



The Social Consequences of Road Noise

The impact of road noise on residents living adjacent to the concrete section of the A417 / A419 in Gloucestershire and Wiltshire

July 2014



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Foreword



Paul Hodgkinson

Councillor - Cotswold District Council, Gloucestershire County Council
Chair of the A419 Noise Action Group

‘This report summarises the work of a dedicated group of people from different parishes, different parties and different counties who have made it their business to right a wrong.

The wrong is the promise of a ‘quiet’ road linking the M4 to the M5 which turned out to be a noisy concrete highway running through a rural swathe of the Cotswolds and Wiltshire including a part of the Area of Outstanding Natural Beauty.

The wrong is the fact that resident’s lives are blighted by noise pollution.

The wrong is that the company that maintains the road - which cost £110 million to build - has so far failed to reduce the noise.

The wrong was the decision to use concrete as a surface material without fully explaining the consequences to residents.

The wrong was a contract prepared by the Highways Agency which didn’t adequately protect the rights of local residents.

What you will find in this report are the conclusions of 500 people who want some hope in reducing noise pollution.

We as a group calling ourselves A419 NAG (Noise Action Group) present these findings to you and now call on the Government and Highways Agency to ‘right this wrong.’

July 2014



A419 Noise Action Group Launch - February 2013

1.0 Introduction

In autumn 2012 a group of residents and local councillors met to discuss the impact of road noise on the lives of people living alongside the A417/A419 between Swindon and Gloucester. The road noise emanating from the road had been contentious since it was built in 1997.

The outcome of the meeting was the creation of a campaign group to highlight the impact of the road noise on communities. Local parish council representatives and individuals with an interest in the issue formed a group, called the A419 Noise Action Group (A419 NAG). The group began to meet regularly to gather evidence about the road and plan a strategy to raise awareness and press for action to mitigate the impact of what is considered excessive road noise. Councillor Paul Hodgkinson became Chair of the A419 NAG. It was acknowledged that the A419 NAG built on the work of a previous campaign group, The A419 Action Group. Notably this group had brought the road noise issue to public attention by blockading the road and by doing so clearly communicated the strength of feeling in the communities affected.

The A419 NAG decided that their aim should be 'To right the wrong'. This related to the fact that when the road was built a 9 mile (14.4km) stretch was covered with brushed concrete rather than quieter tarmac and that this was, in the view of those involved in the campaign, a decision based on saving cost for the contractor and not on the wellbeing of those living alongside the road. It also related to the fact that since the road was built promises have been made (notably recorded in the House of Commons) that this road should be a priority for re-surfacing which have not been followed through.

Over the period of autumn 2012 to February 2013 the A419 NAG developed a website, identified and regularly communicated with all the parish councils located within the vicinity of the 9 mile (14.4 km) of the A419, used local and national press and radio media to discuss and air this issue and gathered and shared information associated with the road noise. This included the nature of the Private Finance Initiative (PFI) contract which framed the agreement to build the road, the funds generated by the

road usage, the current approach of Highways Agency to this stretch of road and current figures on traffic volumes. The Group examined the strategy and policies of the local councils about road noise and transport. Some rudimentary measurements of the road noise was also undertaken at Latton by a noise consultant and the Group began to investigate and understand the possible effects on the local economy of the excessive road noise.

A formal launch of the A419 NAG was held in February 2013. This was well attended by residents and supported by Geoffrey Clifton-Brown, MP for The Cotswolds constituency. This event shared information about the road noise and communicated the aims of the Group.

The A419 NAG decided that one of its objectives during 2013 - 2014 was to conduct some research to discover from residents what impact the road noise was having on their lives. This research was carried out and the purpose of this report is to present the research findings.

2.0 Timeline of Events

The A417/A419 Cirencester/Latton by-pass has been the subject of attention because of the excessive noise caused by traffic on the concrete surface since the time it opened in 1997.

Below is a timeline which summarises the significant events and issues raised since 1998 throughout the road's history. What appears to be in evidence is that there is agreement (in Parliament, at local Council level and from residents) that the road noise along this stretch is unacceptably high.

1992 Public Inquiry Held

A public inquiry commenced focusing on developing a Cirencester bypass and improving this part of the road network. The road is built under a design, build, and finance and operate contract awarded to Road Management Group (a consortium of contractors made up of AMEC, Alfred McAlpine, Brown and Root, and Dragados).

