

Report

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Report to:	Community Services Committee
Date of Meeting:	22 January 2013
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Environmental Noise Directive (END)
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ Advise the Committee of the developments arising from the implementation of EC Directive 2002/49/EC "The Environmental Noise Directive" (END) in relation to South Lanarkshire Council's responsibilities with regard to the management of environmental noise arising predominantly from transportation sources.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) Note the issues concerning the management of environmental noise in south Lanarkshire, including the proposed Quiet Areas (QAs);
- (2) Note that the proposed QAs will be forwarded to the Scottish Ministers for formal approval; and
- (3) Note that Transport Scotland have proposed 2 Noise Management Areas (NMAs) within South Lanarkshire, which have since been formally approved by the Scottish Ministers.

3. Background

3.1. The Environmental Noise Directive (END) was transposed into Scots Law by the Environmental Noise (Scotland) Regulations 2006. The regulations, which came into force on 5 October 2006, apply to environmental noise to which humans are exposed. The regulations apply to noise from road, railway and airport sources, as well as noise from industrial sources. The regulations do not apply to noise that is caused by the person exposed to the noise, noise from domestic activities, noise created by neighbours, noise at workplaces, noise inside a means of transport or noise due to military activities.

3.2. The objectives of END and the Environmental Noise (Scotland) Regulations 2006 are as follows:

- To determine the noise exposure of the population through noise mapping
- To make information available on environmental noise to the public

- To establish action plans to improve poor environmental noise (noise management areas) and protect good environmental noise quality (quiet areas), based on the mapping results.
- To ensure that updated maps are produced at least every 5 years.
- To ensure Action Plans are produced and updated when necessary

3.3. In order to meet the above objectives, the Scottish Ministers, who are deemed to be the 'competent authority' in terms of the Regulations, were required to produce strategic noise maps for roads and railways within certain urbanised areas (or 'agglomerations'). There was also an additional requirement to map, what have been termed 'major roads' and 'major railways' throughout Scotland.

4. Assessment and Management of Environmental Noise

4.1. Agglomerations

4.1.1 Strategic Noise Maps were produced for two 'first round agglomerations' in Scotland (the Glasgow Agglomeration and the Edinburgh Agglomeration). In the first round of mapping, agglomerations (known as first round agglomerations) are defined as 'urbanised areas with a population in excess of 250,000 and a population density of at least 500 people per square kilometre'. The current Glasgow Agglomeration includes a geographically small area of South Lanarkshire. A map showing the agglomeration boundaries for the first round of noise mapping can be found in the Appendix to this paper (Page No i)

4.1.2 It is also worth noting that in future rounds of mapping, areas with a population of more than 100,000 people and a population density of more than 500 people per square kilometre will be mapped – this is likely to mean that more agglomerations will be de-lineated and consequently, potentially more of South Lanarkshire's population will be included within the agglomeration boundaries.

4.1.3 The Strategic Noise Maps produced for the First Round Agglomerations can be found at: <http://www.scottishnoisemapping.org/public/view-map.aspx>

4.1.4 When viewing the maps, it is important to note that the maps are not intended to be fully representative of all local circumstances; rather the information is to be used solely for strategic purposes. The maps, in line with the requirements of END, show an average noise level for an average day in the year, calculated on the basis of a 10m grid at a height of 4m above ground and the information is presented in terms of 5dB noise contours.

4.1.5 Once the maps were produced it was necessary to establish a robust method of evaluating and prioritising the effects of environmental noise exposure, in line with the requirements of the END. To ensure a common, Scotland-wide approach, a prioritisation matrix was developed by the Scottish Ministers. The matrix takes into account the number of people potentially affected by the noise source as well as the annoyance response to the particular noise source under consideration. Once the matrix was applied, a list of Candidate Noise Management Areas (CNMAs) was generated. These CNMAs represented the top 1% scoring stretches of road and rail within each agglomeration.

4.1.6 Seventy CNMAs were identified within the Glasgow Agglomeration; only one, a stretch of railway to the rear of Cambuslang Main St, was within South Lanarkshire's boundary (see Appendix Page vii). After the list was produced, each Local Authority

was required to carry out a further screening process in accordance with the Scottish Government's 'Technical Guidance: Progression of Candidate Noise Management Areas to Noise Management Areas' which can be viewed at: http://www.scottishnoisemapping.org/downloads/guidance/Technical_guidance_CNMA2NMA.pdf

- 4.1.7 The screening process was carried out in conjunction with Network Rail and the evidence collated during the process was submitted to the Scottish Government. The agreed outcome of the further screening process confirmed the CNMA should not be promoted to a Noise Management Area.

