Stakeholders**

In addition to the public exhibition other key stakeholders were contacted, these included:

- Kent Police
- Kent Fire and Rescue
- South East Kent Ambulance Service
- Stagecoach
- Buzzlines Travel Ltd
- Kent Association for the Blind
- Guide Dogs for the Blind
- Ashford Access Group
- Road Haulage Association

To date responses have been limited but follow up communications will be made to ensure that any specific issues are considered as part of the detail design stage.

## **11.0 Conclusions**

11.1 Whilst there were local specific concerns that need to be investigated further and addressed, notably parking issues in Loudon Way and concerns about the noise mitigation measures, the majority of people who attended the exhibition were generally in favour of the proposed improvements.

11.2 It is clear from the comments received and the discussions that took place at the exhibition that there are concerns about the operation of the Loudon Way junction signals and how this will impact on the wider network. This concern is noted and the layout of the signalised junction and operation of the signals will be fully optimised in the final design of the junction to make sure they operate as efficiently as possible.

11.3 There is a need to follow up on some of the comments in the short term and this work is currently being undertaken. It is also the intention to provide feedback to those people who made specific comments when this initial work has been undertaken.

11.4 It is accepted that the changed access arrangements to Cobbs Wood and to Geerings who have direct access onto A28 are not ideal. It is a feature of the layout of the estate, position of junctions and physical constraints that an all movements junction cannot be provided. However, it is a common occurrence that dual carriageways require many accesses and junctions to become left in/left with 'U' turns being made at nearby roundabouts. For the scheme this will involve the use of Tank and Matalan roundabouts or changed distribution of use of roads within Cobbs Wood in order to connect access directly onto Tank roundabout. Geerings are particularly disadvantaged but by keeping Hilton Road open they have the option to avoid the

longer distance involved to 'U' turn at Matalan roundabout. As discussed above it is proposed to carry out a joint review of safety and parking issues within Cobbs Wood.

## 12.0 Recommendations

It is recommended that:

- (i) Members of the Ashford Joint Transportation Board note the outcome of the public engagement as outlined within this report.
- (ii) Members of the Ashford Joint Transportation Board are invited to make any comments that will be made known to the Cabinet Member for Environment & Transport and Corporate Director for Growth Environment & Transport before the Corporate Director is invited, under delegated powers, to formally approve the scheme shown on Drg 4300246/000/79 as the Preferred Scheme to take forward for detailed design, land acquisition and statutory procedures including compulsory purchase.

Future Meeting if applicable: As necessary but none planned at present	Date:
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Contact Officer:	John Farmer - Project Manager (Major Projects) e mail: john.farmer@kent.gov.uk tel: 03000 411634
Reporting to:	Mary Gillett - Major Projects Planning Manager

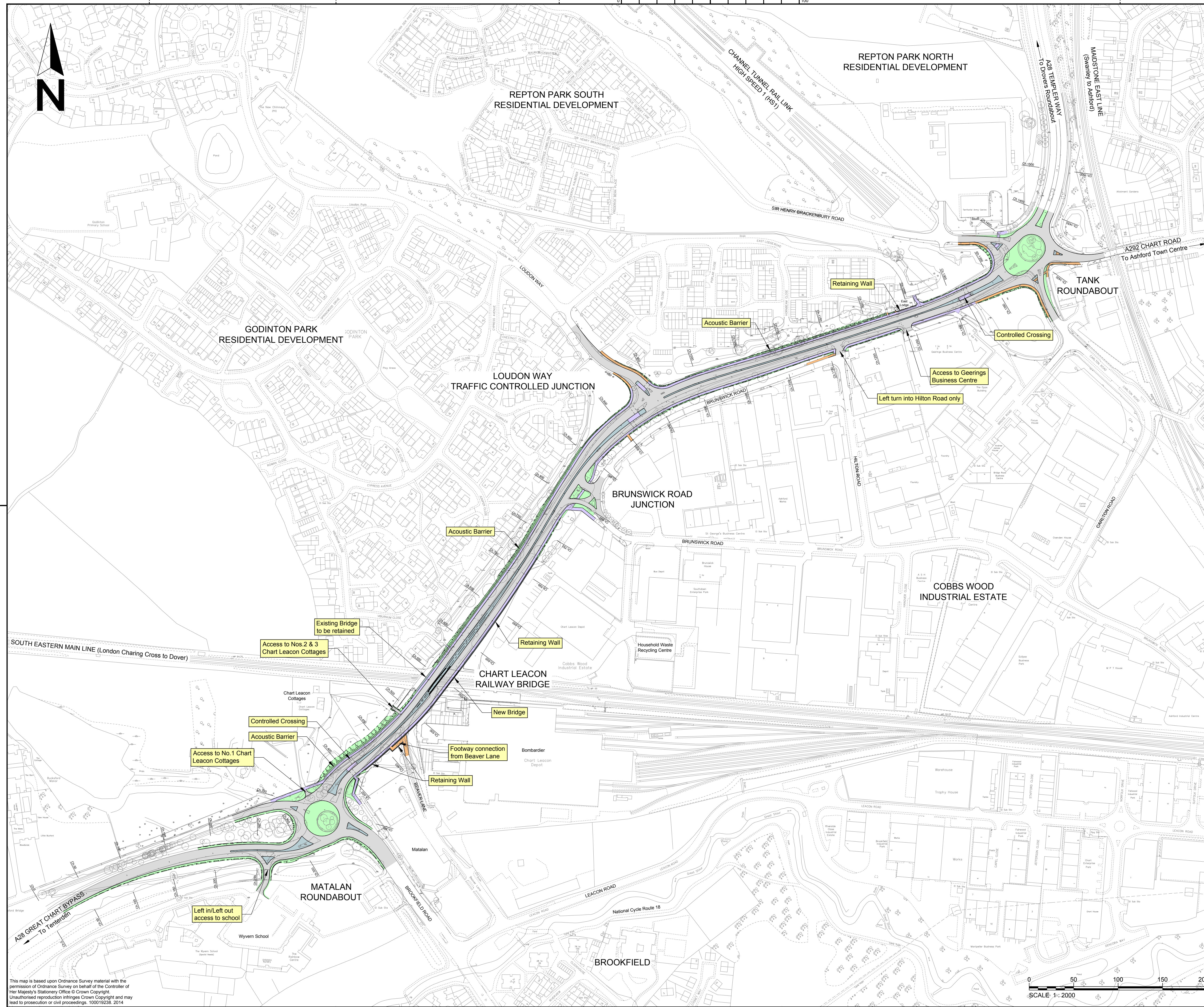
## Appendices

Appendix A	Public Engagement Scheme Plan
Appendix B	Godinton Village Hall Location Plan
Appendix C	Project Newsletter No. 1
Appendix D	Plan of Newsletter Distribution Area
Appendix E	Ashford Herald Article 19 November 2015
Appendix F	Public Exhibition Display Boards Material
Appendix G	Photographs of Exhibition Display Layout
Appendix H	Question & Answer Paper
Appendix I	Attendance and Comment Sheet Pro-forma's
Appendix J	Transcript of Redacted of Public Exhibition Comments and Emails
Appendix K	Preferred Scheme Drawing No. 4300246/000/79

## **APPENDIX A**

### Public Engagement Scheme Plan





**KEY**

- Carriageway Improvement
- Verge / Earthworks / Landscaping
- Footway
- Shared Unsegregated Footway/Cycleway
- Non Pedestrian Hardstanding

