

HOW SCOTLAND IS TAKING FORWARD IMPLEMENTATION OF THE ENVIRONMENTAL NOISE DIRECTIVE

DAVID WALLACE
HEAD OF AIR NOISE AND
NUISANCE IN THE SCOTTISH
GOVERNMENT

Who am I?

- Head of Air Noise and Nuisance in the Scottish Government
- Chair of the Scottish Environmental Noise Steering Group (SENSG) which has overseen all of the work done to date relating to the implementation of the Environmental Noise Directive (END)

What I will cover in presentation today

- Reminder of what we had to map in Scotland under END
- What we did up to action planning stage
- What structure we put in place to deal with END mapping and action planning
- More detail on what we are doing on noise action planning and why and work we intend to do over the coming years

Reminder of what END is all about

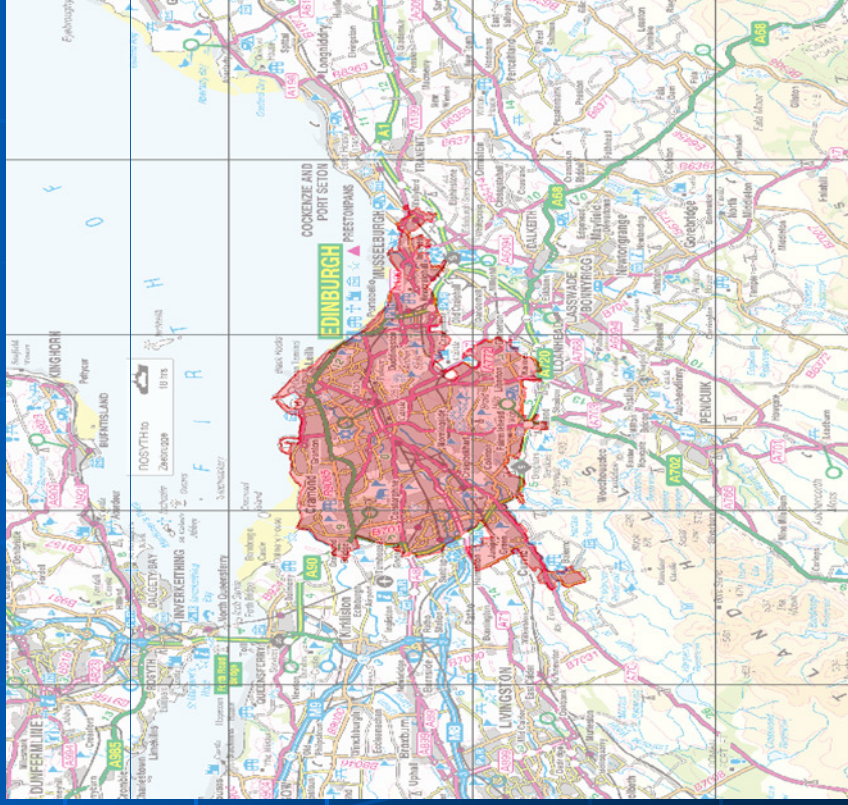
- END is about developing a common approach to reduce on a prioritised basis exposure to noise
- Gradual process of 3 stages:-
 1. Mapping
 2. Making information available to public
 3. Action planning with aim of managing noise as appropriate as well as preserving quiet areas in agglomerations
- A light touch Directive with no limit values and no laying down of harmonised standards ...YET