4.2. Major Roads

- 4.2.1 In the first round of mapping, a major road ('first round major road') is defined as 'a road having more than 6 million vehicle passages per year and which is either designated by a letter A followed by a number; or a special road within the meaning of Section 7 of the Roads (Scotland) Act 1984'. It is also worth noting that in future rounds of mapping, roads having more than 3 million vehicle passages per year will require to be mapped. This will mean strategic noise maps will be produced for a greater number of South Lanarkshire's roads.
- 4.2.2 The prioritisation matrix was again used to identify CNMAs within the major roads mapped throughout Scotland. Seventeen road CNMAs were identified within South Lanarkshire's boundaries but only 5 of these were under the Council's control: a section of the A723 (Motherwell Road, near Avonside Grove in Hamilton); a section of the A726 (Strathaven Road, near Clamps Terrace, East Kilbride); 2 sections of the B761 (Westmains Road one near Gillderdale, the other near Strathfillan, in East Kilbride) and a third section of the B761 (Eaglesham Road at Westport in East Kilbride). Transport Scotland has management responsibility for the remainder (see Appendix pages v – vi).
- 4.2.3 Once again, the Technical Guidance produced by the Scottish Government was used to determine if these CNMAs should be promoted to NMAs. The evaluation process was carried out in conjunction with Roads and Transportation Services and Transport Scotland and the evidence collated as part of the evaluation was submitted to the Scottish Government. The outcome of the process was that none of the CNMAs on roads managed by the Council were to be promoted to Noise Management Areas.
- 4.2.4 It should be noted that Transport Scotland did require to promote 2 out of the 12 CNMAs managed by them: a section of the M74 near Donaldson Avenue in Larkhall and a Section of the A725 near Kirkton Avenue in High Blantyre. The Scottish Ministers have since formally approved these. Whilst, the Council would not be responsible for implementing the action plan with regard to these sections of road, the Council will be required to give consideration to these NMAs when developing future strategies, policies and plans.

4.3. Quiet Areas

- 4.3.1 The Directive also places a duty on member states to identify 'Quiet Areas' (QAs) within agglomerations. In order to identify 'Candidate Quiet Areas' (CQAs) within agglomerations, various data sets, including Scottish Natural Heritage data sets and Land Use Constraints data sets were subjected to a series of filter specifications based on research undertaken by the Transport Research Laboratory (TRL). Once

the filters were applied to the data set, a list of CQAs was produced. Two CQAs were identified within South Lanarkshire: Cambuslang Public Park and Bothwell Castle Grounds. Both CQAs were then subjected to an evaluation process in accordance with The Scottish Government's 'Technical Guidance. Progression of Candidate Quiet Areas to Quiet Areas' which can be viewed at:

http://www.scottishnoisemapping.org/downloads/guidance/Technical_Guidance_for_Quiet_Areas.pdf

- 4.3.2 Once a Quiet Area has been identified, the size of the area and the quality of the noise climate must be protected and accordingly it was essential to involve Planning and Building Standards in the evaluation process. The outcome of the evaluation process was that both CQAs should be promoted to Quiet Areas (see page viii and ix of Appendix)

5. Employee Implications

- 5.1. There are no employee implications.

6. Financial Implications

- 6.1. There are no financial implications at present; however, there may be future cost implications if, after future rounds of mapping, NMAs are identified and mitigation measures are subsequently employed to manage the noise climate. For further information, The Strategic Noise Action Plan for the Glasgow Agglomeration can be viewed at: <http://www.scotland.gov.uk/Publications/2008/05/22154015/0>
- 6.2. Costs of any mitigation works associated with the creation of the two existing Noise Management Areas will be born by Transport Scotland. For further information, The Transportation Action Plan can be viewed at: <http://www.scotland.gov.uk/Publications/2008/05/22153851/0>

7. Other Implications

- 7.1. There will be some implications in terms of the South Lanarkshire Local Development Plan (SLLDP) and the Local Transport Strategy (LTS). The proposed 'Bothwell Castle and Grounds' Quiet Area is already covered by various planning policies and strategies: STRAT3, STRAT 7, TRA2, ENV 4, ENV23 and ENV 26 and the proposed 'Cambuslang Public Park' quiet area is already covered by ENV1 and ENV2.
- 7.2. Discussions are on-going with both Planning & Building Standards and Roads & Transportation Services to ensure that environmental noise is given due consideration in both the SLLDP and the LTS.

8. Equality Impact Assessment and Consultation Arrangements

- 8.1. The Scottish Ministers are the competent persons in terms of the Environmental Noise Directive and have responsibility for fulfilling Strategic Environmental Assessment, Equality Impact Assessment and any consultation requirements.

Colin McDowall

Executive Director (Community and Enterprise Resources)

9 January 2013

Link(s) to Council Objectives and Values

- Council Value: Sustainable Development
- Council Priority Objective: Improve the Quality of the Physical Environment

Previous References

None.