5	Carriageway and Central Island Crossing widened at Ch.1300 approx. Brunswick Road Junction amended to prevent right turn into Brunswick Road adjacent to Chart Road.	BDB	DBB	05.11.15
4	Acoustic barriers added, Geerings access amended. Minor adjustments to shared footway/cycleway tie-ins. Brunswick Road Junction shared footway alignment amended and hardstanding on island removed. Footway link to Brunswick Road at Ch.900 added.	BDB	DBB	20.10.15
3	Wyvern School access and approach amended. Hilton Road junction added. Northbound carriageway alignment amended Ch.550 to Ch.725. Main alignment immediately north of Matalan roundabout adjusted. Sir Henry Brackenbury Road approach to Tank Roundabout amended.	BDB	DBB	06.10.15
2	Beaver Lane footway ramp amended	PRL	DB	08.09.15
1	Title block revised Hilton Road text revised	RJHF	DB	13.08.15
Rev	Revision details	Chkd	Appd	Date

Drawn:	TMW	Preliminary
Design:	RBF	For comment
Chkd:	BDB	For tender
Appd:	BDB	For construction
Date:	01 July 2015	As constructed
		Other

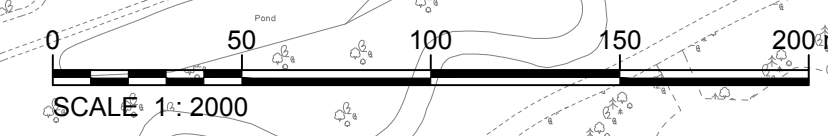


Client  
**A28 CHART ROAD WIDENING**

Drawing Title  
**Scheme Plan  
Traffic Signal Controlled Junction  
at Loudon Way**

Original Drawing Size : A1	Dimensions : -
Scale : 1:2000	Copyright © Amey
Drawing No <b>4300246/000/25</b>	Rev <b>5</b>

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## **APPENDIX B**

Godinton Village Hall Location Plan





**Location of Godinton Village Hall – Venue of Public Exhibition**

## **APPENDIX C**

A28 Chart Road Newsletter No. 1

# A28 Chart Road, Ashford Improvement Scheme



Newsletter 1

November 2015

## Programme

Design 2016 & 2017

Land acquisition  
2016 & 2017

Vegetation  
clearance  
February 2018

Construction  
Spring 2018 to  
Autumn 2019

## Funding

Project cost £32.8  
million

£10.23 million  
Government funding  
allocated

£22.57 million  
developer  
contributions

## Next Steps

Public engagement  
November &  
December 2015

Review feedback  
and finalise design  
2016

## The Background

The A28 is a strategic route serving the east and south side of Ashford connecting to the M20 at Junction 9. The route from Junction 9 to Tank roundabout has been improved over recent years. With the award of Government Local Growth Funding of £10.23million and the proposed developments in Ashford, Kent County Council is now able to promote the improvement of the next section of the A28 Chart Road between Tank and Matalan roundabouts.

## The Proposals

The objective is to increase the capacity of the road to improve traffic flow by providing a two lane dual carriageway with shared un-segregated footway/cycleways along both sides of the road together with improved junctions at Tank and Matalan roundabouts and Loudon Way. The route is highly constrained in terms of available land but the overarching principle is to widen as much as possible on the eastern side of the road to mitigate the impact on Godinton Park residents, while not adversely affecting Cobbs Wood industrial estate and access to those businesses.

Increased noise is an understandable concern and a further objective is to provide traffic noise screening for Godinton Park residents.

The scheme will include replacement and enhanced planting to offset the trees that unfortunately need to be removed to accommodate the widened road. The design of the noise screening will be integrated into the landscaping proposals, which will also see more trees planted than will be lost.

Information on the scheme can also be found on the project website found at the foot of this newsletter.

## The Next Step

A public exhibition is being held at Godinton Village Hall, where people can view drawings and discuss the proposals with County Council staff. Please see overleaf for more details.





# A28 Chart Road, Ashford Improvement Scheme

## Key Aspects of the Scheme

- Road will be dualled – providing 2 lanes in each direction to provide extra road capacity for current and future traffic flows
- Tank and Matalan roundabouts enlarged
- Upgrade of Loudon Way signal controlled junction
- Construction of new rail bridge for southbound traffic
- Improvement of the road levels over the existing rail bridge
- Extensive landscaping proposals
- Traffic noise screening for adjacent residents
- Provision of continuous shared footway/cycleways on both sides of the road
- Additional controlled crossings, for pedestrians and cyclists, at Loudon Way/Chart Road junction and Chart Road on approach to Matalan roundabout
- Hilton Road made entry only



## Public Exhibition



A public exhibition will be held at the Godinton Village Hall, Loudon Way on Thursday 26th November 2.30pm to 6.30pm and Thursday 3rd December 2.30pm to 6.30pm. If you would like to find out more about the scheme, please come along, or alternatively please contact us via the project email address given at the foot of this newsletter.

Godinton Village Hall, Loudon Way, Ashford. TN23 3JJ  
Parking is available

## **APPENDIX D**

Plan of Newsletter Distribution Area





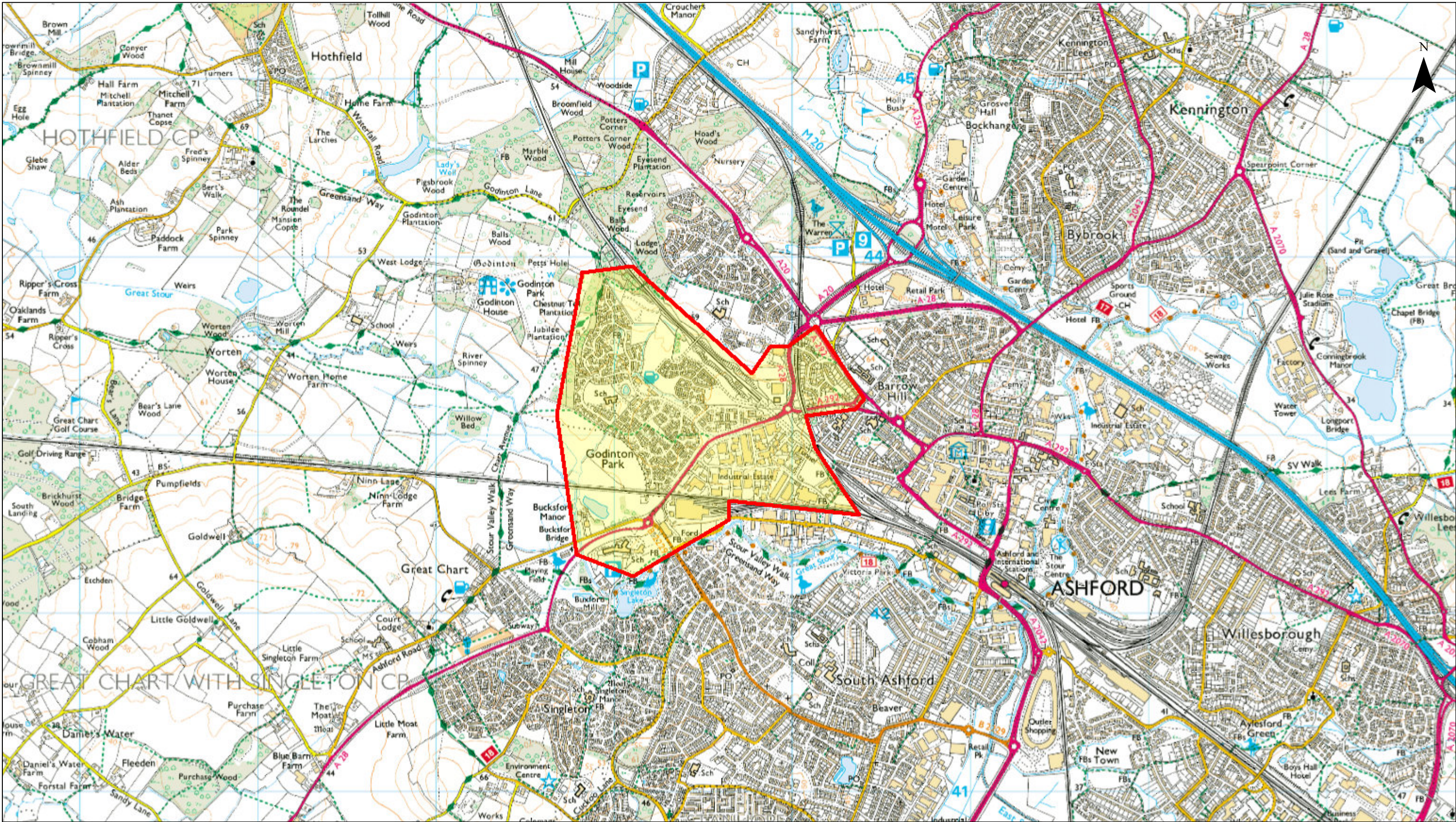
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## **APPENDIX E**

