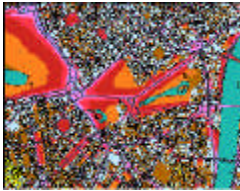


Transposition of END in North-Western Europe (UK and Ireland)

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PART 1: UK



UK Transposition Set-up

- England, Wales, Scotland and Northern Ireland all implementing END separately
- UK retains responsibility for correct implementation of END
- END being transposed by secondary legislation in each Devolved Administration
- Duty of cooperation between DAs.



Status of Transposition in UK

- Draft implementing legislation for England already prepared and soon to be adopted.
- Currently subject to technical consultation until 6th December. See: <http://www.defra.gov.uk/environment/noise/ambient.htm>
- Other DAs will adopt identical or similar legislation soon afterwards.



Competent Authorities

- The UK Government proposes:
 - To designate Central Government as competent authority (CA) for making maps, except for non-designated major and non-major airports* where the airport operators will fulfil this role (many airports in the UK already commission noise maps).
 - To designate Central Government as CA for making action plans except in the case of all airports where the airport operators will fulfil this role.

*All airports except Heathrow, Stansted and Gatwick, which are specially regulated by Central Government



Competent Authorities continued

- To designate Central Government as responsible for publishing adopted maps and action plans
- To designate Central Government as responsible for sending required outputs to the European Commission/European Environment Agency



Indicators

- Maps in England, and probably the rest of the UK, will not only be produced in Lden and Lnight but also in supplementary indicators that are currently used in the UK for existing regulatory functions.
- This will enable maps produced to be used for national, as well as EU, purposes.



Assessment Methods

- Road: National – adapted CRTN
- Rail: National – adapted CRN
- Aircraft: Interim (which is also effectively national)
- Industry: Interim and/or Good Practice Guide method
- In all cases, calculation rather than measurement will be used (except for verification purposes).



UK Statistics

First Round:

- Major Roads: 12,000 km approx
- Major Rail: 1,450 km approx
- Agglomerations: 28 approx
- Major Airports: 22 approx
- Cost: Euro 7.3 million approx

Second Round:

- Major Roads: 23,000 km approx
- Major Rail: 3,650 km approx
- Agglomerations: 74 approx
- Major Airports: Over 22 likely based on current trends



Mapping Process

- Where CA Central Government, maps produced by the letting of technical contracts. Where not, to be submitted about 3 months prior to adoption deadline.
- Determine scope of what is to be mapped.
- Acquire or generate relevant data for use in model.
- Integrate the data into the noise modelling software.
- Run the noise model to generate noise levels in terms of Lden, Lnight and supplementary indicators.
- Combine the results with information on population and their location.
- Determine population exposure.
- Produce tables of results and exposure maps.



Mapping Results

- These will materialise in the form of datasets containing noise values in Lden, Lnight and the supplementary indicators in 10X10 metre spatially referenced grids.
- They will be accompanied by the input data, and associated metadata, used to produce the results.



Quiet Areas

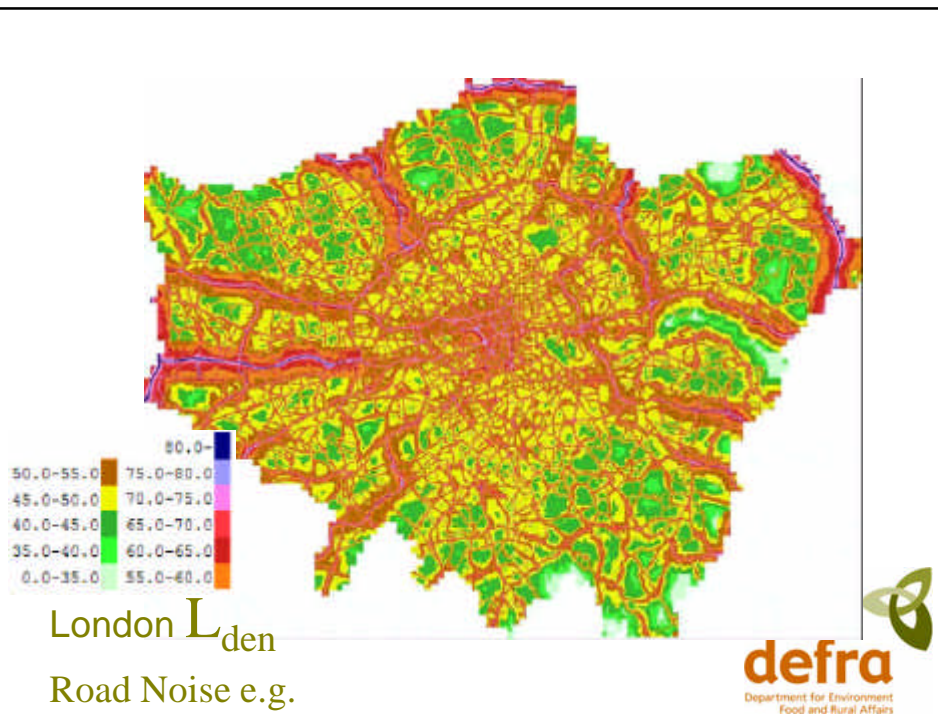
- Mapping results will only allow delimitation of (potential) quiet areas in agglomerations.
- Required scope of mapping not sufficient to allow evidence-based delimitation of quiet areas in open country.