Scottish Mapping Obligations under END

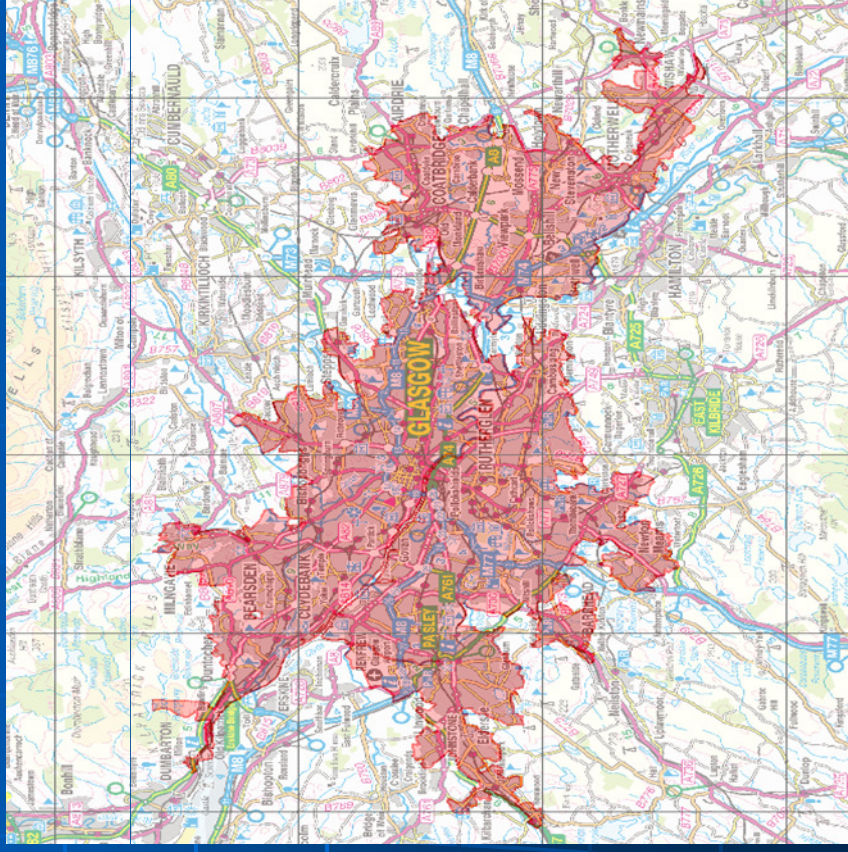
- Map the agglomerations of Glasgow and Edinburgh
- Edinburgh, Glasgow and Aberdeen airports
- Large proportion of trunk road system
- Less rail (but Glasgow likes rail)

Agglomerations

Edinburgh



Glasgow



Did we deliver mapping on time?

- Took on Hamilton McGregor (now AECOM) and partners to carry out mapping in Scotland
- Mapping all delivered on time to European Commission
- Information included details of the assessment methods used
- Number of people living in dwellings exposed to certain band levels of Lden and Night
- Publicly available at <http://scottishnoisemapping.org/>

Post Mapping and pre action planning

- Series of workshops/brainstorming sessions held to discuss approach on action planning
- Support for Scottish Government being best placed to lead on action planning with support from key partners- SEPA, local authorities and Transport bodies

Response in Scotland

- Scottish Government competent authority except for airports
- Steering Group –SENSG
- Working Groups for
 1. Edinburgh Agglomeration
 2. Glasgow Agglomeration
 3. Airport Plans- involved BAA only
 4. Transportation

MANAGEMENT GROUP STRUCTURE



WORK OF SENSG

- Chaired by Head of Air, Noise and Nuisance in the SG – me at present
- 3 working groups and BAA airport group established to take forward relevant plans (G, E, T and A) Each chair on SENSG plus other relevant stakeholders
- Forum to progress and integrate action plans where appropriate and ensures consistency.
- Also determine priority methodology for determining where noise management might be required

Make up of working groups

- Representatives from relevant local authorities (EHOs, Planning Officers, and Local Transport Officers) EHOs chair G and E groups
- SEPA
- REHIS
- Scottish Government
- Lead consultant (AECOM)
- Rail and Air reps.
- Attendance can change depending on issues being discussed.

More detail on action planning process

- Brainstorming sessions had concluded we needed guidance on action planning
- Consulted on such guidance in autumn of 2007
- Deliberately vague and covered all aspects of action planning- timetable of Directive tight, plus further consultations required in any case on action plans themselves.
- Explained structure of groups, concept of CNMAs and how we would approach quiet areas- MORE LATER
- Simple reminder that Action plans had to include as bare minimum all aspects of Annex V of END
- Followed this up with consultations on draft action plans (6) and thereafter SEA consultation (1)

Reminder of Annex V

- The Authority responsible
- The legal context
- Any limit values in place
- A summary of the results of noise mapping
- A description of the agglomeration, airport, or transport links covered
- An evaluation of the estimated number of people exposed to noise, identification of problems and situations that need to be improved
- A record of public consultations
- Any noise reduction measures already in force and any projects in preparation
- Actions which the competent authorities intend to take over next 5 years, including any measures to preserve quiet areas
- Long term strategy
- Financial information (if available): budgets, cost-effectiveness and cost benefit assessment
- Provisions envisaged for evaluating the implementation and results of the action plan