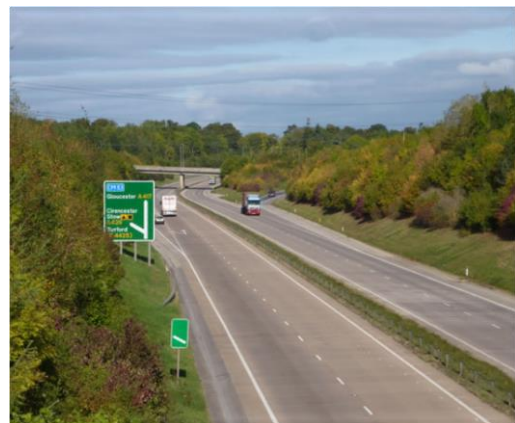
1997 Road Opens

In December 1997 the A417/419 road was opened and as soon as a year later the road was at the centre of a row over the noise from the concrete surface section of this privately operated Swindon - Gloucester road.

1998 Complaints Surface

Cotswold District Council receive complaints from local residents about the noise from the road. A campaigning group twice blockade the road in protest.

Cotswold District Council urge transport ministers to intervene in the row over noise from the concrete surfaced section Swindon - Gloucester road. This move followed tests by environmental health officers highlighting noise levels from the A417/A419 route. Later that month their findings went to full Council with a recommendation that it urges roads minister Baroness Hayman to take action over the noise. Cotswold District Council had been receiving complaints from villagers near the Gloucestershire/Wiltshire border since the new road, improved to dual carriageway standard, opened in December 1997.



2002 First Broken Promise

On the 25th November 2002, the Chief Executive Highways Agency writes to the MP Geoffrey Clifton-Brown, suggesting action is to be taken with regards to resurfacing concrete roads.

“The Government remains committed to the undertakings it gave in the 10 year Plan for transport including the removal of all lengths of concrete surface.”

2003 Noise Pollution Assessment

A noise pollution assessment carried out by the Government in 2003 highlighted that the noise emanating from the concrete road surface was significantly higher than projected when the road development was commissioned.

“The results of the noise survey showed the current noise levels on the A417/A19 are five decibels greater than predicted at the time of the public inquiry in 1997.”

2003 Second Broken Promise

The issue of concrete road surfaces reaches Parliament. On April 1st 2003, the position of the Department of Transport was set out in by Alistair Darling, The Secretary of State for Transport. In his statement to the House of Commons Alistair Darling announced Government commitment and funding to resurface concrete roads.

“Measures that minimise the effect of traffic on the people who live alongside roads is as important as trying to ensure that people can travel safely and reliably. I am now able to announce the timetable for the resurfacing of all stretches of concrete roads and that within the next four years we will resurface the 26 stretches affecting the largest number of people. The remaining stretches will be resurfaced between 2007 and 2011.”

On the 24th April 2003, Driffield resident George Philips receives correspondence from the Highways Agency.

“The programme set out in the White Paper shows the A419/417 Cirencester and Latton by-passes have been included in the high priority category and scheduled for re surfacing in the period from 2004-05 to 2006-07 subject to the availability of funding”.

2004 Continued Commitment

On the 28th September 2004, Steve Hellier of the Highways Agency re-affirms the commitment to road resurfacing to Driffield resident George Philips.

“The Government gave a firm commitment to resurface all concrete roads with quieter surfaces by 31st March 2011 (Ministerial Announcement 1st April 2003)”

2005 Delaying Tactics

On the 8th April 2005, the Chief Executive of the Highways Agency writes to Geoffrey Clifton-Brown MP, marking a change in policy direction with regards to the promised resurfacing of the A417/A419 Cirencester and Latton by-pass.

“On the basis of current priorities and funding it is not likely that this work will be done in 2005/06.”

2006 Press Attention

On the 10th of February 2006, journalist Ben Webster writes an article in The Times uncovering the Government’s change of policy on the issue of concrete roads.

“Thousands of homes are to be blighted by noisy concrete roads for up to 30 more years after the Government secretly reneged on a promise to have them resurfaced with quieter materials.”

2007 Councillor Speaks Out

Cotswold District Councillor Paul Hodgkinson, in an article published by the Wilts and Gloucestershire Standard, highlights the impact of road noise on local communities living adjacent to the noisy concrete section of the A419/A417.

2011 Concrete Corridor



On the 11th August 2011, an article in the Wilts and Gloucestershire Standard once again highlights the issues caused by the road noise emanating from the concrete stretch of the A419/A417.

In the article, road noise campaigner Ian Fairbrother identified risks to the economy of the area of the excessive road noise. He mentions in particular the

adverse effect on tourism as the noise reduces the visitor experience to amenities such as Cotswold Water Park. Adverse effects on health and well-being of residents in the vicinity are also highlighted.

Cotswold District Councillor Clive Bennett calls for action to remedy issues being faced by local residents as a result of the road surface.

