

MAPPING

Maps no good for Leeds

Leeds City Council has decided to produce its own noise maps – it says Defra’s strategic noise maps will be of little use for its local needs.

The council is one of the first to take action on the widespread belief that Defra’s strategic noise maps – being put together with minimal local authority input – will not benefit councils. Councils had expected reasonably detailed noise maps as were promised as part of the £13m money allocated to English noise mapping in 2000 – but instead will be presented with strategic noise maps based on modelling and centrally compiled GIS data.

One consultant involved in Defra’s noise mapping told a recent conference: “Defra

instructed us not to engage with local authorities when producing the maps. It said that if some consultants engage with authorities, and others didn’t, it would skew the data.”

Leeds has a particularly active transport and environment team which produces plans and programmes that require strategic environmental assessments (SEA). It hosts the West Yorks Transport Emissions Group set up to coordinate the Local Transport Plan (phase 2) and its assessment.

The group contains representatives from various districts and disciplines, as well as academics and the Highways Agency with the aim of working together and pooling

expertise involving transport related issues involving air quality, climate change and environmental noise.

The council told *Noise Bulletin*: “We are currently carrying out a feasibility study into setting up a West Yorks noise mapping system. The SEA highlighted there was no noise data for West Yorks and such a system is needed to highlight the worst affected areas before a suitable noise action plan can be developed.

“We are not prepared to wait for the Defra noise mapping proposals as these have been significantly watered down and the models cannot be used by the appropriate local authorities.”

● More on mapping, see p2&8

AVIATION

Charge mooted for London choppers

A charge for helicopters using London’s skies is one option contained in the report of the London Assembly into helicopters. The report followed an inquiry in summer (*Noise Bulletin October p6*).

The assembly says noise nuisance has increased with a 20% increase in chopper flights and suggests proper monitoring of helicopter movements and charging for using the capital’s airspace. “Data is unreliable as the DfT and the Civil Aviation Authority do not consistently collect or keep information on helicopter movements. We recommend this data is collated, recorded and published regularly so change can be effectively monitored.”

The report also argues that information on helicopter movements should be made easily accessible to the public, and complaints procedures need to be made more transparent.

The report continued: “We found that the operational handling of helicopter traffic within the London Control

Zone is dictated by the need to ensure safety and there are no specific requirements to minimise noise or environmental impacts. The CAA is powerless on helicopter noise under current regulations. Safety is their prime concern and the environmental impact does not receive the same priority. When the public complain about helicopter noise

nothing seems to be done to address this problem, thus further compounding the sense of frustration.”

While people all over London are affected by helicopter noise, the problem is most intense around the heliport in Battersea and along the river. A new consultative committee is proposed for the heliport, the council and local residents.

Another night flight challenge

The London boroughs of Richmond and Wandsworth are among a group seeking a judicial review of the Government’s Heathrow night flights policy. A similar challenge failed when taken to Europe three year ago.

Boroughs say the government has failed to comply with its own policy, namely to “bear down” on night-time noise, and failed to improve the night noise climate. “The decision to permit night flights to continue is based on shaky foundations as many night-flights are

misclassified as quieter than they are.”

It added: “The night flight decision was wholly inadequate in tackling the misery night flights cause thousands of local people. They pose a massive environmental problem, both in terms of pollution and noise.

“We want to see a commitment from the Government to substantially reduce night flights at Heathrow and ultimately impose a complete ban, and we will be taking our arguments to the High Court.

Defra late say Lords

Lords MPs are considering whether Defra has failed to adequately transpose the Environmental Noise Directive.

MPs say about Defra’s proposed regulations (*Noise Bulletin Oct p1*): “There has been a significant delay in implementation; and the Government’s decisions on which bodies to designate as competent authorities have attracted considerable opposition and risk a failure to achieve effective co-ordination with local development plans.”

The Lords *Merits of statutory instruments committee* feels the regs “may inappropriately implement European legislation; and may imperfectly achieve their policy objective”.

The Committee said it was “disappointed” that Defra’s summary of responses to its consultation was “cursory” and, “in particular, that it gave no indication of the extent of opposition to proposals for the designation of competent authorities. We would expect such significant levels of disagreement to be acknowledged in an explanatory memorandum, which should give Parliament a proper understanding of the wider context.”

It added: “We see cause for concern that the approach being followed by the Government may indeed mean that effective coordination with local development plans will not be secured, to the larger detriment of strategic noise management policies.