Crux of Annex V

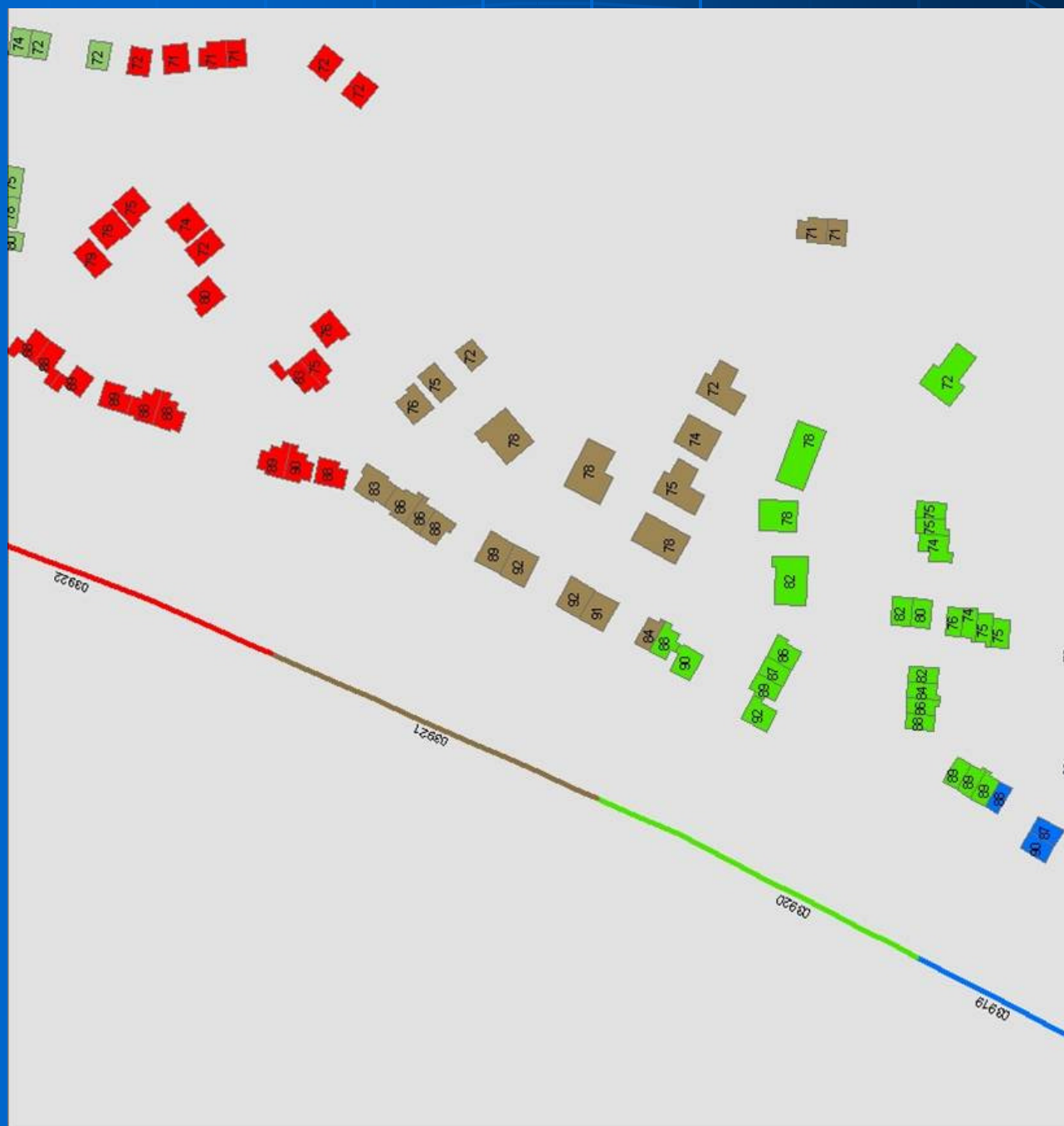
- No limit values in Directive but implication is that action needs to be considered along with the preservation of quiet areas.
- Need to identify areas where noise management might be required:-
- Places near major sources (i.e. road and rail lines)