List of Background Papers

None

Contact for Further Information

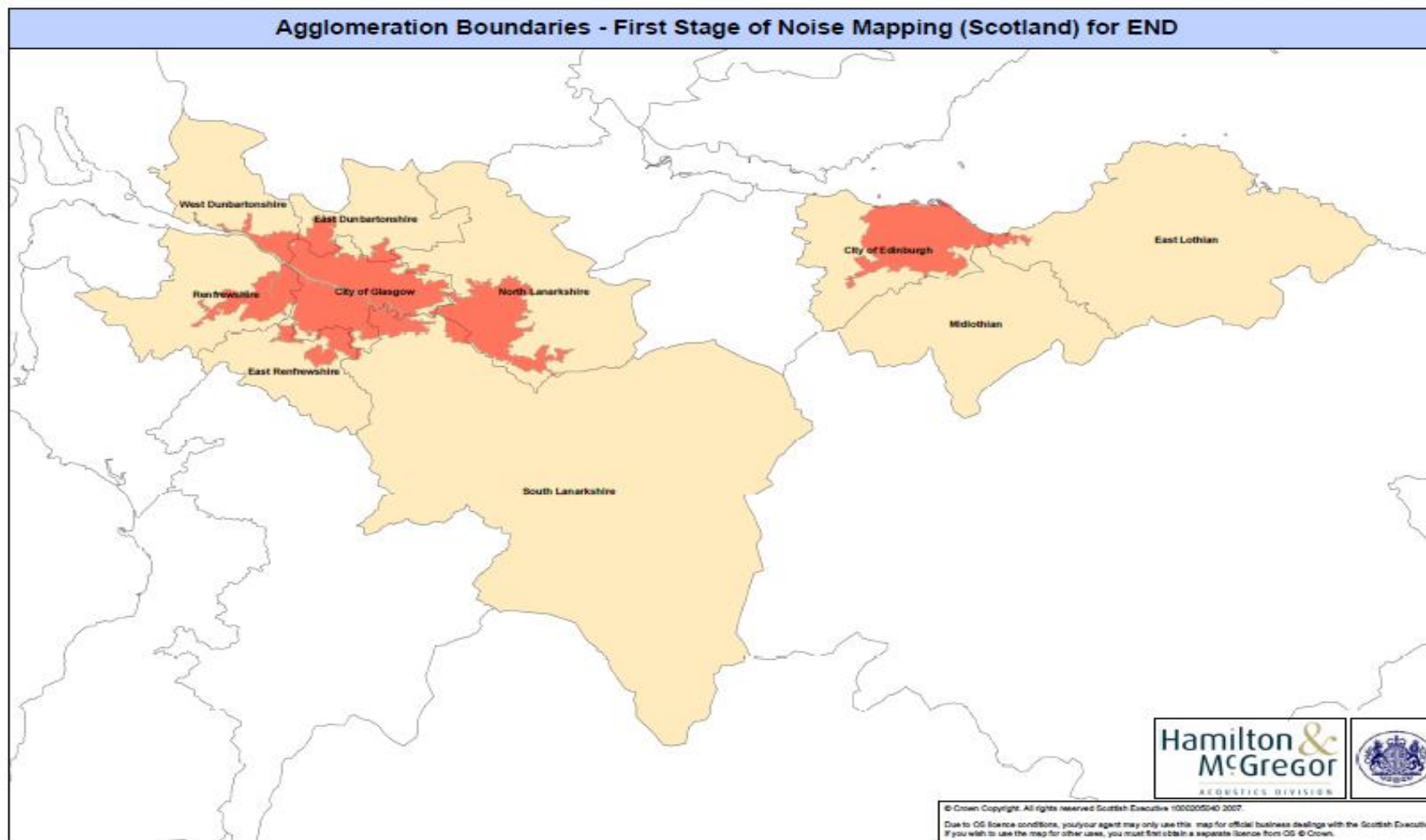
If you would like to inspect the background papers or want further information, please contact:- Kirsty McGuire, Team Leader, Waste and Environmental Services

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Appendix

Page No	Description
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ii	Table of Candidate Noise Management Areas and Candidate Quiet Areas within South Lanarkshire
iii	Map of Noise Management Area – M74, Larkhall
iv	Map of Noise Management Area – A725, High Blantyre
v	Map of Candidate Noise Management Areas – West Mains Road, East Kilbride
vi	Map of Candidate Noise Management Area – Eaglesham Road, East Kilbride
vii	Map of Candidate Noise Management Area – Railway to rear of Main St, Cambuslang
viii	Map of Proposed Quiet Area – Cambuslang Public Park
ix	Map of Proposed Quiet Area – Bothwell Castle Grounds