The Committee further criticised Defra for the two year delay in transposition: “The delay in implementing the European Noise Directive seems at odds with a thorough-going acceptance of the importance of such policy by Government.”

● www.publications.parliament.uk/pa/ld200506/ldselect/ldmerit/250/250.pdf

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IN BRIEF

ANC completes 50,000th test

The Association of Noise Consultants (ANC) has celebrated completion of the 50,000th test of compliance to Part E sound insulation requirements.

Facing the prospect of being required to test every house for sound insulation under Part E building regulation proposals, the building industry proposed the Robust Standard Details scheme administered by Robust Details Ltd. Testers can be accredited by UKAS or the ANC.

ANC's scheme has been running for two years – its 50,000th test was carried out by RBA Acoustics on a development by Shanly Homes and produced a result of 52dB $D_{nTw}+C_{tr}$, as compared to the required 45dB $D_{nTw}+C_{tr}$ minimum required by Approved Document E.

The test was carried out by Anastasios Glinos of RBA Acoustics who said: "The increased testing requirement of Part E, together with better understanding from developers, looks like it's having a significant impact on improved sound insulation in residential developments.

"Developers and contractors seem to be very comfortable with the concept of registered testers, as they know work is audited, which gives them far more confidence. Building Control also seem to be happier in that they know test certificates will be provided."

● website www.association-of-noise-consultants.co.uk

UKNA polls firework feeling

The UK Noise Association has launched an on-line survey to assess public support for banning the sale of fireworks.

Campaigners are also urging MPs to support an early day motion tabled by MP for Chorley, Lindsay Hoyle. The early day motion is calling for a ban on the private sale of fireworks but allows for organised displays where a licence can be granted by local authorities.

● www.ukna.org.uk

NEWS FROM THE NSCA NOISE UPDATE CONFERENCE HELD IN BIRMINGHAM

Hartnell spells out regs progress

Regulations are now laid in England and the three regions, Defra's Wendy Hartnell told NSCA's noise update conference held in Birmingham.

The regulations transpose the European Noise Directive and require mapping of member states by next June, and action plans in July 2008 (*NB Oct p1*). They stipulate that the relevant governments are the 'competent authorities' responsible for mapping of roads, rail, non designated airports and agglomerations. It is also responsible for action plans, except for airports, which will be the responsibility of airport operators.

Action plans will be developed by consultants, said Hartnell. In agglomerations there needs to be a single action plan for each of the 21 agglomerations, with consultants acting as facilitators. "Following consultation we are now considering how best to

graft action planning onto existing planning and consultation processes. We are thinking of issuing guidance by June next year, we will consult before that.

Guidance would include priorities and criteria including on quiet areas. "We have completed research and thinking of the way forward." (the work was revealed at a recent Institute of Acoustics conference – more details next month).

"We have taken note of comments arising from the consultation that local authorities are not involved as much as they might be, we envisage a greater role for local authorities in future rounds."

Mapping of roads is complete apart from the calculation of population exposure. Guidance has been issued to airport operators explaining how to go about mapping, we are negotiating with Network Rail on its mapping and considering

how best to map industry."

David Burrows of Rugby Borough Council said that he had concerns that airports were being given responsibilities for creating action plans for their own airports. "We have an airport that affects us that has been extremely reluctant to cooperate. Making airports the competent authority looks like poacher turned gamekeeper."

Defra's Hartnell responded: "Some of the smaller airports said they didn't want to become responsible – but under wider government policy, airports have to be responsible for the impacts they generate. Many airports already generate contours, the methodology is already out there so it makes sense to use it."

She said that powers were included in the regulations whereby airports could be obliged to redo their action plans – or Defra could take over the role itself.

MORE ON MAPPING

Hepworth: much work to do on mapping

Peter Hepworth outlined a consultants' view of noise mapping. Hepworth was involved in one of the early maps released by Defra (*Noise Bulletin July p4*).

He reiterated that while there had been progress with mapping of roads, there was much work to do. For instance although roads mapping was nearly complete, industrial, rail and air mapping had yet to start. Only when all are complete could consolidated (as opposed to road only) noise maps be produced. The deadline for completion is 30th June 2007

and the UK risks EU infraction proceedings if it fails to meet that deadline.

Hepworth said: "Noise maps provide data but plans are required for action. These plans are required to 'manage noise issues and effects, including noise reduction if necessary' – with the measures at the 'discretion' of competent authorities. There are no EU guidelines or limits set for prompting action."

He added that noise action plans are due by 18 July 2008 – one year after completion of the maps, and plans must be subject

to public consultation meaning they would need to be prepared long before that deadline.