Crux of Annex V

- Identify where the most significant numbers of people are exposed to, and annoyed by, road and rail noise (relate noise levels to population)
- Prioritise areas which will be considered for noise management (CNMAs)
- Identify causes and potential available practical noise management solutions
- Develop cost benefit analysis process
- However Scottish Ministers want light touch in implementation and no gold plating

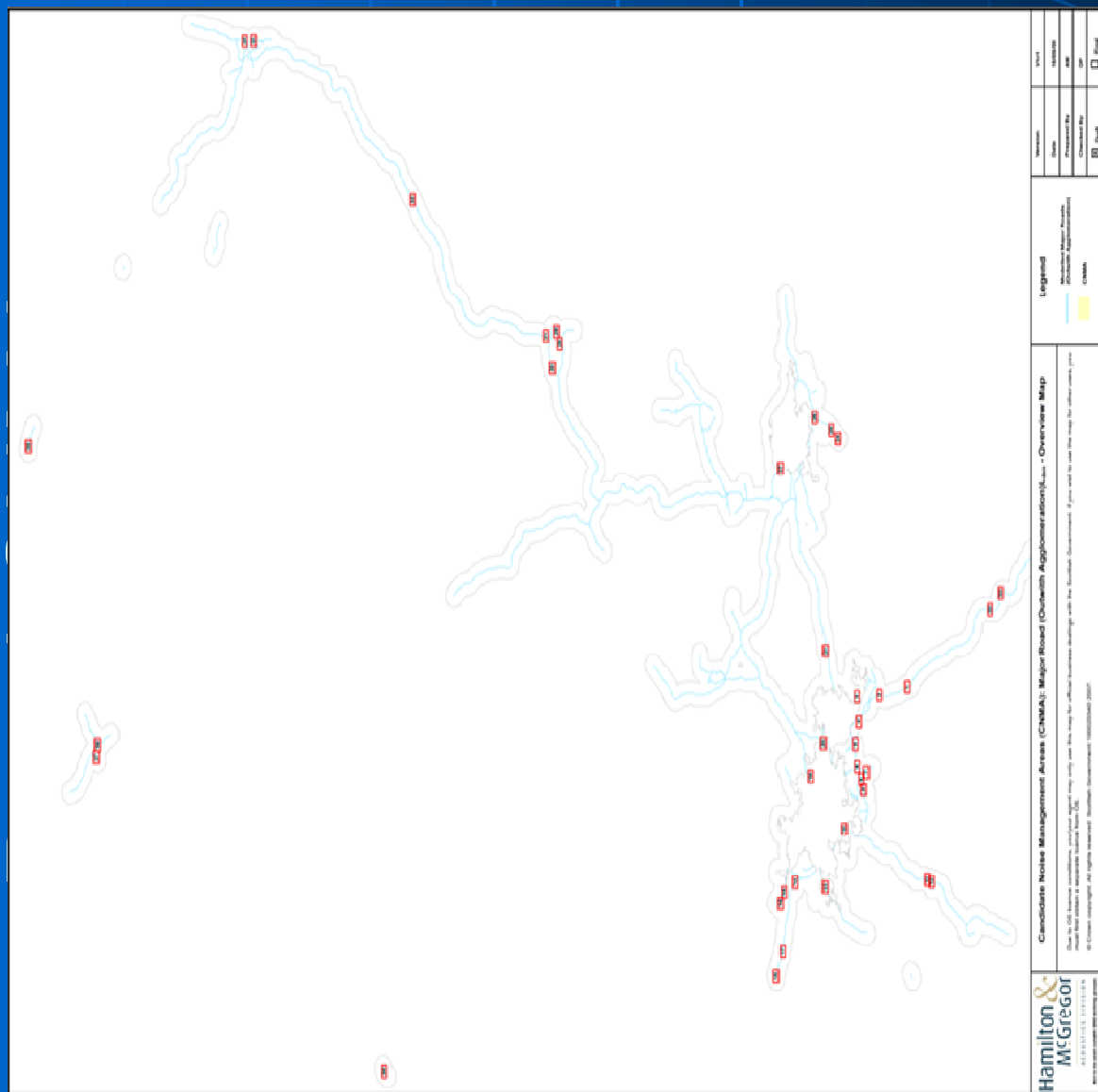
Prioritisation Matrix for CNMAs

- Building Prioritisation Score (BPS) derived from noise levels, number of receptors, and annoyance response at buildings
- Road and rail network divided into 100m segments
- Model relates each building with noise level >55dB to the nearest source line (road/rail) segment
- Source Prioritisation Score (SPS) calculated for each segment by logarithmic sum of BPS scores for each building linked to each segment
- From statistical analysis of data, highest three 1% bands of SPS scores taken forward to represent areas of greatest noise exposure
- Highest 1% of SPS (for road and rail) identified as Candidate Noise Management Areas
- CNMAs form the basis for the prioritisation of actions