Kentish Gazette Article 19 November 2015



# CHART ROAD



Chart Road now, looking towards the Tank roundabout from the Loudon Way junction  
Picture: Gary Browne FM3994589



The Tank roundabout



KCC has released some designs for how the new A28 Chart Road could look as a dual carriageway

# First look at plans

by Aidan Barlow  
abarlow@thekmgroupp.co.uk  
@aidanbarlowKM

Transport chiefs have unveiled the first artist impressions and a timetable for the completion of a £30 million new road scheme.

Kent County Council Highways engineers will be working to turn Chart Road into a dual carriageway to provide extra capacity for traffic in Ashford.

The project includes extending the Tank roundabout opposite the Army Reserve Barracks and the roundabout opposite Matalan, as well as a new bridge over the railway and new landscaping.

There will also be a new central reservation, which means visitors to the household waste tip and businesses in Brunswick Road will only be able to turn left to get into or leave the area.

Project manager Barry Stiff will be in charge of the proposals and will be hosting public exhibitions to discuss the plans.

He said: "The scheme flows on from the works we have



Project manager Barry Stiff



Aerial view of Chart Road, Loudon Way and Cypress Avenue

done at Fougères Way and Templer Way at the Drover's roundabout.

"This will be the progression of those road improvements, as there has always been the aspiration to improve this link road."

Mr Stiff said £10 million would come from the government's growth fund, while a

further £22.5 million would be funded from housing developers' contributions.

Work could begin at the site in early 2018 and be completed by the autumn of 2019, with some parts of the project to be completed on weekends and evenings to minimise disruption.

He said that one of the key

challenges will be to install new landscaping to screen Godinton Park from the noise of the traffic.

He said: "The impact to people in Godinton Park is something we are sensitive about. We are looking in great detail about the impact of noise and air quality and how we are going to mitigate that."

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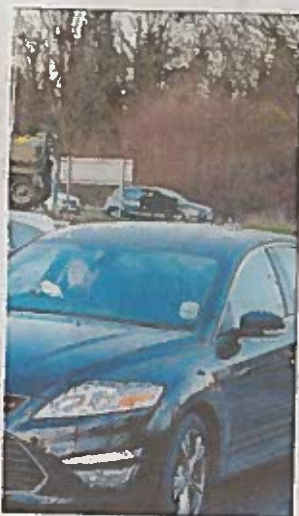
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# UPDATE



Picture: Alan Langley FM3691954



Looking towards the Matalan roundabout from the Hilton Road junction

Picture: Gary Browne FM3994592

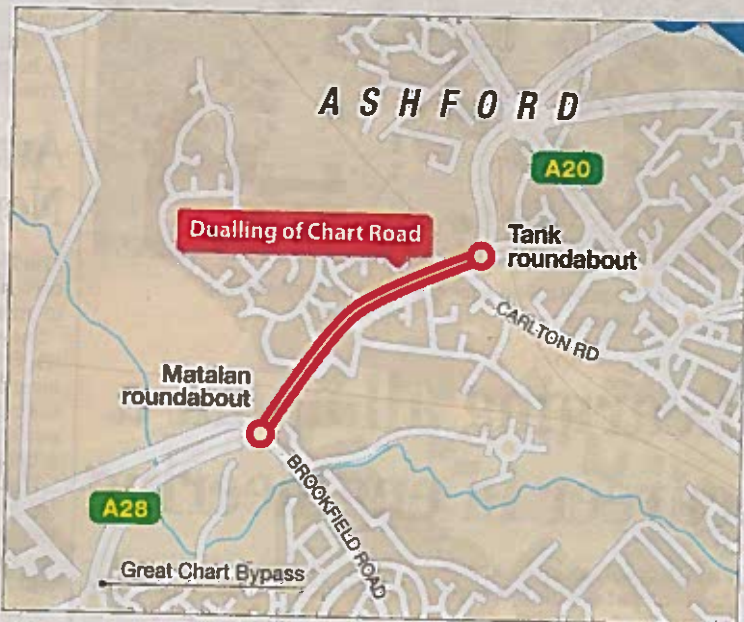


Pictures: Kent County Council

# for £30m road



Picture: sjb@simonburchett.co.uk REF KES3



"We are looking to screen along the road with hedging and trying to address specific problems within the design."

"We've employed local landscape architects, which will hopefully show people that we have put a lot of thought into this."

"We will have to plant new trees, and we want to create

a tree-lined avenue. At the moment it is a fairly green corridor, we are consciously trying to retain that look."

KCC will be hosting the first consultation at Godinton Village Hall in Loudon Way on Thursday, November 26, from 2.30pm to 6.30pm. There will be a second presentation on Thursday, December 3 the same time.

For more information email [ChartRoadMajorProject@kent.gov.uk](mailto:ChartRoadMajorProject@kent.gov.uk) or visit [www.kent.gov.uk/chartroad](http://www.kent.gov.uk/chartroad).

What do you think? Write to Kentish Express, 34-36 North Street, Ashford, TN24 8JR or email [kentishexpress@thekmggroup.co.uk](mailto:kentishexpress@thekmggroup.co.uk)

# BACK ME OR SACK



Fergus Wilson & Martin Peters

If you agree with me that we do not want an Operation Stack in 2016 and the only way this is to prevent Calais-bound lorries from clogging the M20 and M2 and for them to return to their point then back me! If you believe a giant lorry bridge should be built in Kent then sack me!

The Kent PCC Elections are held in May 2016.

Use your vote wisely!

Today's photo is of myself with Martin Peters of the 1966 World Cup team.