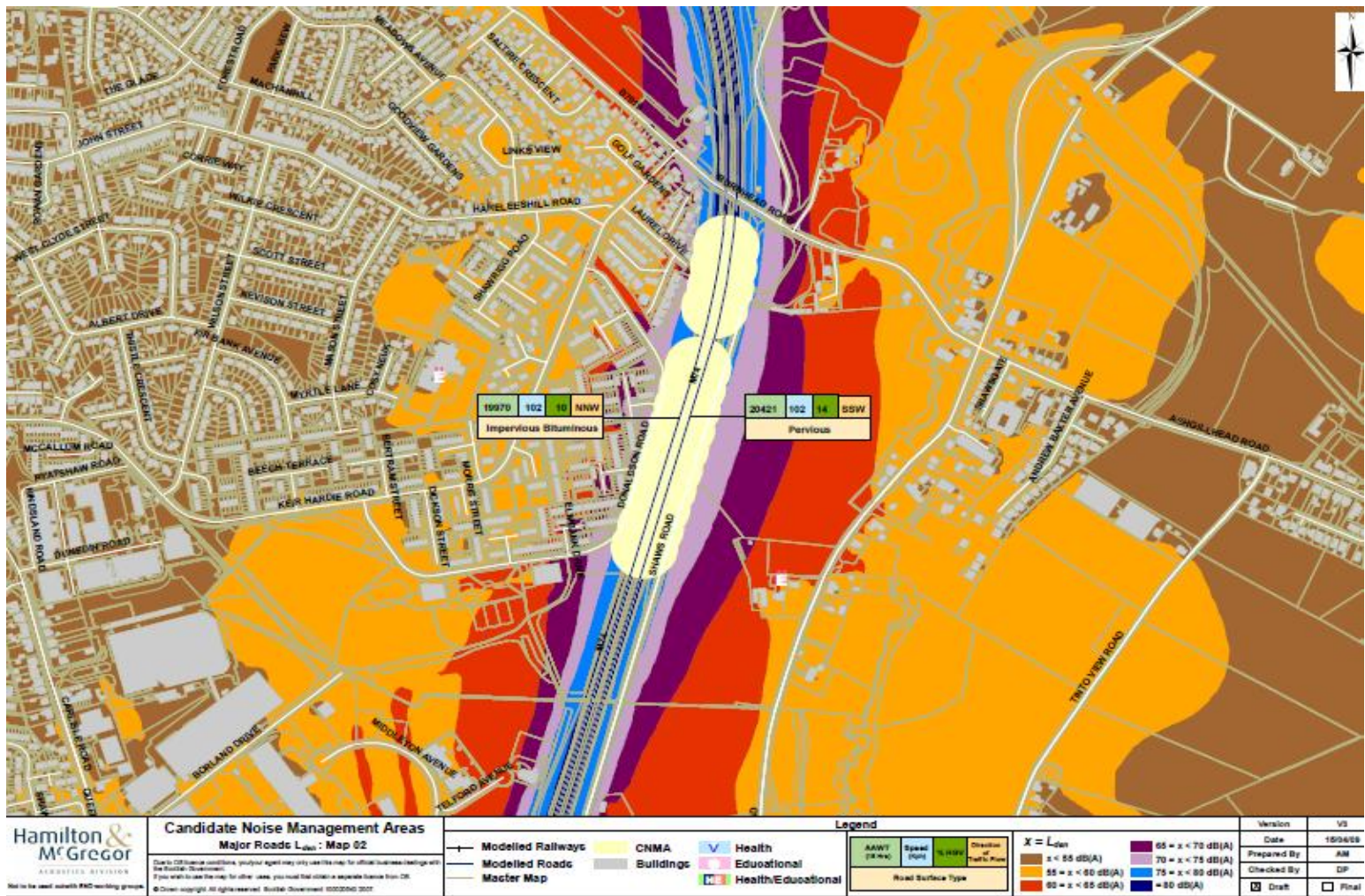


Map1. Glasgow and Edinburgh Agglomerations

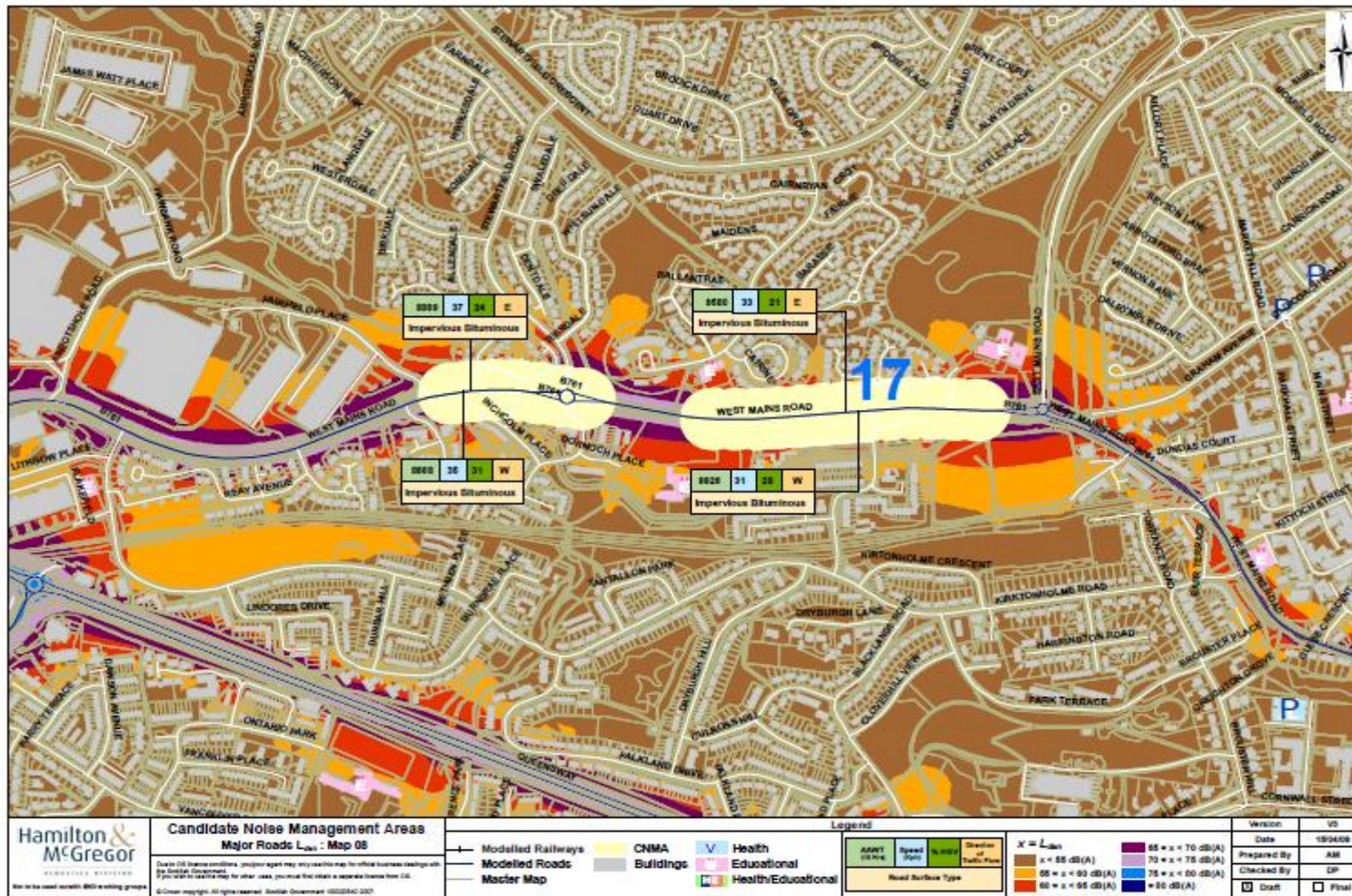
Road CNMA	Map	Road	Approximate Location	Managing Authority	Outcome of Screening Process
1		M74	Nr Strathaven Road, Kirkmuirhill	Transport Scotland	No progression to NMA
2		M74	Nr Rogerhill Close, Kirkmuirhill	Transport Scotland	No progression to NMA
3		M74	Nr Carnegie Gardens, Blackwood	Transport Scotland	No progression to NMA
4		M74	Nr Ramsay Gardens, Blackwood	Transport Scotland	No progression to NMA
6		M74	Nr Laurel Drive, Larkhall	Transport Scotland	No progression to NMA
8		A723	Motherwell Road, Hamilton	South Lanarkshire Council	No progression to NMA
10		A725	Kingsway, East Kilbride	Transport Scotland	No progression to NMA
11		A725	Hamilton Road, East Kilbride	Transport Scotland	No progression to NMA
12		A726	Queensway, East Kilbride	Transport Scotland	No progression to NMA
13		A726	Queensway, East Kilbride	Transport Scotland	No progression to NMA
14		A726	Queensway, East Kilbride	Transport Scotland	No progression to NMA
15		A726	Strathaven Road, East Kilbride	South Lanarkshire Council	No progression to NMA
16	4	B761	West Mains Road, East Kilbride	South Lanarkshire Council	No progression to NMA
17	4	B761	West Mains Road, East Kilbride	South Lanarkshire Council	No progression to NMA
18	5	B761	Eaglesham Road, East Kilbride	South Lanarkshire Council	No progression to NMA
5	2	M74	Nr Donaldson Road, Larkhall	Transport Scotland	Progression to NMA
9	3	A725	Nr Kirkton Avenue, High Blantyre	Transport Scotland	Progression to NMA

Rail CNMA		Location	Responsible Agency	Outcome of Screening Process
14	6	Section of West Coast Main Line to rear of Cambuslang Main St, Cambuslang	Network Rail	No progression to NMA