“I have asked our Cotswold MP to chase up the Highways Minister in an attempt to get an idea of when something will be done to ease the noise disturbance which people along the concrete corridor suffer each day”

2012 Evidence from Latton Parish Residents

In October 2012, the community of Latton, situated in close proximity to the concrete section of the A419 and arguably one of the most acutely affected community from road noise, complete the Latton Household Survey to inform a community led parish plan which is sponsored by the Latton Parish Council.

Over 100 households in the Latton Parish respond to the Survey. Evidence emerges from the analysis of the data that the A419 road noise is overwhelmingly the major concern for residents living in Latton Parish. In total, 69% of respondents felt that the traffic noise from the A419 has a great impact on their lives.

A number of Latton residents recorded their frustrations about the A419 road noise:

“The A419 can now be heard throughout my house at all times. The constant noise is causing illness in my family”.

“We never have opened our bedroom window at night due to traffic noise”.

2013 A419 Noise Action Group Formal Launch

In February 2013, the A419 Noise Action Group formally launch the campaign to resurface the concrete section of the A419/A417 with support from residents, local councillors and MPs. In his presentation at the launch event Paul Hodgkinson said;



‘Since the completion of the A417/A419 Latton to Cirencester by-pass, people living along this section of the road have suffered excessive noise pollution. This massively disruptive problem to everyday life is caused not just by the sheer weight of traffic but by the surface used – concrete.’

2013 Latton Parish Mandate Road Noise Action

The Latton Parish Plan Steering Group, informed by the evidence gathered from the Latton Household Survey, publish a local plan entitled 'Shaping the Future of Latton Parish'. The Plan announces that one of key actions of the Parish is to mitigate the adverse effects of road noise on residents in Latton and endorses the A419 NAG campaign aims.



2012 Inquiry into Surface Noise

On the 7th December 2012, The Wilts and Gloucestershire Standard publishes a news article in which the Highways Agency designate Latton as an 'important area' to mitigate road noise and announce an investigation to identify which noise mitigation measures could be installed in the future.

However, the Highways Agency also confirm that Road Management Services Gloucester have no plans to resurface the concrete dual carriageway in the near future, but noise reduction measures could be introduced by 2020.

2013 Increasing Evidence of Road Noise Impact

In March 2013, the Chair of Latton Parish Plan Steering Group, Ralph Young writes to Ginny Clarke, Director, Network Services at the Highways Agency and submits the data gathered from Latton residents about the impact on their lives of the A419 road noise. This is submitted to assist in the Highways Agency investigation into A419 road noise at Latton.

"It is very clear the extent to which Latton residents are adversely disturbed by the road noise and the strength of feeling"

2013 National Radio Coverage

In May 2013, Cotswold District Councillor Paul Hodgkinson is interviewed on BBC Radio 2 in an extended programme about the effects of excessive road noise on communities.

Paul Hodgkinson told presenter Vanessa Feltz the consequences of road noise were acute.



"In Latton and Cerney Wick during the summer months when people want to have their window open they can't because of the noise"

2013 Three Councils Support NAG Campaign

Gloucestershire County Council, Wiltshire Council and Cotswold District Council write to DEFRA asking for the concrete section of the A419/A417 to be re designated as a 'noise hotspot'.

A DEFRA spokesperson states "we have been working with them (the Highways Agency) to develop plans for the worst affected areas, which include sections of the A419 and A417.

To date there are still no findings published by the Highways Agency on any plans to mitigate the road noise at the Latton stretch.

2014 Huge Profits, No Action

In a news article for the Wiltshire and Gloucestershire Standard published on the 23rd April 2014 journalist Brendan McFadden highlights how little is spent on the A419 in maintenance by the company Road Management Services (RMS) which built and now manages the road on behalf of the Highways Agency.

The road has generated £285 million for RMS between 1998 – 2013 and is set to generate a further £200 million before the end of the 30 year contract. In comparison only £1.5 million has so far been spent on maintenance. The article appears to highlight a source of funding would be available to fund noise mitigation measures.

3.0 Methodology

The A419 Noise Action Group agreed that they wanted to find out what impact the road noise is having on local residents and communities.

It was decided that a survey consisting of both qualitative and quantitative elements should be developed and made available for residents to complete. This Survey is available in Appendix 1.

The survey was made available on the A419 NAG website from summer 2013 and promoted through local parish newsletters and included in local community magazines, including 'The Chronicle' (which serves Cricklade and Latton) and 'Cirencester Scene'. Members of the A419 NAG promoted the survey through their own networks.