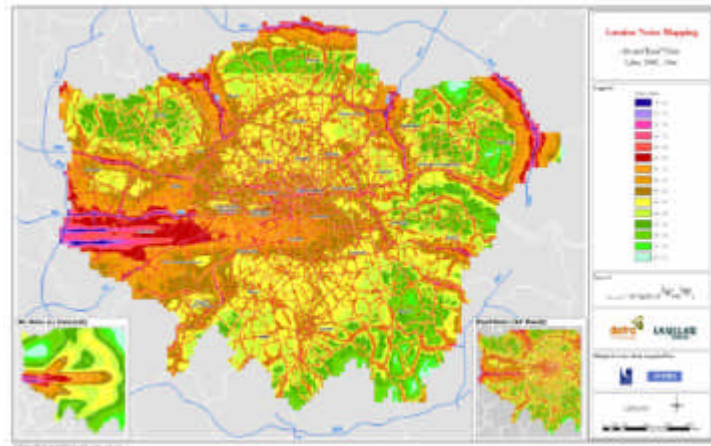


Presentation of Results

Envisaged method for presentation of results:

- For agglomerations, via tables of population and area exposure as well as separate and combined source exposure maps for all relevant indicators
- Outside agglomerations, via tables of population and area exposures and maps showing 55 and 65 dB contours





London L_{den} – Air and Road Noise Combined



Action Planning Process

- Key body (e.g. Network Rail for rail), in consultation with statutory consultees & other stakeholders, to draw up a draft action plan on the basis of maps.
- Draft plan put out to public consultation.
- Results of public consultation analysed and draft action plan amended as appropriate by key body.
- Plan submitted to Central Government.
- Plan approved by Central Government.
- Plan published and sent to Commission.
- Estimated 1st round process costs: Euro 2.7 million



Implementation of Action Plans

- Public authorities named in action plans against specific actions to treat those actions as policy.
- Actions to be departed from only where public authority publishes reasons for so doing.
- Actions to be implemented via existing regulatory tools where possible in the interests of integration and better regulation.



Guidance

- Guidance will be issued for aircraft noise mapping. For other noise sources, mapping contract specifications will fulfil this role.
- Guidance will be issued for making action plans no later than 18th July 2007.
- Other guidance may be issued.



Quality Control

- All maps and action plans will only be adopted after approval by Central Government to ensure the requirements of END have been complied with.
- Central Government power to demand information from map and action plan producers at any time and to exercise their function if necessary.



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Part 2: Ireland



Statistics

First Round:

- Major roads: 465km
- Major railways: approx. 500 km
- Number of agglomerations: 1
- Number of major airports: 1

Second Round:

- Road and rail: same
- Number of agglomerations: 3



Status of Transposition in Ireland

- First set of draft regulations consulted on in early 2004
- Amended draft regulations later issued
- Transposition will be effected by legislation. It has not yet occurred



Competent Authorities

- Road mapping: National Roads Authority (NRA)
- Rail mapping: national rail authority (CIE)
- Airport mapping: airport operator
- Agglomeration mapping: local authorities
- All action planning: local authorities
- Reporting to Commission: Environmental Protection Agency (EPA)



Assessment Methods

- The main agglomeration, Dublin City Council, is using CRTN for roads and the interim method for rail.
- Noise levels will be determined by calculation rather than measurement.



THE END