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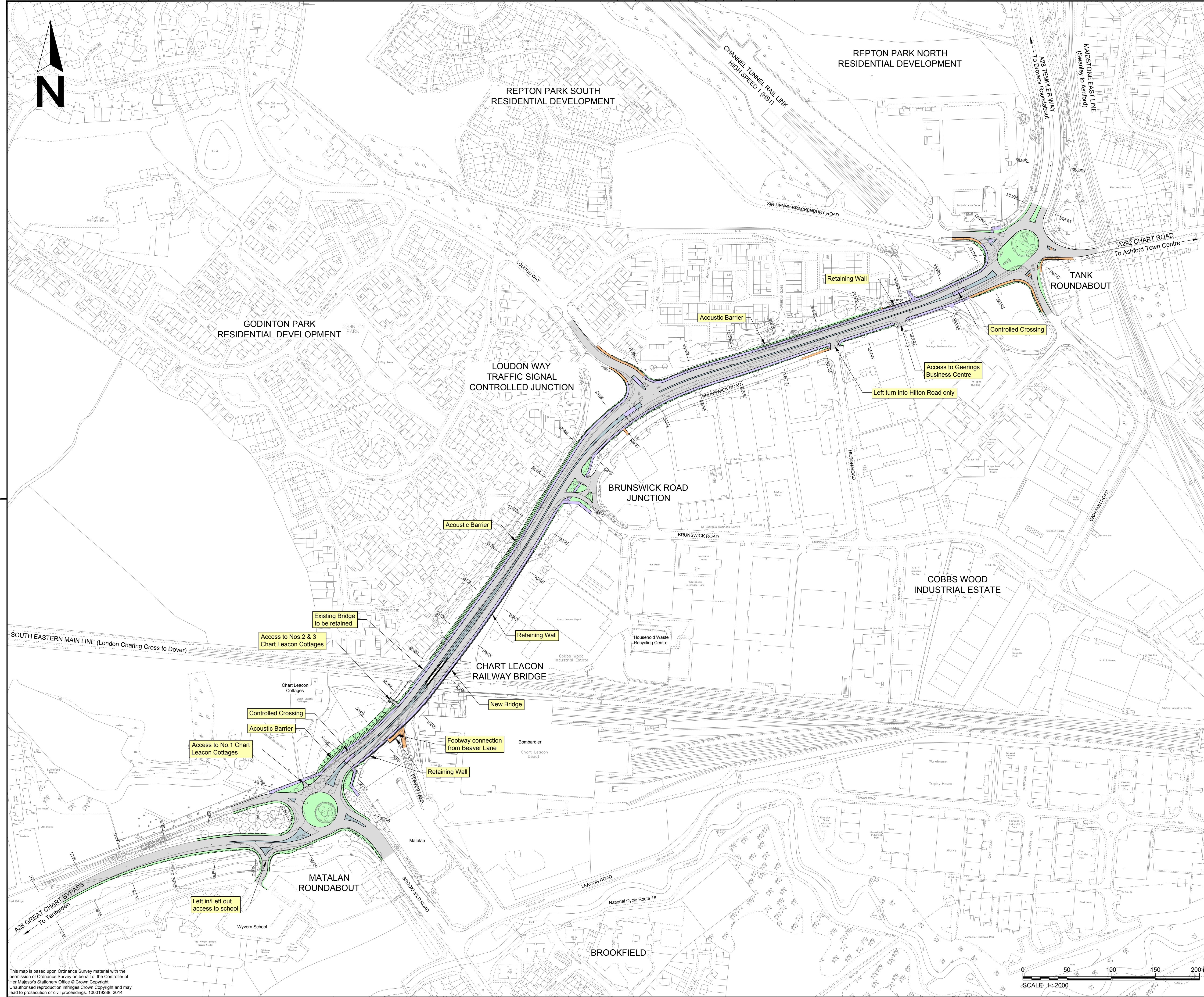
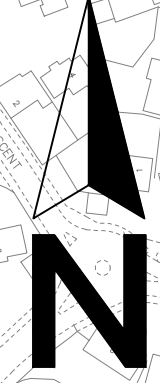
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## **APPENDIX F**

Public Exhibition Display Boards Material





**KEY**

- Carriageway Improvement
- Verge / Earthworks / Landscaping
- Footway
- Shared Unsegregated Footway/Cycleway
- Non Pedestrian Hardstanding

Rev	Revision details	Chkd	Appd	Date

Drawn: TMW Preliminary  
 Design: RBF For comment  
 Chkd: BDB For tender  
 Appd: DBB For construction  
 Date: 20 November 2015 As constructed

Client

Project Name  
**A28 CHART ROAD, ASHFORD IMPROVEMENT SCHEME**

Drawing Title  
**Scheme Plan**

Original Drawing Size : A1	Dimensions : m
Scale : 1:2000	Copyright © Amey
Drawing No 4300246/000/79	Rev 0

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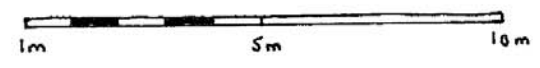


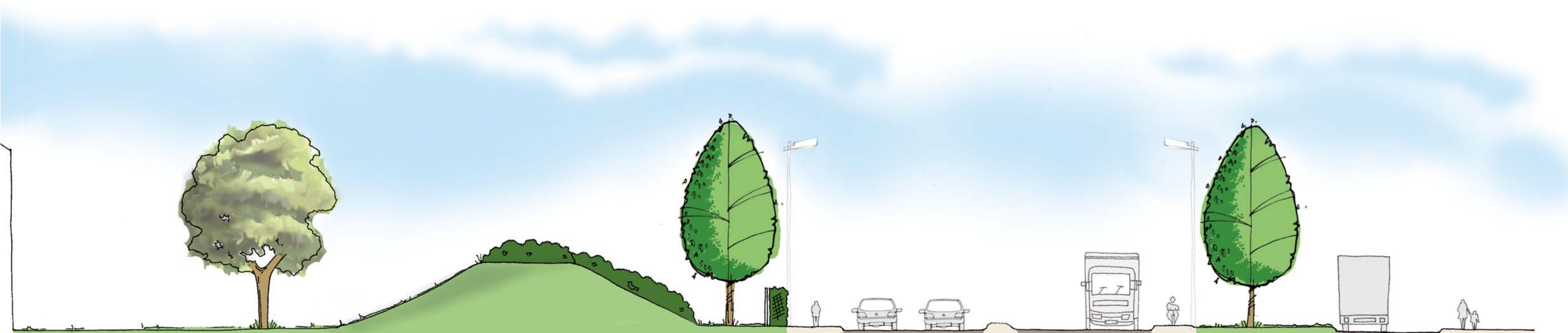


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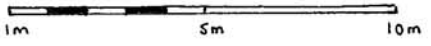