Some months after the webbased survey had appeared online it was decided by the A419 NAG that an opportunity for those who were not able to access the Survey via the internet should be made available. The Survey was printed and members of the A419 NAG circulated questionnaires to homes in South Cerney, Driffield and Harnhill, Cirencester, Baunton, Latton, Perrotts Brook and Down Ampney. The decision about where to distribute the paper based questionnaires was based on where members of the A419 NAG lived and felt the issue was most pressing.

Residents completing the paper-based version of the Survey were asked to return these to members of the A419 NAG and the information on the Surveys was entered manually into the data base.

4.0 Results of the A419 NAG Survey

4.1 Scope

A total of 316 people completed the A419 NAG Survey. The Survey was returned by respondents located across a number of communities in close proximity to the A417/A419, from Woodmancote in Gloucestershire to the north and Covingham to the south in Wiltshire.

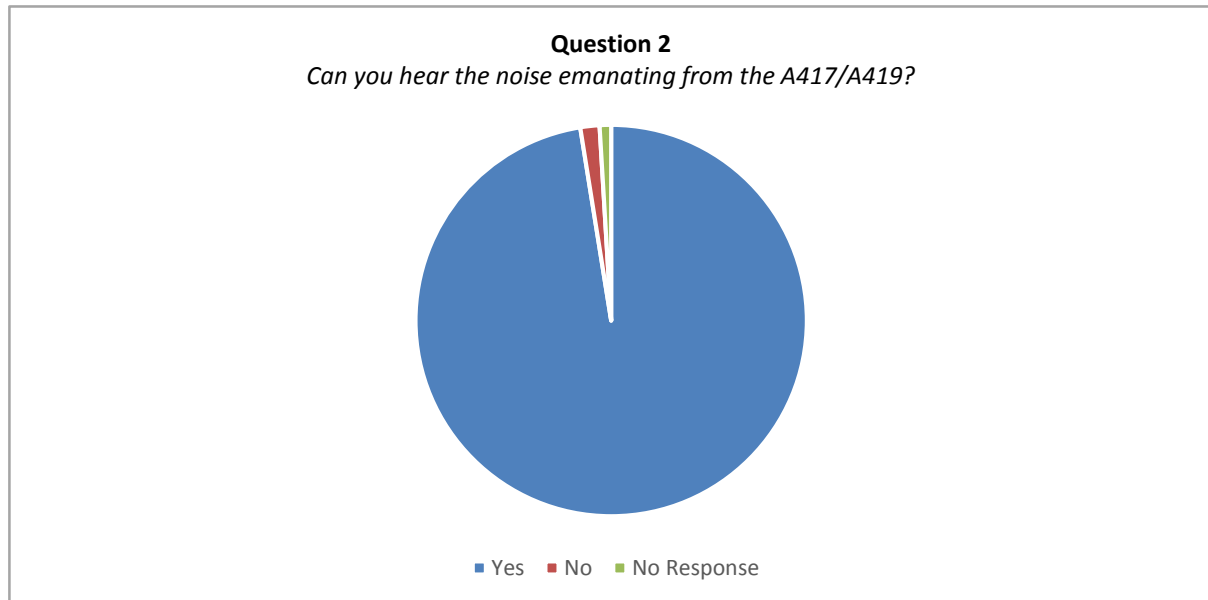
The highest proportion of responses came from Cirencester addresses, particularly post codes to the east of the town centre in communities situated adjacent to the A417. Areas including Baunton and Perrott's Brook, to the north of Cirencester, and Cerney Wick, Latton and South Cerney also made up a large proportion of survey responses.

The table below illustrates the geographical scope of the survey by highlighting the location of respondents.

