

Title of meeting: Traffic & Transportation Portfolio

Subject: Department for Environment, Food and Rural Affairs:
Environmental Noise Directive

Date of meeting: 26th September 2013

Report by: Head of Transport & Environment and
Head of Corporate Assets, Business & Standards

Wards affected: All

1. Purpose

To make Members aware of the council's obligations under DEFRA's Environmental Noise Directive, and outline the initial requirements to be met.

2. Information

2.1 Introduction

The Secretary of State for the Department of Environment, Food and Rural Affairs has designed an action plan relating to the management of noise issues under the Environmental Noise (England) Regulations 2006. Each local authority is required to complete its relevant action plan.

Actions
Competent Authority identifies Important Areas (IAs) and First Priority Locations (FPLs)
Competent Authority liaises with relevant highway authorities
Competent Authority issues guidance regarding the process for investigating IAs
Local highway authorities investigate IAs (giving priority to those containing FPLs)
Relevant highway authorities implement any actions or secure budget for actions
Relevant highway authorities investigate remaining IAs and implement any actions or secure budget for actions
Competent Authority undertakes second round of noise mapping

To clarify the roles of the PCC services, DEFRA's Action Plan for the Portsmouth Agglomeration is clear in that it is expected that the highways authority (as the noise producing authority) investigates the Important Areas that contain First Priority Locations.

Once completed, the Transport & Environment assessments will be forwarded to Environmental Health (as the noise receiving authority) to comment upon the proposals made. The Environment and Community Safety and the Traffic & Transportation portfolios are both involved, but where the noise levels are produced by traffic and transport issues a response can be provided regarding measures (potential or already in place/underway) such as:

- Reducing the use of private cars
- Improving road design and improving road surfaces
- Reducing traffic speed
- Improving use of traffic lighting sequencing

2.2 Portsmouth's 24 Important Areas containing First Priority Locations:

- Marketway / Commercial Rd (100m Marketway to roundabout, then 100m of Commercial Road)
- Mile End Rd (200m by Old Commercial Road)
- Stamshaw Rd (100m by Seagrove Road)
- M275 (150m adjacent to Harbour Way)
- London Rd A2047 (400m between Magdalen Road and North End Avenue)
- London Rd A2047 (200m between Northern Parade and Northwood Road)
- Eastern Rd A2030 (100m south and 100m north of Stride Avenue)
- Eastern Rd A2030 (50m length south from Langstone Road)
- Velder Ave / Milton Rd junction (600m length)
- Milton Rd / Copnor Rd (400m between Dudley Road and Copnor Bridge / 300m between Copnor Bridge and Queen's Road)
- Southampton Rd / East St A27 (700m eastwards from Portchester roundabout)
- Southampton Rd (1000m between end of Medina Road and Northern Rd)
- Copnor Rd (600m between Keswick Road and Winton Road)
- Fratton Rd / Kingston Rd A2047 (2800m between Fratton Bridge and Kirby Road)

Remaining Important Areas:

- St Paul's Road (between Landport Street and Lord Montgomery Way)
- M275 (southbound opposite Whale Island Way)
- Twyford Ave (150m between Walden Road and Gruneisen Road)
- Eastern Rd (northbound 60m length north of Grove Road)
- Havant Rd A2030 (120m east of Eastern Road)
- Havant Rd A2030 (50m between Lower Farlington Rd and Gillman Rd)
- Havant Rd A2030 (50m adjacent to East Lodge Park)
- Eastern Rd Service Rd (50m length north of Hayling Avenue)
- Milton Rd (50m length south of Priorsdean Avenue)
- Copnor Rd (80m between Monckton Road and Mayfield Road)

2.3 Assessment of Important Areas

2.3.1 24 Important Areas (IA) have been identified in Portsmouth, of which 14 are classed as First Priority Locations (FPL). These are listed in paragraph 2.2 above.

Portsmouth City Council has an obligation to assess each Important Area within its boundary, identify an **outcome** and the **action** that should be taken.

In some areas works will have already been carried out that will have had a positive effect on noise levels, and these will be highlighted (the 7.5T weight restriction in North End for example, which encourages HGVs to use the main arterial routes).

2.3.2 The assessment of each location will result in 1 of the following 6 **outcomes** being allocated:

- A) An action is possible and there are financial resources immediately available to do so;
- B) An action is possible but there are no immediately available financial resources to do so;
- C) No action is possible because there is no scope for doing so (e.g. reasonable noise reduction measures are already in place) or there is an overriding technical issue that prevents implementation (e.g. ground conditions do not allow a barrier to be erected);
- D) No action is possible without causing significant adverse non-acoustic effects that could not be absorbed by the proposed measure (e.g. an adverse effect on safety, air pollution, congestion and/or journey times);
- E) No further action is necessary as the noise level at each dwelling in the Important Area is below 65dB (A), LA10, 18h (minus the effect of reflection from the façade of each dwelling).

A/B) Both outcomes A and B apply.

2.3.3 In response to the resulting **outcomes** above, 1 of the following 6 **actions** could be taken:

- Outcome A) If it is clear that the proposed action will provide the expected benefit, then a timetable or implementation will be determined;
- Outcome B) Arrangements to secure financial resources to carry out this work in future financial years will be made. This might be achieved by either;
 - i) securing new resources for this work; or
 - ii) re-prioritising existing budgets to enable the funds for the action to become available.Once the budget has been secured, a timetable for implementation will need to be determined;
- Outcome C) If it is not possible to implement any action due to outcome C) we will inform the Competent Authority that this is the case, appropriately justified
- Outcome D) If it is not possible to implement any action due to outcome D) we will inform the Competent Authority that this is the case, appropriately justified
- Outcome E) the Competent Authority will be informed accordingly.
- Outcome A/B) Actions will be A) and B) above combined

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Signed by Head of Transport and Environment Service

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

	Title of Document and Location
	Noise Action Plan - Portsmouth Agglomeration http://archive.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/noiseaction-agglom-portsmouth.pdf
	Portsmouth Agglomeration Map http://archive.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/firstpriority/major-sources-tile-107.pdf