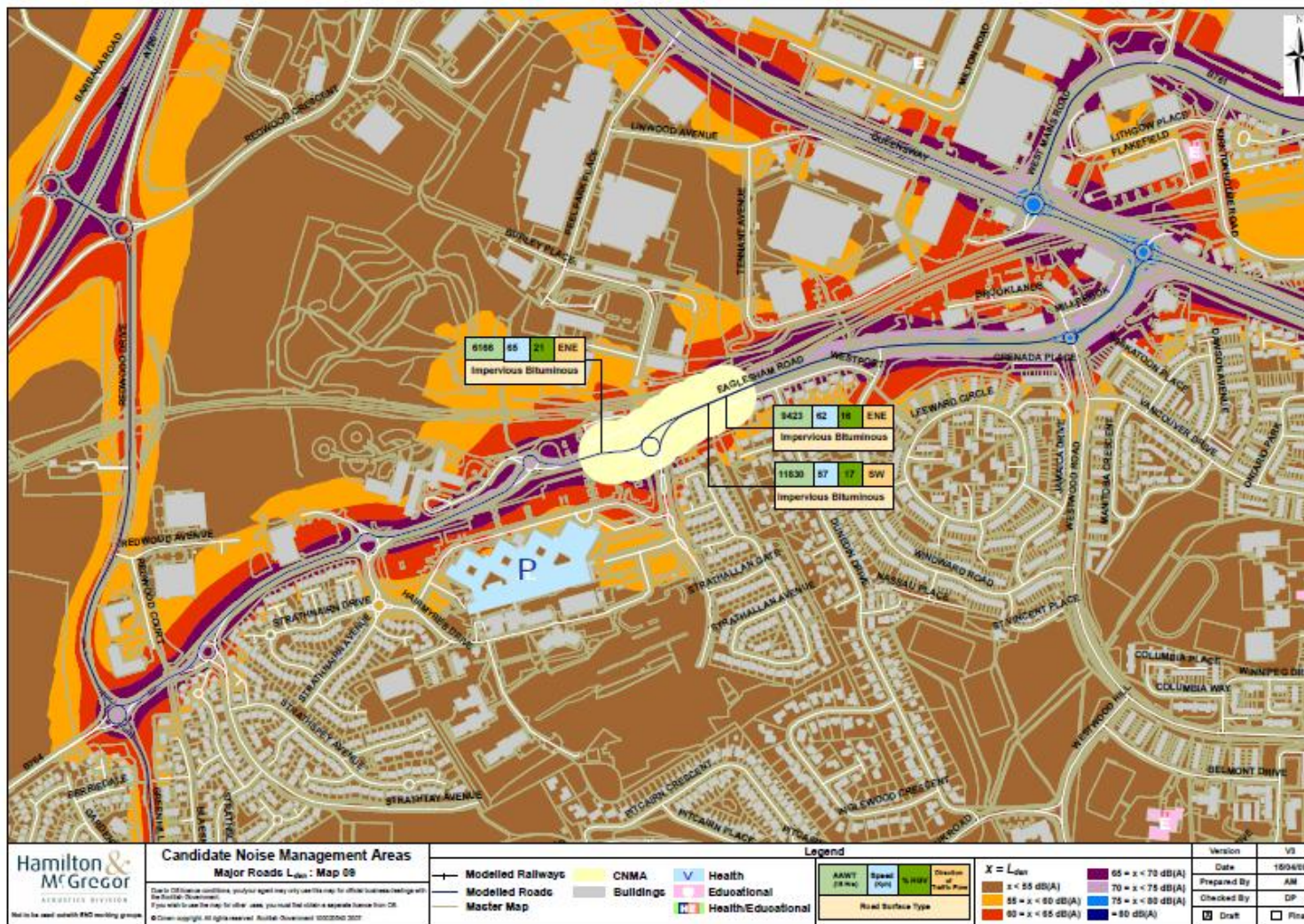
CQA		Location	Outcome of Screening Process
1	7	Cambuslang Public Park, Cambuslang	Recommend as QA
2	8	Bothwell Castle Grounds, Bothwell	Recommend as QA



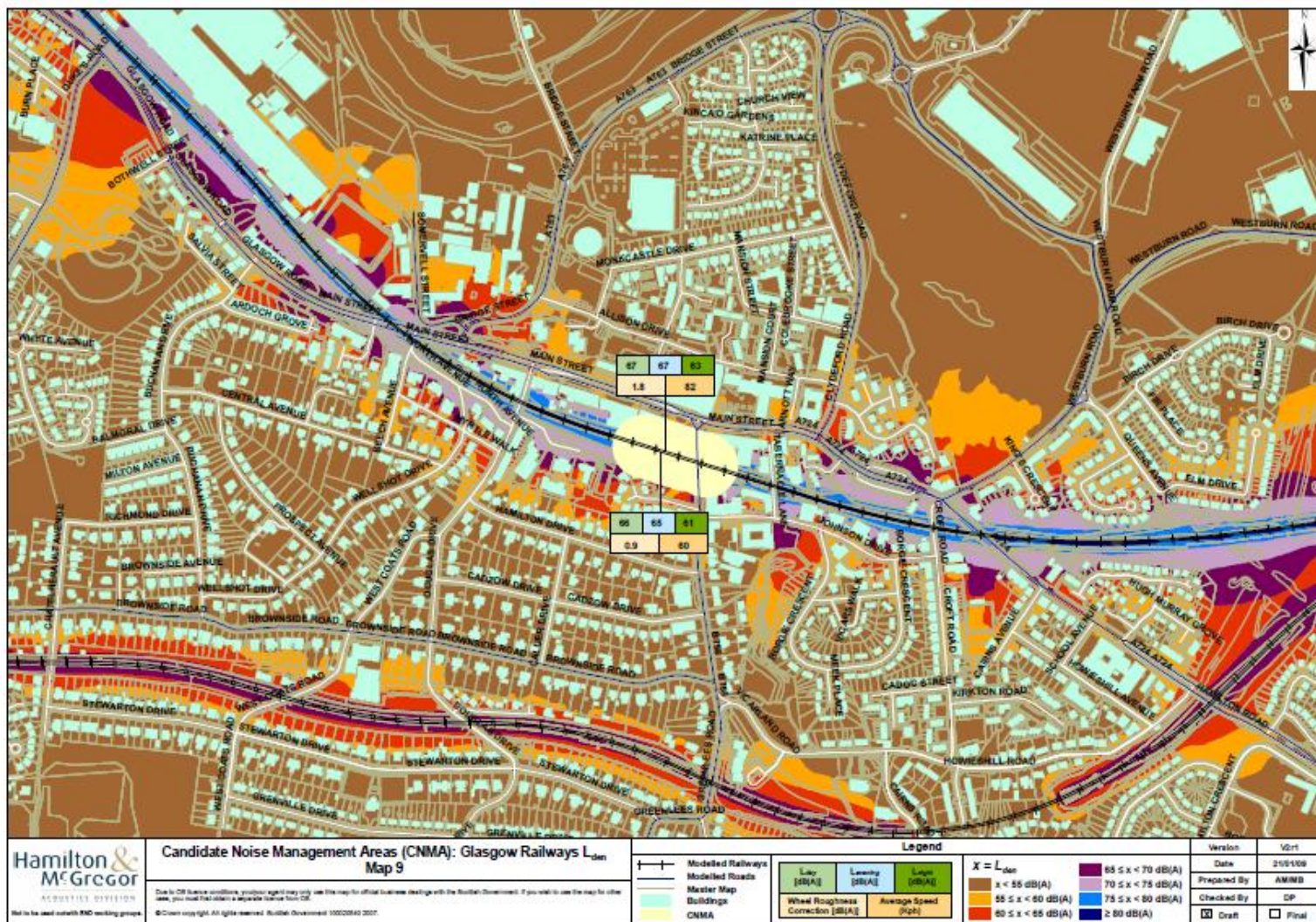
Map 2. Noise Management Area: M74, Larkhall