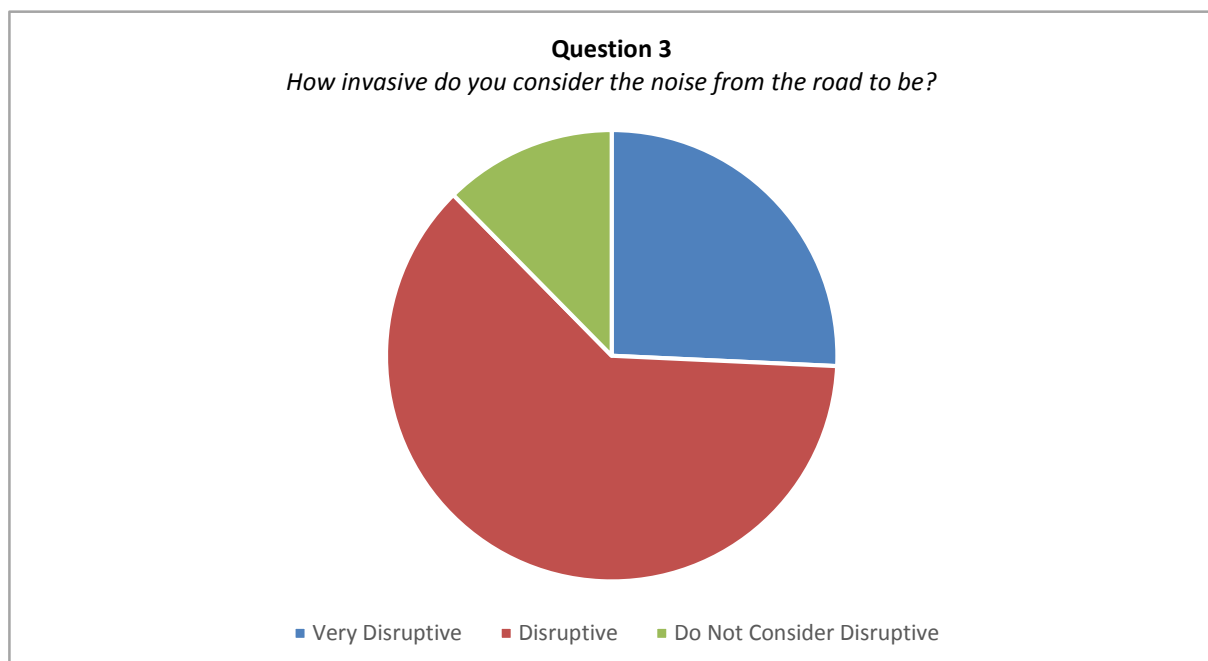
Location	Respondents	Proportion (%)
Ampney Crucis	2	0.6%
Ashton Keynes	2	0.6%
Bagendon	17	5.4%
Baunton	40	12.7%
Cerney Wick & South Cerney	65	20.6%
Cirencester & Stratton	60	18.9%
Corston	1	0.3%
Covingham	1	0.3%
Cricklade	22	7.0%
Daglingworth	2	0.6%
Down Ampney	19	6.0%
Driffield & Harnhill	18	5.7%
Duntisborne Rouse	1	0.3%
Elkstone	2	0.6%
Fairford	1	0.3%
Latton & Water Eaton	26	8.2%
Minety	2	0.6%
Norcote	1	0.3%
North Cerney	5	1.6%
Perrott's Brook	24	7.6%
Preston	4	1.3%
Woodmancote	1	0.3%
Total	316	

4.2 Impact

Of the 316 people that completed the survey, 97% indicated that noise from the A417/A419 could be heard from their homes, representing the overwhelming majority of respondents.