"There's much work left before noise maps are complete, little time for consideration of input into the plans, and with the significant amount of time needed for consultation, initial action plans are likely to be outline, with detailed work required after they have been published."

He added that very little guidance on the plans is available – the EU may produce guidance at some time in the future.

NEIGHBOURHOOD NUISANCE

NSCA advises on being a quiet neighbour

NSCA – with support from Defra – has released a new guide aiming to help residents keep neighbour noise down.

The new NSCA guide takes residents through the common sources of every day noise and the simple practical steps that can be taken to abate them.

"The launch of quieterhomes.org is timely," said Philip Mulligan, acting chief executive of NSCA, "We anticipate the publication of a draft strategy for noise management in England early next year. However, while strategic policy on noise is

needed to support the management of nuisance noise, research by NSCA has shown that more consideration of when and where we carry out noisy domestic activities can do much to reduce the impact of noise at home."

● www.quieterhomes.org

NEWS FROM THE NSCA NOISE UPDATE CONFERENCE HELD IN BIRMINGHAM

Drink laws cause a stink

Jonathan Lartice of Defra fielded criticism from local authorities about changes to the pub licensing system. With the Home Office and DCLG departments unable to attend, it was left to Defra to defend changes that many considered unworkable.

Lartice (who has now left Defra's noise team) outlined recent key changes to licensing, including revised guidance to the 2003 Licensing Act (see link below) and more recent Noise Act changes whereby premises can be closed down if noise exceeds a certain level.

That noise level was studied and consulted upon (*NB July p1*) but the final decision has been held up for ministerial approval – perhaps by as much as three months. The Noise Act changes will allow local authorities to issue fixed penalty notices for £500 or take them to court if they breach a particular noise level between 11pm and 7am.

Lartice said recent consultation on these proposals threw up a number of misconceptions including:

- Some councils believe that it is necessary to put the details of the complainant on any warning notice making them vulnerable to reprisals. Lartice said this was not necessary, future guidance will clear this up;
- There was concern that if a fixed level of noise was adopted for the Noise Act, this would become a de facto standard for local authority nuisance. Lartice

said this would be wrong as this level was based on 'clearly unacceptable';

- Ongoing noise may be a nuisance but not excessive – in which case nuisance legislation can be used;
- There is some confusion on how many fixed penalty notices can be issued in one night. The answer is only one within the period of a night, which lapses at 7am. "If fixed penalty notices do not do the trick, then court action is of course still possible with its higher penalties."

There remains confusion about the issue of what constitutes premises under the licensing Act – for instance car parks, and buskers among any queues waiting to get into the premises on the street. Some authorities question whether authorities can tackle noise in beer gardens – a best practical means defence may apply, and gardens may not be 'premises' under the licensing act.

There was criticism that Temporary Event Notices (TENS) were being misused. These are notices issued by the police (without reference to the local authority) and intended for community events. But licensed premises (that may have tight noise restrictions) are applying for TENS to circumvent those noise conditions and can do so 12 times a year – essentially providing a license to breach their noise conditions 12 times a year.

David Haynes of

Wellingborough said: "Public houses have worked out that TENS are a good way of – for instance – having loud music on a bank holiday. It is perverse that licensed premises were ever allowed to get TENS – everything should be done as part of the licence. This is an increasing and serious problem."

Paul Hern of Tewkesbury Council agreed: "It takes a lot of negotiation to get a noise management system in place – and then the pub applies for TENS. The spirit of TENS is good – but it has lost its way with pubs applying for them."

David Burrows of Rugby Borough Council said that the authority had looked at the Noise Act and found it "impracticable, a lawyers charter, ideal for appeal, unenforceable and a risk to our officers".

Alan Blissett of the London Borough of Southwark agreed. He has 13 noise officers but said: "The noise act provisions are unworkable when you consider that we get 200 complaints on a typical Saturday night. There is no way that we have the resources to exercise its provisions."

Lartice said that resourcing was a matter for the local authority but that the changes were not perfect, but were trying to improve things.

- www.culture.gov.uk/NR/rdonlyres/F4908CCD-E5A3-4D5E-B113-678AA8F53BC7/0/gui_de_section182june06.pdf

Ovens now kitchen culprit, says Electrolux

So much effort has been focused on making kitchen appliances quiet that cookers have been left behind, says Electrolux's Marco Clara.

