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CÒMHDHAIL ALBA

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# **Transportation Noise Action Plan (TNAP)**

**2019-2023**

**Consultation Document**

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## Introduction

1. The Environmental Noise Directive (END) was adopted in 2004 and requires member states to bring about measures which are intended to avoid, prevent or reduce, on a prioritised area basis, the harmful effects, including annoyance due to the exposure to environmental noise. The Directive was transposed through the Environmental Noise (Scotland) Regulations 2006. This consultation applies to Scotland only and seeks the views of those individuals and / or organisations that hold an interest in noise pollution from roads and railways.

## Definition of environmental noise

2. The definition of environmental noise is defined as unwanted or harmful sound created by human activities, including noise omitted by means of transport, road traffic, rail traffic, air traffic, and from noise sites of industrial activity. The Environmental Noise Directive does not apply to a noise caused by the person exposed to the noise, noise from domestic activities, noise created by neighbours, noise at work places. These are dealt with through separate legislation.

## Measuring noise

3. The European Commission's advisory group on environmental noise recommends that Member States use computer modelling rather than measurements when measuring noise.

There are several technical and practical reasons why noise maps are normally produced using computer predictions rather than from noise measurements. This is because to produce a map based on measurements would require many measurements to be undertaken over long periods; this would be prohibitively expensive. In most cases, the noise at a location is produced by a combination of different sources. These might be, for example, a mixture of, say, roads and railways. Normal noise monitoring cannot distinguish the contribution from each of these different sources and so noise action planning deciding which source or sources to tackle to reduce the overall noise level is not straightforward. Noise maps produced by computer prediction can be used to show the noise from individual noise sources.

Noise measurements can also be affected by the weather in several ways. Firstly, the source itself might be affected, traffic noise for example has a different characteristic when the road surface is wet and the direction of take-off at an airport might be affected by the wind direction. Secondly, the measuring equipment can itself be affected as strong winds can generate noise at the microphone. Finally, strong winds and heavy rain can themselves be sources of noise from their action on trees and buildings.

## Reason for consultation

4. The Environmental Noise Directive requires, on a five yearly cycle (Rounds), the Scottish Government to produce strategic noise maps, to prepare a series of specific noise action plans based on the results of these noise maps, and to develop action plans to prioritise the management of noise. Rounds 1 and 2 of The Environmental Noise Directive have been completed and actions are now well underway on Round 3. For this the noise mapping took place during 2017 and the results were published on the Scotland's Noise website <https://noise.environment.gov.scot/> (completed actions for Round 1 and Round 2 can also be found on this website).

The specific noise action plans required by the Environmental Noise Directive relate to agglomerations (areas of a particular population density), airports (of a specific size), and areas outwith the agglomerations.

Consultation on the action plans for the four agglomerations in Round 3 (Aberdeen, Dundee, Edinburgh, and Glasgow) opened on 15 October 2018 and closed on 23 November 2018. The Action Plans for the airports are being taken forward by the relevant airport authorities.

This Consultation on the Transportation Noise Action Plan (TNAP) 2019 – 2023 relates to areas outwith the agglomerations.

## Scottish Environmental Noise Steering Group

5. To support the delivery of the action planning process the Scottish Environmental Noise Steering Group (SGENDSG) was established during the first round of END. The group has also supported delivery of Round 2 and Round 3. The group is chaired by the Scottish Government, with membership including the chair of each agglomeration working group, together with Transport Scotland (as chair of the transportation working group), representatives from the supporting consultant (currently Jacobs) and the relevant airports. The Scottish Environment Noise Steering Group (SGENDSG) provides a forum for discussion and knowledge exchange.

The group, together with the proposed Noise Inspection Panel for transportation noise, will support the development of action plans for round 4 within the next five year cycle.

## Responsible authorities

6. The Scottish Government together with Transport Scotland, the national transport agency for Scotland, have responsibility for the delivery of noise maps and noise action plans. The action planning functions relating to major transport systems outwith the agglomerations is the responsibility of Transport Scotland working with the transportation working group. For airports, the airport operator is the competent authority for strategic noise maps and action plans, but a representative for the

Airports sits on the steering group and can be involved in action plans for agglomerations if relevant.

## What does the consultation cover

7. The Environmental Noise (Scotland) Regulations 2006 places responsibility on the Scottish Ministers as the competent authority to prepare and approve Noise Action Plans for agglomerations (areas of a particular population density), airports (of a specific size), and areas outwith the agglomerations (this Transport Noise action Plan).

This Transportation Noise Action Plan relates to major roads with more than three million vehicle passages a year, and major railways with more than thirty thousand train passages per year. It does not cover the action planning functions relating to agglomerations, which is the responsibility of Local Authorities, nor does it include the Noise Action Plans covering Airports.

8. Action Plans contain information and guidance relating to the process in which environmental noise will be managed.

Transport Scotland recognises that environmental noise can be distressing and have an adverse effect on the health and quality of life. Attitudes to noise are changing, with people becoming less tolerant of environmental noise around them. Assessment and noise annoyance is a complex with different types of noise affected people in different ways.

This consultation seeks views on the Transport Noise Action Plan. The consultation exercise will be held over a six week period commencing on 5 December 2018.

## Quiet Areas

10. The European Noise Directive requires action plans for the agglomerations to include measure that aim to protect Quiet Areas against an increase in noise. The regulations require Quiet Areas within agglomerations to be identified. The Transport Research Laboratories (TRL) undertook research for The Department for Environment, Food and Rural Affairs (Defra) on the subject of Quiet Areas. The research reported that defining, identifying and appreciating the benefits of preserving quiet or relatively quiet areas in urban conurbations cuts across many different fields including, health, physical and psycho-acoustics, environmental psychology. An important aspect of the research carried out into Quiet Areas has been to establish the positive effect of the natural sounds have on health and wellbeing.