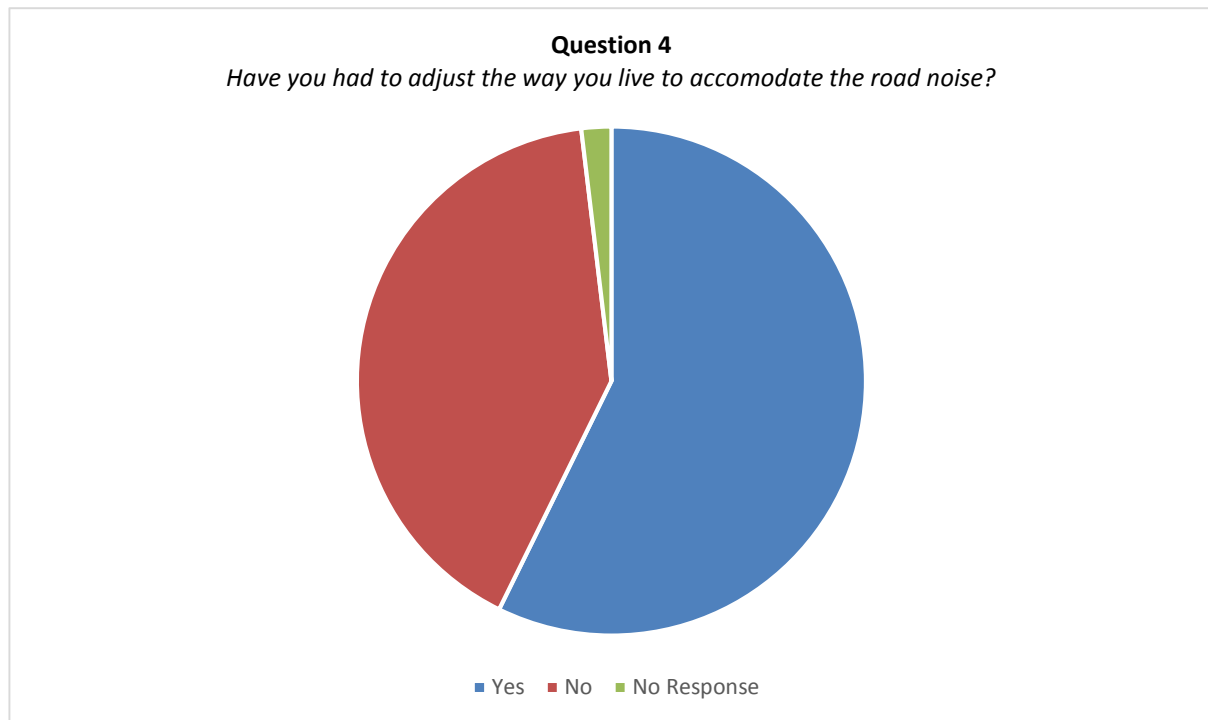


Of the 308 respondents who suggested they that could hear the road noise emanating from the A417/A419, the survey asked how invasive they considered the noise from the road to be and offered three options as follows: Very disruptive; Disruptive; Can hear it, but do not consider it disruptive.



The findings of the survey highlighted that 88% of those that can hear the road noise from the A417/A419 thought it to be invasive. 62%, representing the majority of respondents, suggested that the road noise was disruptive, whilst just over a quarter of respondents, described the road noise as

very disruptive. 12% suggested that whilst they can hear the road noise, they did not consider it be disruptive.



185 responses were obtained in answer to the question about adjustments people had to make to accommodate the road noise. The main themes emerging from the data were a need to close windows and an inability to use and enjoy gardens and outside space.

The majority of responders mentioned closing windows to mitigate the effects of the road noise. Responders described being unable to open windows for ventilation and many mentioned that this this was problematic particularly during the summer months.

“We can only open certain windows in the house depending on the wind direction”

“Keep the windows shut during the day and at night”

There was mention of being unable to carry out tasks associated with normal daily life because of having to close windows. Comments to illustrate this:

“We have to close the windows to hear the baby crying in the house”

“Even with double-glazed windows I have to have the radio or TV on to drown out the noise”

“Sealed up windows and no longer work from home”

“Disruption to GCSE and A level studies in the summer months when windows have to be closed”

Many responders to this question identified that they had to particularly mitigate the effects of the road noise at night time; blocking out the noise by closing windows so that they could sleep.

“Sleeping with the windows shut in the summer months”

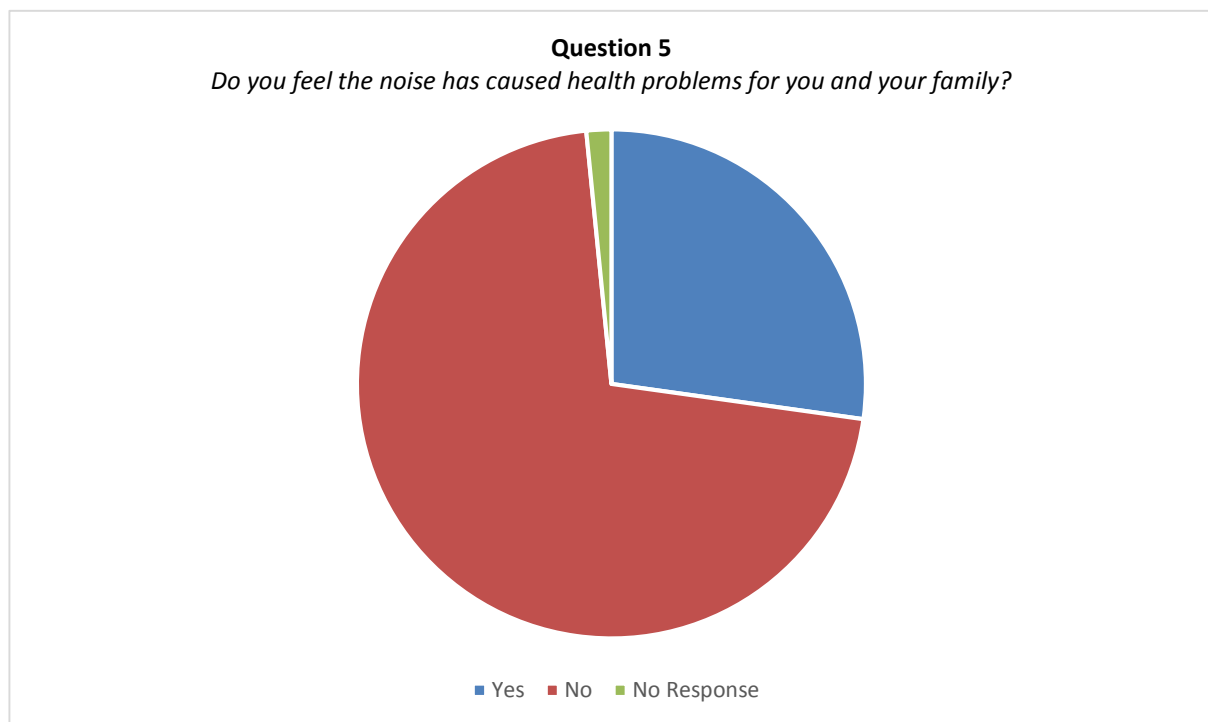
“We have to close the bedroom windows at night, but we can still hear the road noise”

In total 52 responses to this question accommodated the road noise by adjusting how they used their outside space and garden. A number mentioned that they did not use their garden at all.