Clara told the NSCA conference that work had focused on 'noisy' appliances such as dishwashers and washing machines, leaving the humble cooker as the noisiest item (at 47dBA – compared to a dishwasher (42dbA) and fridge 36dBA). "The dishwasher guys have done a lot of work – and suddenly the cooker guys find their products are the noisiest."

Clara said there was a team of 35 acousticians working on product noise: "Good progress has been made across the years and we are now focussing our efforts on sound quality rather than sound levels. We find that despite this, the number of customer complaints on noise are increasing – we spend of a lot of time and effort on noise as a low noise is a selling proposition – noise can be seen as a signal of quality engineering, performance and dependability."

Despite EU initiatives requiring sound labelling of

products, he challenged anyone to find any numbers included in the column on noise output on consumer labels:

"Manufacturers don't declare their dbA because tests are too complex and take too long – especially if it is a modern fridge that might only cycle on and off once every day."

But he cited experience of the energy A-F rating system, when first introduced very few were in the best category, now most are in the best category. The same labelling system could have benefits for noise, he said.

IN BRIEF

Moorhouse moots low frequency 'clinics'

Salford University's Andy Moorhouse outlined work carried out for Defra on producing guidance for local authorities investigating low frequency noise.

He told the NSCA audience that the guidance is intended to help environmental health officers to deal with the problem that low frequency noises can be impossible to hear and measure yet cause much distress for sufferers. It sets out how noise can be identified if it exists – and where it doesn't exist, how to counsel the sufferer and suggest coping strategies.

Bath and North East Somerset environmental health officer Alan Bratt, speaking from the floor, agreed that the guidance had proved useful: "We have been dismissive of low frequency noise complaints in the past but we found the guidance and its suggestions about coping strategies very useful."

Moorhouse suggested it would be a good idea to have a network of low frequency noise clinics – perhaps building on existing tinnitus clinics.

Encams happy

Environmental lobbyists Encams reported back on the progress of its *Noise Concern* campaign.

The campaign was aimed at noise sufferers and included radio ads and bus shelter ads pointing sufferers towards a website (*Noise Bulletin July p1*). This had 8,000 users in two months, with users looking at about ten pages each. The most visited page was on how to approach neighbours, mediation and 'are you a considerate neighbour' surveys: "These were the pages we were very keen for the public to view," said Encams' Louise Marsden.

She noted that many found its annoying noise radio advertising so annoying that some listeners threatened to boycott the radio station until the ads were pulled.

- www.encams.org

IN BRIEF

‘Silent’ plane progress

Researchers from Cambridge University and the Massachusetts Institute of Technology (MIT) say they are one step closer to producing quieter aircraft.

They are working on a design intended for the generation after next of aircraft for entry into service in 2030. The design looked at improving the airframe as well as the engines as half of the noise from a landing plane comes from the airframe. Some of the key design features are:

- The overall shape of the aircraft which is a single flying wing allowing slower, quieter approaches and engines mounted above the wings to reduce ground noise;
- Flaps and slats have been eliminated – these are a major source of airframe noise when landing;
- Novel ultra-high bypass engines, which have variable size jet nozzles to allow slower thrust during takeoff and climb for low noise.
- <http://silentaircraft.org>

No rap for Amber

The local authority Ombudsman has said that a skate park is noisy – but Amber Valley did not break the rules by allowing it.

Residents complained about noise from the skate park in Denby near Derby as soon as it opened and claimed that the council should not have given it planning permission.

The Ombudsman could not find evidence that procedures were flawed, adding: “Experience across the country has shown that skate parks can cause considerable noise nuisance. The council received the planning application in November 2003 and, at that time, both its own experience and that elsewhere was more limited than it is today.

“In this case the council was endeavouring to provide facilities for young people utilising an existing recreation ground. On the information available at the time, the decision to create a skate park was reasonable and not maladministration.”

RURAL AREAS

CPRE fuels tranquillity debate

Countryside campaigners CPRE say they have developed a new way to map rural tranquillity.

The Campaign for Protection of Rural England has redrawn its tranquillity map – the launch of the map back in the late 1990s caught the public mood and secured political support for noise issues to the tune of £13m for English noise mapping. The Rural White Paper pledge in 2000 was eventually quietly dropped with Defra spending only a fraction of the £13m on strategic maps of part of the country (see also news, p2).

CPRE says: “We are challenging everyone to use our striking, colourful new map of England along with the new measurement method, and act to retain this precious resource from further massive erosion. Tranquillity is one of the most sought after, hard to pin down ingredients of a good quality of life.”