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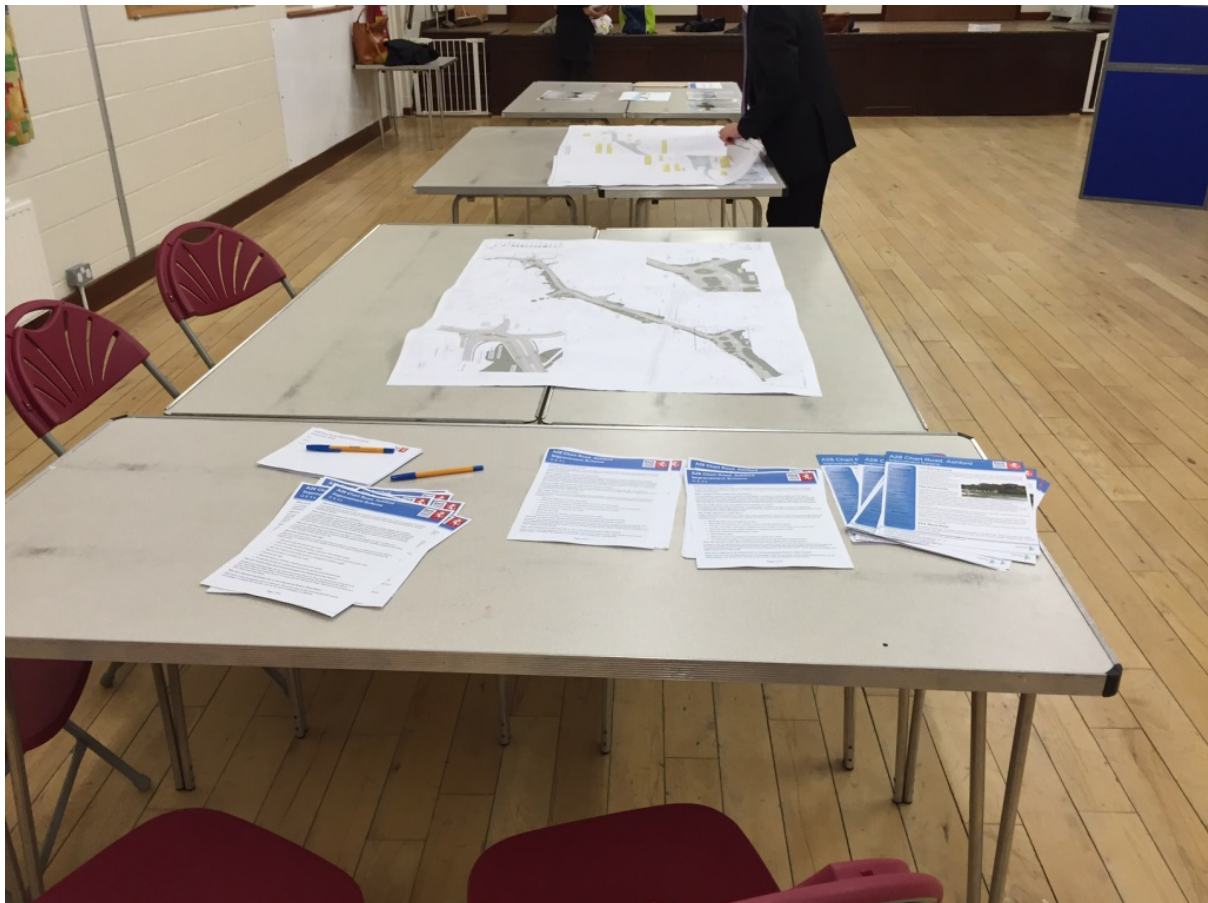
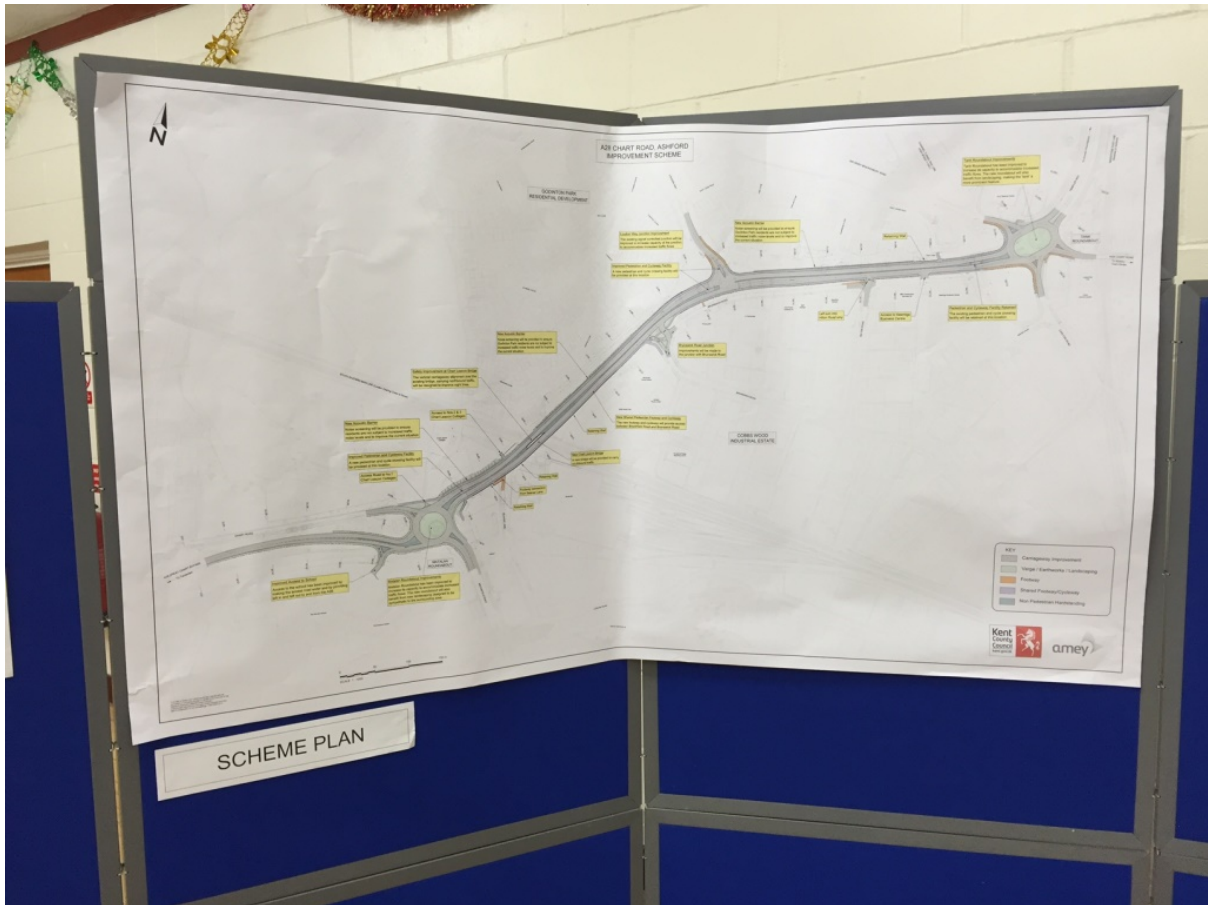


## **APPENDIX G**

Photographs of Exhibition Display Layout







## **APPENDIX H**

Question & Answer Paper

# A28 Chart Road, Ashford Improvement Scheme

## Q & A's



### What are the aims of the project?

To provide additional capacity on the road network to improve traffic flows, improve pedestrian and cyclist routes, minimise environmental impacts on residents of Godinton and maximise opportunities to provide replacement planting.

### What changes will be made to the road layout?

The carriageway between Tank roundabout and Matalan roundabout is being dualled with two lanes provided in both directions separated by a central island. The existing Tank and Matalan roundabouts are being enlarged to increase capacity. Loudon Way is being improved with more efficient signals, dedicated right and left turn lanes from Chart Road, and new pedestrian/cyclist controlled crossings of Loudon Way and Chart Road. Continuous footway/cycleway facilities are being provided on both sides of Chart Road.