Many said that they had to choose times that they could go outside and use the garden.

One responder described being outside as a *“very unpleasant experience akin to living next door to Heathrow Airport”*. A number of responders described feeling embarrassed to invite friends to their homes because they could not comfortably use the garden.

There were some responses that gave insights into how residents were thinking about the future living with the disruptive road noise. These included looking to install triple glazing, concerns about selling their houses and installing air conditioning units so that windows could be kept closed.



86 responses identified that they felt that the road noise is causing health problems for them and their family. The main themes which emerged from the data were:

- Stress and Anxiety
- Headaches
- Sleep Disturbance

Stress and Anxiety

43 responses directly mentioned suffering from stress and anxiety as a result of the road noise. Many responders put forward lack of sleep as a result of the road noise disruption as the main cause of their stress and anxiety.

“When I am tired I find it stressful that I can’t find any peace and quiet”

Headaches

9 responders mentioned that they suffered from headaches because of the noise

Sleep Disturbance

A large number of responders directly reported having their sleep disturbed because of the noise. This links with data collected for question 4 which indicates that the majority of responders are experiencing sleep disturbance and are having to attempt to quieten their homes through measures like closing windows.

“Sleep disturbances early in the morning as bedroom windows face the A 419 direction can be stressful.”

Responders appear to be anxious about the sleep problems they are experiencing as they consider that sleep deprivation is causing or will in time cause other health issues.

5.0 Conclusion

Resident living along the concrete stretch of the A417/A419 have endured with what they consider excessive road noise since the road was opened and are reporting very serious social consequences as a result. There is a worrying picture of a significant percentage of people concerned about their health as a result of the road noise.

One might argue that this situation is set to worsen with potentially more people affected over the coming years with new housing developments are being built in the Cirencester area and pressure to build more homes in the vicinity. Also, traffic volumes are already beyond expectations and set to increase leading to greater noise emanating from the concrete clad road.

The responses to the Survey seems as expected in that most have been returned from households in communities closest to the road experiencing the worst effects of the excessive noise.

What is a surprise, however, is that some outlying areas, for example, Covingham near Swindon, have registered experiencing impact from road noise. Also residents in Cirencester (Beeches area in particular) have responded in some number. Cirencester is expanding with new developments and the question may be for developers and local council about the viability of new housing in areas where road noise is having detrimental impact on residents.

The Survey results also demonstrate that an overwhelming number of people find the road noise disruptive. Some of the respondents mention that the road noise is exacerbated during certain weather conditions and many people are making plans and thinking consciously about what they can do as individuals to mitigate the noise. What appears to be the picture is that residents feel 'on their own' in tackling the problem and are cynical about authorities, the contractor and government agencies willingness to act for the collective social good even though there has been clear evidence that the road noise generated is excessive since early 2000's.

Impact on Health

The evidence base brought forward through this research about impact on health appears particularly alarming. Whilst many residents report disruption in their lives as a result of the road noise there are a disturbing number, 27%, are reporting adverse effects on the health of their families as a result of the road noise. Half of these say that anxiety and stress is being caused by the noise with headaches and sleep disturbance. This situation appears to be unacceptable on many levels, suffering for the individuals and families which includes the worry of what further more serious health conditions may result due to sleep deprivation and anxiety and impact on health services.

Wider Issues

Currently the entire stretch of the A417/A419 is under scrutiny. Health problems caused by poor air quality generated by static traffic at high volumes on the Crickley Hill stretch made news in 2013, a campaigning group, *A417 The Missing Link* has recently formed backed by businesses, councils, councillors, MPs and other agencies. The *A417 The Missing Link* is pressing the economic and social

case for a new 'motorway' standard section of road to replace the single carriageway at Nettleton Bottom leading to the Air Balloon / Crickley Hill section. This group state on their website that 34,000 vehicles use this road daily and it is possibly accurate to say that a high percentage of these vehicles pass over the concrete section at Cirencester By-pass. The campaign's [website](#) are also stating that traffic projections are increasing year on year.