The new map reveals that England’s most tranquil region is the North East, and the most tranquil county is Northumberland followed by Cumbria and North Yorkshire. The least tranquil region is

London and the South East and the least tranquil county is Surrey, followed by Cheshire and Hertfordshire.

To make the new map, researchers from Northumbria and Newcastle Universities first consulted more than 1,300 countryside users and visitors across England on their perceptions – what it was in their surroundings that did, and didn’t, make them feel tranquil.

There was a wide diversity of views but most revolved around three themes – landscape qualities, the impact of man-made noises and the presence or absence of lots of people.

● *Saving tranquil places* summarises the benefits of tranquillity, the methodology behind the mapping and CPRE’s policy recommendations. The maps can be viewed on www.cpre.org.uk

What tranquillity is...

1. Seeing a natural landscape
2. Hearing birdsong
3. Hearing peace and quiet
4. Seeing natural looking woodland
5. Seeing the stars at night
6. Seeing streams
7. Seeing the sea
8. Hearing natural sounds

What tranquillity isn’t....

1. Hearing constant noise from cars,lorries and/or motorbikes
2. Seeing lots of people
3. Seeing urban development
4. Seeing overhead light pollution
5. Hearing lots of people
6. Seeing low flying aircraft
7. Hearing low flying aircraft
8. Seeing power lines

EXCELLENCE

Leeds win John Connell award once again

Leeds City Council has won this year’s John Connell award – for the third time.

The awards are given to organisations doing good work on cutting noise – Leeds won the award in 2002 and 2003, Northern Ireland won it last year, Southend in 2004.

Leeds won this year’s award for its continued work with its noise service. Meanwhile **Huntingdonshire** was highly commended for its education work with children with environmental health officers going to schools promoting the message *Sound is essential, excessive noise is a nuisance.*

Bromley London Borough won the innovation award for its ‘safe and sound’ scheme. The council has a multi tasking team going round the borough checking for pubs and clubs licence compliance aimed at tackling noise and anti social

behaviour. The team checks all aspects of the premises – from noise, bouncers, underage drinking and other compliance issues. “The judges were impressed that Bromley is building trust between residents and landlords at the same time sending a clear message that landlords are also responsible

for any anti social behaviour.”

The enterprise award went to **Shetland Islands Council** – (not usually seen as a noise problem). Judges were impressed by the level of co-operation between the police and council, the police able to deal with noise out of hours.

● www.noiseabatementssociety.com



Leeds (Richard Bilborough) receives its third John Connell award

WORKSHOP ON PRESENTING MAPPING INFORMATION TO THE PUBLIC

UK hosts mapping thinktank

An international workshop held in London looked at ways that noise maps can be effectively presented to the public. There has been criticism that noise maps take much time and money to produce, and are posted on the web but then languish with little interest from the public.

The UK's foremost noise mapping expert John Hinton of Birmingham City Council organised the conference, held in London. Defra's Wendy Hartnell outlined noise mapping efforts in the UK (Hartnell was also speaking to the NSCA on noise mapping, *see news p2*)

She said: "There has been considerable progress on mapping roads, we have looked at 100,000km and are now considering population exposure. There are 4,000km of railways, 23 agglomerations and 34 airports still to do."

She said that road noise maps of London had been available on the internet for two years. The maps have generated a lot of interest – Hartnell outlined a few lessons learned:

- As the maps don't include air and rail noise, they might be misleading to the public if it is not understood what is being presented;
- When going to street level, users asked why their street wasn't included – "or why those two noisy motorbikes didn't show up".

She said: "There is obviously some confusion on what we've done – how do we present this information and manage expectations?"

In contrast to the UK experience, Almada, a district

near Lisbon in Portugal, has actively promoted its comprehensive maps to the public. It has printed out the maps on large sheets and taken them to the people via billboards, exhibitions and posters. Literature for children has also been produced as a way of spreading the message.

Italy also appears ahead with its mapping. The conference was told of the comprehensive work done by the Italian Railways that has culminated in a €7bn action plan involving more than 8,800 specific projects and 3,000 direct interventions on exposed buildings. But Sandro Gervasio said: "Even in areas where action plans have been in place, we are getting an increase in complaints, suggesting that even if standards are achieved, they are still too noisy."