### What are traffic flows now and what is the predicted increase?

The existing traffic flow along Chart Road is in the region of 27,000 vehicles per day. It is difficult to accurately predict future traffic flows in a growth area like Ashford but traffic modelling suggests future flows in 2030 could be 32,000 vehicles per day.

### Why traffic signals at Loudon Way?

Other options for the junction of Loudon Way were considered, including a roundabout and a left in/left out junction, but it is considered that traffic signals provide the best layout to achieve a balance between the following aims:

- Maximise traffic flow through the junction
- Allow the controlled flow of vehicles in and out of the Godinton estate
- Provide controlled crossings for pedestrians and cyclists of Chart Road and Loudon Way
- Minimise noise and air quality impacts on residents of Godinton estate
- Minimise impacts on existing bus routes
- Minimise land take
- Minimise impact on existing underground pipes and cables
- Provide opportunities to increase tree planting and landscaping enhancements

### How will I access Cobbs Wood Industrial Estate & the Waste Recycling Centre?

Access to the industrial estate can be made from Carlton Road via Tank roundabout and turning left only from Chart Road into Hilton Road or Brunswick Road. Vehicles leaving the estate will only be able to access Chart Road from Carlton Road or by turning left from Brunswick Road. There will be no access from Hilton Road onto Chart Road.

### Why can't right turns be allowed into or out of Brunswick Road or Hilton Road?

Right turns on dual carriageways are not desirable. They would need further traffic signals which would cause delays. It is better that vehicles u-turn at the Tank and Matalan roundabouts.

# A28 Chart Road, Ashford Improvement Scheme

## Q & A's



### **Will the dual carriageway increase the distance people need to travel to access the Waste Recycling Centre?**

Yes, this is unfortunately a consequence of the scheme, as those residents using Chart Road from the south will need to U-turn at Tank roundabout to access Brunswick Road, and those leaving the site wanting to go north on Chart Road will need to U-turn at Matalan roundabout after entering Chart Road from Brunswick Road or alternatively they could exit via Carlton Road onto Tank roundabout. Other forms of junction control were considered for Brunswick Road but there simply is not the space to provide a roundabout or another set of signals as the road is very constrained at this point.

### **How will pedestrians and cyclists be catered for in the new road layout?**

A shared un-segregated pedestrian and cycleway will be provided along both sides of Chart Road and connected onto existing routes. This will mean that a new section of footway/cycleway is being provided on the east side of Chart Road between Brunswick Road and Brookfield Road, a section that is regularly used by pedestrians despite the lack of a footway. New controlled pedestrian/cycle crossing of Loudon Way and Chart Road will be provided at the Loudon Way traffic signals. These will generally be phased so users cross when signals are red to avoid introducing unnecessary delays for traffic. The existing controlled crossing to the south of Tank roundabout is being retained and a new crossing of Chart Road is being provided just north of Matalan roundabout.

### **Why will it be a shared unsegregated footway/cycleway?**

The existing constraints on the route do not allow enough space for the provision of a segregated footway/cycleway. A pedestrian and cyclist count has been carried out and this showed that the usage was within the Sustrans guidelines for this type of route. A shared route was therefore considered the best use of the space available. Experience has shown that where segregated routes have been installed with insufficient space it can lead to the misuse of the marked pedestrian and cycle lanes.

### **Will the speed limit be changed?**

The speed limit will remain as at present – 40mph and reducing to 30mph on the approach to Tank roundabout.

### **Will the road have street lighting?**

Yes, the road will continue to have street lighting and all new lights will use LED lamps to reduce energy demand and maintenance requirements.

### **How much will the project cost?**

The project is estimated to cost £33million.

### **How will the project be funded?**

The project is being funded by a combination of £10million from Central Government's Local Growth Fund and the remainder from developer contributions.

### **When will the works take place?**

Works are programmed to commence in early 2018 with completion in the autumn of 2019.



# A28 Chart Road, Ashford Improvement Scheme

## Q & A's



### **Is planning permission required?**

No, the road closely follows the existing road and the environmental impacts are not considered significant. The planning authority has indicated that the scheme can proceed as 'Permitted Development'.

### **Do you need to buy land and how will you do this?**

Godinton estate was set-back when it was built because a future upgrade of Chart Road was anticipated. This has limited the amount of land required. It is hoped that land can be acquired by negotiation but a compulsory purchase order will be required to ensure all land can be obtained when we need it.

### **How will you protect residents from noise?**

Although traffic will increase some of that traffic will be moved further away from houses. The scheme will also include a noise fence to mitigate any increases in noise and the design of this will be integrated with the landscape planting.

### **Will I be entitled to traffic noise insulation?**

With the proposed noise protection it is unlikely that any properties would need to be offered secondary glazing.

### **Will residents be affected by increased air pollution?**

Current assessments show that the scheme has a negligible impact on air quality, through a combination of achieving better traffic flow and the fact that in some places traffic is being moved further away from residential properties.

### **Will the value of my property be affected?**

The value of your property should not be affected. An improved road and better traffic flow should be seen as a benefit by prospective purchasers. However, after the road is built, if some residents feel the value of their property has been affected by noise, lighting or fumes then they may be able to make a claim for compensation under the Land Compensation Act Part 1 1973.

### **Are trees being removed?**

Yes, approximately 85 trees are being removed but we are proposing to plant in the region of 135 new trees, an increase of 50 trees. It is regrettable that some existing trees will be removed as part of the scheme but this is unavoidable due to the constraints of the route. However, we have the opportunity to improve the planting and landscaping and are currently working with Ashford Borough Council and a specialist landscape designer to provide additional and better quality trees and planting along the route.

### **Will protected species be affected by the scheme?**

Extensive surveys have been undertaken to determine the effect on protected species, and to date only minor impacts on reptiles and great crested newts have been identified. Mitigation measures will be prepared to manage this. Removal of vegetation will take place outside of the bird nesting season.

# A28 Chart Road, Ashford Improvement Scheme

## Q & A's



### **How will the works be carried out?**

Sections of the scheme such as the new railway bridge and the road approaches can be built without affecting the existing carriageway. It is then probable that the additional width created can be used to maintain two-way traffic for much of the construction period. More detailed information on construction sequences will be provided in advance of starting on site once a Contractor has been appointed. The Contractor will be required to work with certain restrictions to ensure current traffic lanes are maintained as much as possible.

### **Will I still be able to access my house or place of work?**

Yes, access will be maintained at all times, unless agreed otherwise with individual property owners.

### **Will there be night work?**

Yes, certain critical activities such as the installation of the new bridge for which rail possessions will be required and final surfacing works will require night working.

### **Will there be road closures?**

Yes, it is likely that road closures will be required for certain activities, such as the bridge installation which will require a crane to lift the new bridge beams into position but closures will be generally restricted to overnight or during weekend periods.

### **Will bus services be affected?**

It is likely that services will be affected at some stage during the works but we will work closely with the Contractor and bus operators to ensure this is kept to a minimum.

### **How can I find out more information or make comments about the scheme?**

A dedicated website has been set up for the project, this is [www.kent.gov.uk/chartroad](http://www.kent.gov.uk/chartroad) and will provide the latest information on the project. If you would like to make any comments, these can be made via the project email address, [chartroadmajorproject@kent.gov.uk](mailto:chartroadmajorproject@kent.gov.uk).

Newsletters will also be distributed to local residents and businesses to provide updates on the project at key stages as the design progresses and during construction on site. These will also be made available on the website.