This report has demonstrated what, in the view of the A419 NAG group unacceptable social consequences of the road noise adjacent to the A417/A419. With evidence from the A417 Missing Link group website suggesting that the traffic is going to increase it appears that action needs to be taken to mitigate the adverse effects.

This report has looked at the social consequences but the A419 NAG group believe that there are economic consequences which may be the subject of further research. Some very early soundings of stakeholders in the tourist industry as part of the process of data collection for the Latton Parish Plan and in disseminating this survey, indicated that there was concern about the quality of tourist experience being adversely affected by the excessive road noise jeopardising the stated aims of many organisations such as The Canals Trust and The Cotswold Water Park in attracting visitors and investment in the area. This may be the subject of some further research.

What the report also highlights in examining the history of the A419 is that decision makers may not, and particularly in this current economic and political climate following the economic crash in 2008 and the current austerity policies, be influenced by 'social consequences'. One may argue, as The Missing Link A417 campaign group has undoubtedly decided, demonstrated by their strategy, that decision makers are influenced by 'economic factors' rather than 'social consequences'. This is a consideration for A419 NAG.

Finally, in their investigations the A419 NAG discovered that campaigns to have road noise reduced in areas with a high density of dwellings and large numbers of residents making their voices heard tended to be more influential with decision makers and therefore achieved successful outcomes.

Given the rural nature of the road stretch in question this clearly cannot be replicated. However, consideration for this report needs to be put in context. Many people are suffering real harm as a result of the road noise and this situation is unacceptable.

6.0 Recommended Action

The following are recommendations for the A419 NAG:

- Share and disseminate the findings of this report to stakeholders, residents, authorities, agencies, local authorities and government and media
- Press DEFRA, the Highways Agency and Road Management Services to take action in the light of this report
- Consider looking at the economic and environmental impact of the road noise on the area so that both the economic and environmental as well as the social consequences of the excessive road noise can be put forward

7.0 Appendix

Appendix 1: A419 Noise Action Group Survey

SURVEY

Campaigning to get the concrete section of the A417/A419 resurfaced

Since the completion of the A417/A419 Latton to Cirencester by-pass, people living along this section of the road have suffered excessive noise pollution. This massively disruptive problem to everyday life is caused not just by the sheer weight of traffic but by the surface used – concrete.

The decision to use concrete rather than more conventional asphalt was based purely on cost benefits. Sadly, concrete creates more noise than asphalt and so this decision brought with it misery for thousands living along this stretch of the road. In fact, the estimates for noise generated by the road were far below what we now experience.

This problem is affecting people's health, enjoyment of their homes and local businesses are also feeling the impact. But we believe things can be improved by resurfacing the concrete with a quieter and more suitable material.

Join the campaign and help us realise what was promised. We invite you to complete our survey - either overleaf or on our website A419NAG.co.uk where you will find further information on the action group.

We are asking local residents and businesses to share their experiences of road traffic noise generated on the A417/A419. What follows are a few simple questions that will help us assess the level to which this problem is affecting those living and working close to the road

Survey

1. **Where do you live? (village/town and postcode)**

2. **Can you hear noise emanating from the A417/A419?**

Yes No

3. **If yes, how invasive do you consider the noise from the road to be:**

Very disruptive (close windows in the summer, cannot use the garden)

Disruptive (always aware of a constant background hum)

Can hear it, but do not consider it disruptive

4. Have you had to adjust the way you live to accommodate the road noise?

Yes No

If yes, please specify (i.e. close windows, not using the garden etc.)

5. Do you feel the noise has caused health problems for you and your family?

Yes No

If yes, please specify (i.e. anxiety, stress, headaches etc.)

6. Do you believe action to help reduce the noise nuisance is warranted?

Yes No

7. Prior to reading this leaflet were you aware of any local action groups that have campaigned on this problem?

Yes No

8. Did you attend the original public meetings and subsequent inquiry?

Yes No

If yes and you will share what you recall was said at the time, please include your name, contact number and email address below.

Name: _____

Telephone number: _____

Email: _____

Please return to: **Field Barn, Driffield, Cirencester GL7 5QA**

8.0 References

Shaping the Future of Latton Parish, A Community Led Parish Plan, October 2013, Latton Parish Council
<http://www.lattonparishcouncil.org.uk/parishplan>

9.0 Acknowledgements

The A419 NAG members who have been instrumental in bringing forward this report are:

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Frances Roche
Janet Sharpe

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Councillor Shaun Parsons
Geoffrey Clifton Brown MP
Ray Jenkins, Down Ampney Parish Council

To find out more about the A419 NAG and keep up to date with developments visit
www.a419nag.co.uk