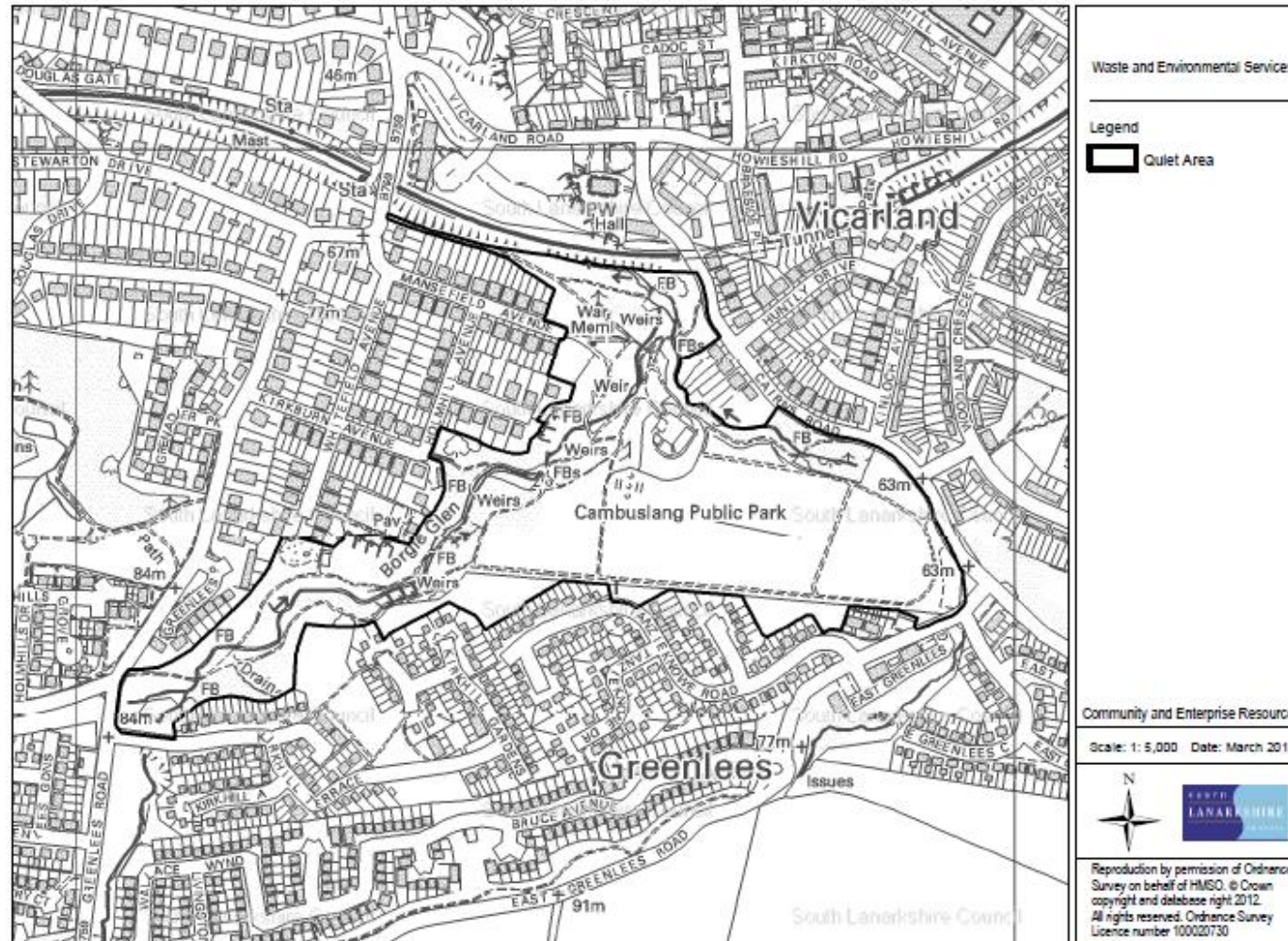
Map 4. Road Candidate Noise Management Areas: West Mains Road, East Kilbride