### **What happens after the public engagement?**

After the public engagement we will consider all of the comments and views expressed and this may lead to scheme amendments. By Spring 2016 we expect to be in a position where we can recommend to Ashford and County Council elected Members the final scheme to take forward.

## **APPENDIX I**

Attendance and Comments Sheet – Pro-forma's





## **APPENDIX J**

Transcript of Redacted Public Exhibition Comments and Emails



### Redacted Comments received at the Public Exhibition

No.	Date of Comment	Comment
1	26/11/2015	We live very close to the road. I am concerned about pollution (air) from extra traffic closer to our house than before. Also, I am very concerned about the air pollution. Noise pollution. In particular the air quality. We will be breathing this into our lungs whilst in our garden. My husband suffers with C.O.D. Also for children breathing this polluted air into their pure lungs. What will this cause as they get older? We have nine grandchildren. Two of which suffer from asthma! [sic] I suffer P.T.O. Auto - immune diseases. How do I know how this will effect me and effect my grandchildren. I would like the levels of pollution to be measured [sic] now and then the levels that will be projected from an independent body. The air pollution will obviously permeate into our house, we will be living with this monster !!!!!
2	26/11/2015	Need something on Matalan roundabout so name gets changed something visual. Need proper road markings and traffic enhancements to make people turn left at Godinton Park so they cannot go straight on. Same a [sic] tank roundabout.
3	26/11/2015	I understand you have to have a crossing but by putting it at the Loudon way Junction, it will enable more bus drivers to park in Loudon way and make it even more dangerous that it already is as most of the time you can not see out of the Cypress Ave turning to turn left or right. The yellow lines only go down to the bus stop. They need to be extended [sic] to stop people parking there
4	26/11/2015	Traffic signals at Loudon Way will still cause long tail backs of traffic in the morning rush hour. This will "back up" the Matalan roundabout as happens now. There has been a suggestion in the past to restrict right turns out of Loudon Way, particularly during a.m. rush hour. This might help to avoid the morning "pinch point". Also, what can be done to avoid Great Chart village (The Street) being used as a "rat run" /PTO during the morning rush hour? With increased numbers of vehicles from the Chilmington development this problem will only get worse.
5	26/11/2015	With increased traffic flows due to Hilton Rd being one way will there be Traffic lights at the top of Carlton Rd leading to Godinton Rd for easy pedestrian access. Also there may be increased traffic exiting Carlton Road at the Tank Roundabout causing traffic jams at this road exit due to the current heavy flow from A28 & Chart Road
6	26/11/2015	Concerns with noise/ traffic fumes impact: Extend noise fencing to close the gap between East Lodge & Chart Road. Vibrations Issue with noise from new house (East Lodge Road) construction and working out of hours. Issues with BBK. Can hear traffic through our New Double Glazing as well as Train (which we thought would improve) Our Back Garden is mostly out of bounds as choked [sic] by fumes. Also vibrations from Road & Train P.T.O and so on, and on it goes! When Chilmington finally built and all other projects here & there on every available scrap of land = More Traffic. Road then increased more with vehicles, more fumes – Then what happens? Really feel let down as when House was purchased 33 years ago we were not told anything about widening of Chart Road
7	26/11/2015	TANK ROUNDABOUT - Signage required to get in correct lane eg R/H to turn into Chart Road Not L/H lane with no indication to turn right into Chart Road (which is the 3rd exit)
8	26/11/2015	I would like to see a filter lane for vehicles going left from A28 into Brookfield Rd (like ones in Dover) This would avoid some queuing at this bottleneck. Also 7.5 tonnes limit except for access at Loudon Way + Repton Park entrances. Please consider a.s.a.p.
9	26/11/2015	The object of the exercise is to improve the traffic flow. When lights were installed at Loudon Way, Highways traffic modelling indicated the tail back would go. It did not. If KCC say this is due to the poor scheduling it must be worth putting in the new one now to see if it improves the flow. If it does not a roundabout is a stronger argument [sic]
10	26/11/2015	It would appear the traffic lights @ Godinton Park will cause adverse restrictions to traffic flow as will the Drivers Roundabout lights. Also there appears to be inadequate access / egress to the adjacent Business Park. The day / overnight parking requires vast improvement in the whole area.

### Redacted Comments received at the Public Exhibition

11	26/11/2015	The new section of the A28 will just cause gridlock on the roads just past the new sections. Rather than change the roads, build another train station using the train lines that are under the bridge of the section that is being widened.
12	26/11/2015	This is bringing more pollution and traffic onto the A28. Most of the traffic is through traffic Tenterden, M.20, Maidstone, Canterbury etc. The answer is an outer Ring Road linking A20, M20 & A28 Further up this will reduce traffic by at least 60%. Put the money towards an outer ring road. I do not want further notice on noise + pollution thank you.
13	26/11/2015	1. Still looking for an alternative name for the "Matalan" roundabout! Chart Leacon? 2. Many compromises but let's hope it is effective.
14	03/12/2015	You cannot justify £38.2 million on less than a mile of road in this economic climate
15	03/12/2015	Start Talking to the residents cos you're not!
16	03/12/2015	That regular contact, including meetings be held with the residents of 43 to 48 Viburnum Close to let them know what is happening and when in plenty of time. They give a time line to the residents and listen to any concerns they have.
17	03/12/2015	Your noise barriers are not high enough
19	03/12/2015	What about compensation, triple glazing for houses nearest the road. Reduction of council tax
19	03/12/2015	You do not have silent plant machinery, therefore we will be kept awake at night during building work
18	03/12/2015	Double Yellow lines need to go down Loudon Way as people will use it as a 'rat run' to stop people parking there. It is dangerous now. Children or adults will get seriously hurt or killed.
19	03/12/2015	1. There is an urgent need to improve Loudon Way. The vehicles parking along from the traffic lights toward Cypress Avenue are creating a hazard by blocking view for traffic turning into Loudon Way from Cypress Avenue. Loudon Way needs to be widened to accommodate the parking vehicles or a layby needs to be built along it. Currently the parked vehicles block the view and also cause holdups because two vehicles cannot pass beside the parked vehicles especially if there is a wide vehicle like a bus. This is an accident waiting to happen. 2. Whilst the scheme meets the current needs and probably for the next 10 years. there is actually a need for a bypass from the A20 going round the Repton Park estate and meeting the A28 just after Great Chart. In fact a route does exist. there is a lane opposite the pub on the A20 that currently is a narrow hedge bordered route that meets the A28 after Great Chart. It would need a lot of work straightening it with widening and land acquisition. But I believe it will be needed in the next 10-20 years. It would form a western bypass just like the current one from J10 to the Tesco roundabout which bypasses the town.
20	03/12/2015	Urgently needed traffic calming on Loudon Way past the shops/pub. The proposals could make this even worse. It is an accident waiting to happen and likely to be a child fatality.
21	03/12/2015	Seems good development if all is achieved. Big concern are noise levels which I understand will be same as present or improved. Tree planting essential as discussed.
22	03/12/2015	1. Increase double yellow lines past East Lodge Road as parking on Loudon Way hinder entry and exit. 2. Concerned about pollution. 3. Concerned about noise levels 4. Brightness of new traffic lights. 5. Reduction in house prices
23	03/12/2015	1. Can the junction with Loudon Way be improved to provide maximum capacity for future developments. 2. Traffic management during construction to stop congestion and damage to Godinton lane and Great Chart.
24	03/12/2015	What will the noise levels relating to my property be like? Will I be offered compensation/glazing to my property? Will my property devalue? Will pollution increase? Will the traffic light brightness increases shines through bedroom window. Parking in Loudon Way opposite East Lodge Road is bad, unsafe and parking starting to impact outside my property.
25	03/12/2015	We are concerned about increased traffic through Repton park and Evergreen Way during construction. Also when you turn into Loudon Way cars park just past the bus stop causing backlog of traffic. Victoria Way is not signed either end, if it was this would take some traffic away from chart Road.
26	03/12/2015	I and my partner have concerns regarding what appears to be a considerable gap, some 5-6 metres according to your scale improvement scheme drawing, in the noise fence. This gap being between the end/finish of the proposed fence and the end/finish of the existing rail bridge wall/parapet.