Candidate Noise Management Areas in the Transport Action Plan

- Not precisely defined as based on strategic mapping
- 38 road and 6 rail CNMAs
- 14542 people affected by road noise and 366 people affected by railway noise in the CNMAs



Reality check for the CNMAs- CNMA to NMA?

- 25 CNMAs have been identified within the Edinburgh agglomeration – 6 rail and 19 road
- Each of the CNMAs will be looked at in more detail before confirmation as NMA
- Consulting on guidance now on how best to carry out a reality check.
- Evaluation of the data input into the model e.g. traffic volumes, traffic types, road gradient PLUS site visit
- The road surface and it's condition
- Any noise reduction mechanisms in place and not taken account of in the calculation method e.g. local barriers, acoustic double glazing and single aspect construction
- Building profile
- Traffic calming measures e.g. recently reduced speed limits, speed bumps
- Rail corrugation

Confirmation of NMA

- If steps laid out in previous slide verify need for a NMA then there will be a consultation before that.
- Consultation of public required by implementing Regulations and will be carried out by relevant local authority to ensure ownership
- Following consultation revised action plans will be adopted by Scottish Ministers.
- Key task for working groups in 2009-10
- Expect that a group of NMAs will be consulted upon at same time to speed up process

Quiet Areas



Candidate Quiet Areas for Edinburgh Parks & SNH - Overview Map

Legend

- Modified Road
- Modified Railways
- Agglomeration
- Study Area
- Candidate Quiet Areas

Version V1
Date 15/03/2019
Prepared By AMMS
Checked By DP
Approved By DP
☒ Draft ☐ Final

Notes: 1. The map is a summary of the data provided by the SNH and Edinburgh Parks. It is not a legal document. 2. The map is for information only and should not be used for decision making. 3. The map is subject to change without notice. 4. The map is not to be used without the permission of the SNH and Edinburgh Parks. 5. The map is not to be used for any other purpose. 6. The map is not to be used for any other purpose. 7. The map is not to be used for any other purpose.

Criteria for Candidate Quiet Areas

- Not been easy. Have tried several different approaches up to now.
- Think we are settled now
- Starting point are parks and SNH designated areas such as SSSIs.
- Then apply TRL criteria -75% under 55dB Lday(limit of mapping) and over 9 hectares in size.
- Have come up with about 30 CQAs in Edinburgh using this methodology

Next steps on quiet areas

- Process has identified areas that already have a good level of protection in line with the light touch approach
- In process of drawing up guidance on what to do in moving from CQAs to QA
- Need to consider how our QAs link in with any other policies for example on open spaces
- Consultation on guidance and thereafter moves to establish QAs
- Envisage process similar to NMAs.
- Consultations on CQAs by relevant LA and then confirmation by Scottish Ministers.
- Consult in batches and expect consultation to explain what will be done to preserve quiet areas

Airports

- Aberdeen, Edinburgh and Glasgow are the competent authority for all END work.
- Let them get on with it as long as they fulfil requirements of END, particularly Annex V.
- Airports are building in END to their 5 year plans

Next Steps

- A research report on road abatement measures is near completion.
- Consultants thereafter will draw up guidance on choice of measures to be taken in NMAs
- As required by Directive all potential solutions will be measured against cost benefit analysis to ensure any planned action is necessary and cost effective
- Envisage that work already planned will be prioritised in NMAs at expense of other areas
- Decision for working groups and the relevant LAs

Next Steps

- Remapping a stretch of railway line as required by Directive because of major new development
- Essential to maintain momentum.
- No more obligations on member states under the Directive until next round of mapping in 2012.
- Already thinking about what to map in 2012
- Working groups overseen by SENSg have much to do on NMAs, QA and any subsequent measures
- Review of PAN 56 underway to take account of
END

This is the END

- Any questions on what we are doing on END in Scotland?