Following a final review of the action plans it was noted that the agglomerations were to have assessed all CNMAs by 20th November 2018 and CQAs by 31st January 2019. It was decided to push these anticipated completion dates to 30th April 2019 for CNMA and 31st May 2019 for CQAs.

The actions within the Transport Noise Action Plan will take account of any defined Quiet Areas and related actions.

### **What happens next**

11. The consultation will run for 6 weeks from opening, after which consultation responses will be evaluated and where appropriate the draft noise action plans amended. It is anticipated that the noise action plans will be formally approved early in 2019. Summaries of the formally adopted Noise Action Plans will then be submitted to the European Commission, in line with timetables set out in the Environmental Noise Directive.

The Action Plans will be then be valid for five years from the date they are adopted, as set out in the Environmental Noise Directive and the Regulations. If a major development occurs within the five year timeframe, which affects the approved noise Action Plans, the plans will be reviewed and revised if necessary.

## Questions for consultation

#	Question
1	<p>The overall approach of the TNAP is as follows.</p> <ul style="list-style-type: none"> <li>• Firstly to continue to ensure noise management is incorporated into all transport-related activities, across the spectrum of design, construction, maintenance, policy, and point-to-point transportation activities.</li> <li>• Secondly, to further seek to manage noise levels where necessary and practicable at Noise Management Areas (NMAs), and aim to preserve environmental noise quality where it is good.</li> </ul> <p><b>What are your views on this overall approach?</b></p>
2	<p>The TNAP prioritisation process, including the Building Prioritisation Score (BPS), Source Prioritisation Score (SPS), and Candidate Noise Management Areas (CNMAs), is defined in Section 4 of the TNAP.</p> <p><b>What are your views on the prioritisation process?</b></p>
3	<p>The TNAP has 4 key objectives, with a series of actions (16 in total) ascribed to these.</p> <p><b>What is your view on the TNAP Key Objectives and actions?</b></p>
4	<p>The options for managing noise within the TNAP were developed using the source, pathway, receptor model.</p> <p><b>Do you consider there has been anything left out of the action plan using this approach. If so, what do you consider has been omitted?</b></p>
5	<p>Action 1D of the TNAP is committed to establishing and operating a Noise Inspection Panel (NISP) to assess issues on Transport Noise from a source, transmission, receptor perspective to support delivery of the TNAP, and report yearly on progress.</p> <p><b>What are the key issues you consider should be discussed at the Noise Inspection Panel?</b></p>
6	<p>There are no Quiet Areas within the TNAP, however the actions within the TNAP will take account of any defined Quiet Areas and related actions.</p> <p><b>Do you consider enough is being done to protect Quiet Areas?</b></p>
7	<p>Our approach in TNAP delivery will be to work collaboratively in partnership with others.</p> <p><b>How can other stakeholders play their part in supporting delivery of the TNAP?</b></p>

## **Annex A**

Please find attached the Transportation Noise Action Plan 2019 – 2023, together with figures showing the approximate location of the Candidate Noise Management Areas (CNMAs).

These documents describe how Transport Scotland, together with its partners will deliver their obligations under the Environmental Noise Directive (END). The Directive was transposed through the Environmental Noise (Scotland) Regulations 2006.

### **Responding to this consultation**

We are inviting responses to this consultation by 16 January 2019.

Please respond to this consultation using the Scottish Government's consultation hub, Citizen Space (<http://consult.gov.scot>). Access and respond to this consultation online at [URL]. You can save and return to your responses while the consultation is still open. Please ensure that consultation responses are submitted before the closing date of 16 January 2019.

If you are unable to respond using our consultation hub, please complete the Respondent Information Form to:

Transport Scotland  
Environmental and Sustainability Branch  
Buchanan House  
58 Port Dundas Road  
Glasgow G4 0HF

### **Handling your response**

If you respond using the consultation hub, you will be directed to the About You page before submitting your response. Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to be published. If you ask for your response not to be published, we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware that the Scottish Government is subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

If you are unable to respond via Citizen Space, please complete and return the Respondent Information Form included in this document.

To find out how we handle your personal data, please see our privacy policy: <https://beta.gov.scot/privacy/>



## **Next steps in the process**

Where respondents have given permission for their response to be made public, and after we have checked that they contain no potentially defamatory material, responses will be made available to the public at <http://consult.gov.scot>. If you use the consultation hub to respond, you will receive a copy of your response via email.

Following the closing date, all responses will be analysed and considered along with any other available evidence to help us. Responses will be published where we have been given permission to do so. An analysis report will also be made available.

## **Comments and complaints**

If you have any comments about how this consultation exercise has been conducted, please send them to the contact address above or at [noiseactionplan.consultation@gov.scot](mailto:noiseactionplan.consultation@gov.scot)

## **Scottish Government consultation process**

Consultation is an essential part of the policymaking process. It gives us the opportunity to consider your opinion and expertise on a proposed area of work.

You can find all our consultations online: <http://consult.gov.scot>. Each consultation details the issues under consideration, as well as a way for you to give us your views, either online, by email or by post.

Responses will be analysed and used as part of the decision making process, along with a range of other available information and evidence. We will publish a report of this analysis for every consultation. Depending on the nature of the consultation exercise the responses received may:

- indicate the need for policy development or review
- inform the development of a particular policy
- help decisions to be made between alternative policy proposals
- be used to finalise legislation before it is implemented

While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body.





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