### Redacted Comments received at the Public Exhibition

27	03/12/2015	Will the road surface be low noise? I hope it will be.
28	03/12/2015	My concern is being so close to the traffic as I am. Also what will the sound barrier look like from the main road. I am very concerned with the bus drivers parking at the side of Loudon Way - too close to Cypress Avenue as accidents will happen. Need to double yellow lines to come up to the junction of Cypress Avenue. There is no view driving out of that road - turning right very dangerous.
29	03/12/2015	My concerns are the cars parking on Loudon Way during working days. For me to get to Loudon Way - turn right, I cannot see safely due to the parked cars. Too many cars on left and right. Why? Its dangerous for me and others turning left or right.

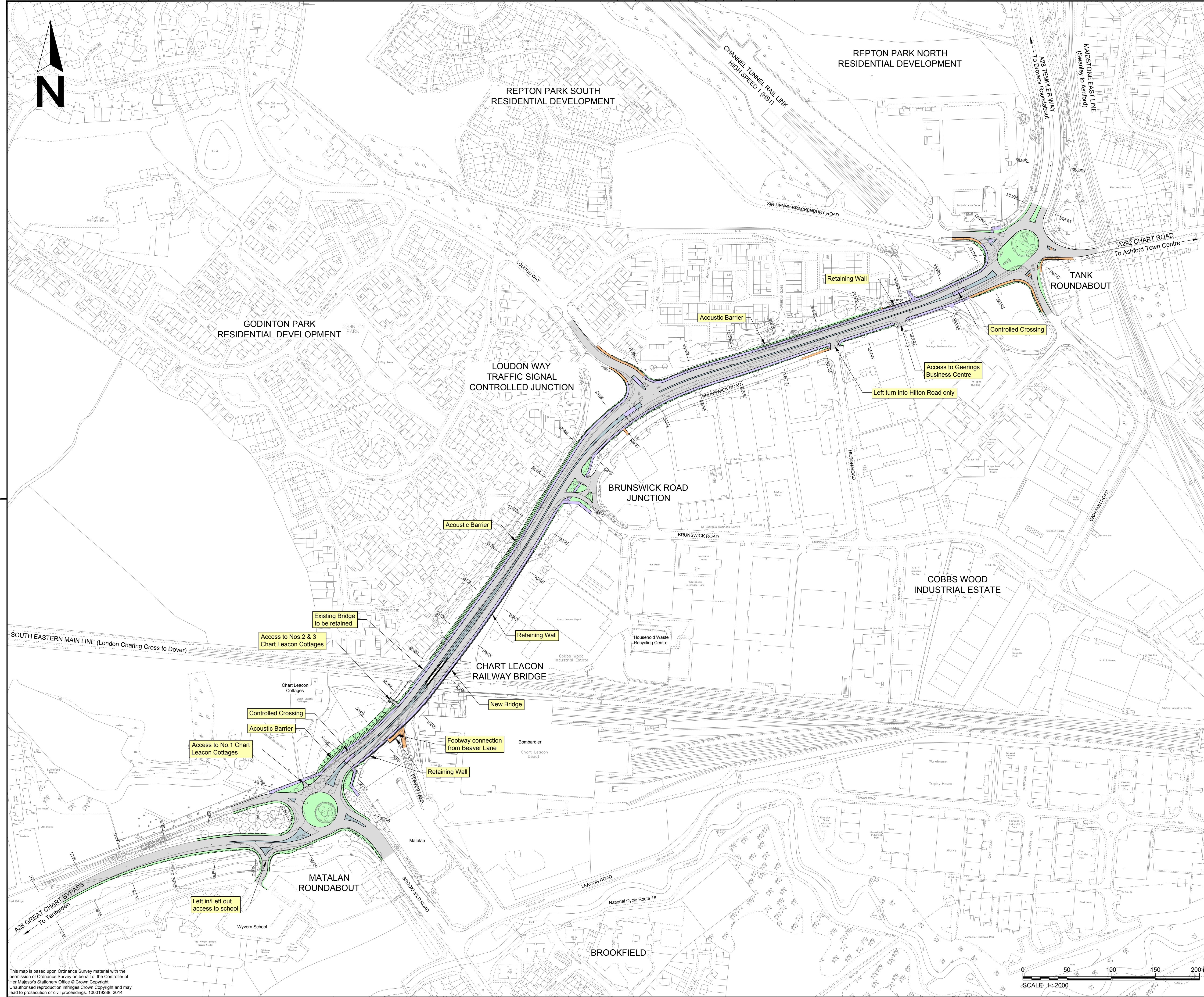
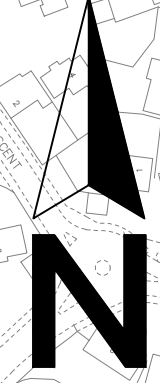
### Redacted Emails sent to Chart Road Project Email Address

No.	Comment
1	Why is the right turn out of Loudon Way being restricted as this will increase coingestion in Loudon Way and at Tank roundabout. <b>(Note:</b> This is not the case and junction has full movements). Rest of the plans on the whole look good and is a chance to fix drainage problems on Chart Road.
2	What are the plans for the Loudon Way junction, are the signals being retained. What will the impact be on residents. Concern about access in and out of the Godinton Estate if the signals are not kept.
3	The proposed pedestrian/cycle routes are a downgrading of the current facilities. The route should be segregated rather than shared and would like issues addressed before details finalised.
4	What is being done about parking in Loudon Way between Chart Rd and Cypress Avenue. Would like something done to resolve congestion issues caused by parked cars.
5	The scheme creates worse cycle/pedestrian facilities than existing and there should be phsically segregated routes. The scheme should be more pedestrian and cycle friendly.
6	Support the principle of the scheme but concerned about the shared footway/cycleway and the change to a shared facility.

## **APPENDIX K**

Preferred Scheme Drawing No. 4300246/000/079





**KEY**

- Carriageway Improvement
- Verge / Earthworks / Landscaping
- Footway
- Shared Unsegregated Footway/Cycleway
- Non Pedestrian Hardstanding

Rev	Revision details	Chkd	Appd	Date

Drawn: TMW Preliminary  
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 Date: 20 November 2015 As constructed

Client



www.amey.co.uk

Project Name  
**A28 CHART ROAD, ASHFORD IMPROVEMENT SCHEME**

Drawing Title  
**Scheme Plan**

Original Drawing Size : A1 Dimensions : m  
 Scale : 1:2000 Copyright © Amey

Drawing No  
**4300246/000/79**

Rev  
**0**

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