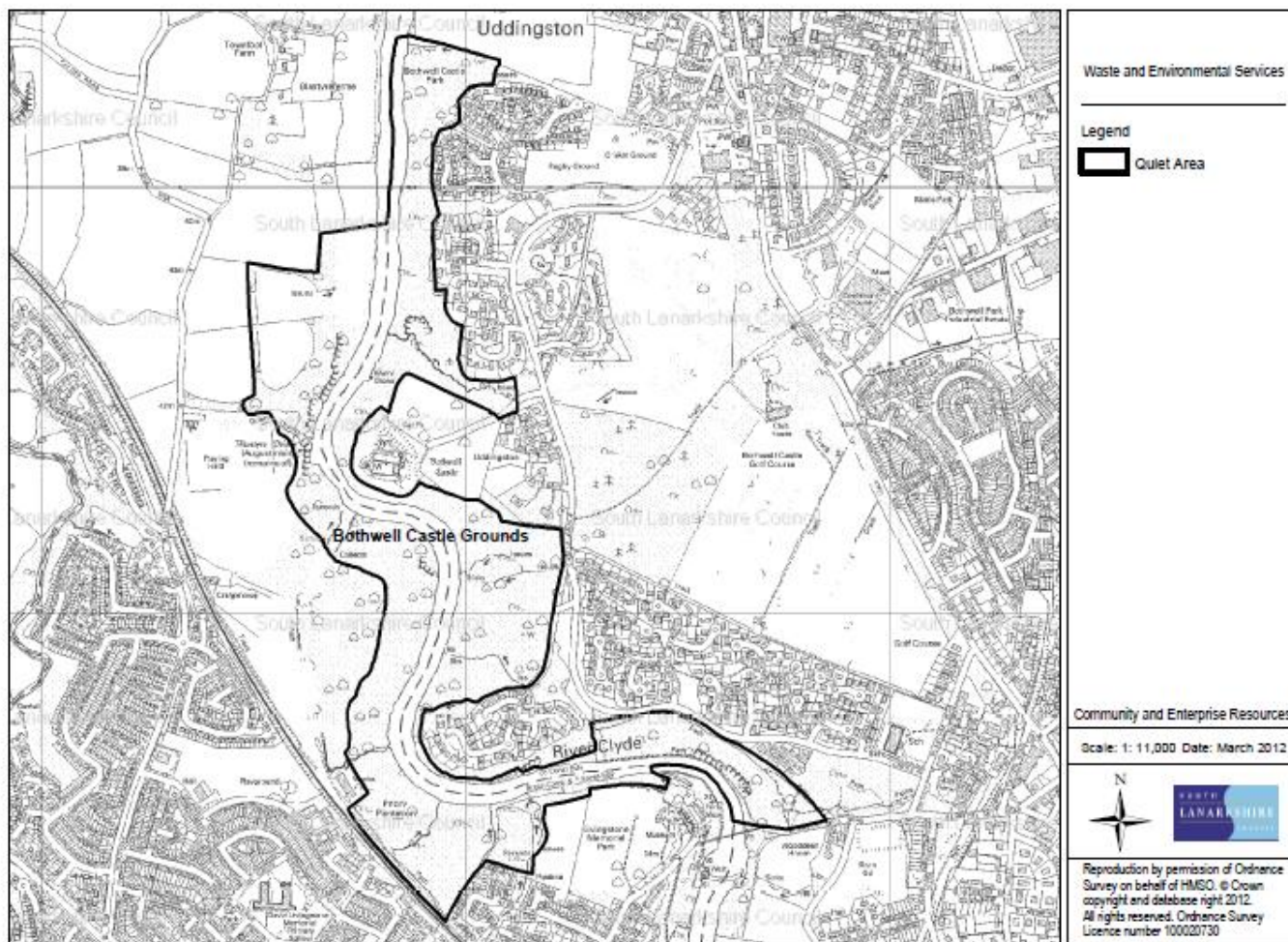
Map 5. Road Candidate Management Area: Eaglesham Road, East Kilbride



Map 6 Rail Candidate Management Area: Section of railway to rear of Main St, Cambuslang



Map 7. Proposed Quiet Area: Cambuslang Public Park, Cambuslang



Map 8. Proposed Quiet Area: Bothwell Castle Grounds, Bothwell