French research group Inrets has carried out research on the public understanding of noise maps. Its conclusions included:

- It is better to include all nuisances on one map (noise, air, dust etc);
- Most thought that local authorities rather than central government should produce the maps;
- There was a low knowledge about noise mapping – but strong interest;
- Dynamic maps are preferred, including effects of action plans;
- Colours need to be limited – preferably to three colours (traffic light colours of red, orange and green) and precisely annotated;
- Noise must not be limited just to road – it must include

rail, air and industry;

- Day evening and night maps are preferred;
- Paper maps are needed to complement the internet;
- Local landmarks are needed to aid understanding of the maps.

Christian Popp of German firm Larmkontor told the conference that the public don't really understand decibels and it was better to present contours as red (very noisy), orange (noisy) and green (quiet): "No one really understands what 60dB really means and we need a translation. Comparison of numbers of people exposed to noise are more easy to understand – and it is helpful to show that reducing noise can increase rate and rental values so increasing tax take."

He warned that the directive requires receptors (for noise mapping calculations) to be on the most exposed façade of buildings. But using these assumptions in action planning can lead to underestimates of benefits given that in real life, there is a more even distribution of residents.

Stephen Turner of Bureau Veritas said: "The decibel has come in for a bit of drubbing this morning, but we need to be careful about dumbing it down so much that we make decisions based on bad science."

He also expressed 'caution' about the L_{den} measure. He said: "For instance, if the government were to scrap night flights altogether, L_{night} would disappear altogether but L_{den} would move by one decibel – yet the effect would be enormous."

USING MAPS

GLA's Bloomfield in blue sky thinking

The Greater London Authority provided the noise mapping conference with its usual insightful 'blue sky' thinking.

The GLA's Alan Bloomfield asked the international noise mapping conference: "It is difficult to explain to the public the limitations of the maps without making them appear too limited to be useful. But are the public really interested? And is it really our job to make

them interested? Or should we just make them available to those that are?"

He added that there are implications about how the maps are drawn up as the un-informed general public will have very different needs to planners and noise professionals who would require far more detail.

He proposed that current 'passive' maps could be

replaced with 'auralisations' – maps that played sample sounds depending on where they are clicked. "While people know what a road sounds like, auralisation could help people associate dB to actual sounds and make better sense of dBs.

Bloomfield concluded: "But people may also be surprised to learn that subjectively different sounds are regarded as being the same by acousticians."

IN BRIEF

101 in trouble

The single non-emergency 101 number may be scrapped. The pilot scheme is failing to reduce 999 calls and making it difficult to make direct contact with noise teams on the ground.

Silent delivery code

Guidance on quieter deliveries has been agreed by the truck industry in a bid to ease delivery curfews on stores.

Truckers say that night time delivery bans force them to deliver in congested day time peaks. They say that deliveries can be made quieter so avoiding the need to have night time bans.

Recommendations are made for quieter trucks, and quieter operating practices at premises such as:

- Introduction of electric shutters on loading banks;
 - Provision of electrical power sockets at loading / parking areas to run refrigeration units, or failing that, refrigeration units to be switched off at the delivery point;
 - Noise management measures to minimise nuisance from doors and shutters, loud conversation, music, paging systems, telephone speaker systems, and so on;
 - Fix loose inspection and drain covers;
 - Careful driving over speed humps;
 - Ancillary equipment sensitively placed, properly maintained and screened off where possible. This covers generators, compressors, power systems, compactors, skips and waste disposal points;
 - Loading bays and docking areas properly closed to minimise noise transmission;
 - Low-noise yard surfacing and acoustic fencing (noise barriers);
 - Good yard hygiene and use of electric gates if fitted;
 - Low-noise (gas fuelled) shunting units, with low noise couplings; and
 - Quieter alternatives to diesel-powered refrigeration systems, such as LPG or natural gas.
- *Delivering the goods: A toolkit for improving deliveries* is at www.fta.co.uk.

Motorbiking: a growing scourge

MPs and councils are getting increasing complaints about noisy motorbikes. Lis Stedman finds out what is being done about it

A highlight of the recent NSCA Noise Update was the issue of motorbike noise – and the yawning gulf between the motorcycle industry and councils trying to cut noise.

The Auto Cycle Union (ACU) is an official body organising off road events on proper tracks – the ACU's Dave Luscombe was pitted against Stephen Coulman of South Lincs. Coulman's motto *You annoy, we destroy* could not be more of a contrast to Luscombe's *Learn to live with it*.

Luscombe emphasised the positive aspects of biking – that sport and recreation are essential, motorbike-related sports are growing in popularity and could help with the government's drive against obesity.

A more controversial suggestion was that noise is one of the most exciting aspects of the sport for riders and spectators alike, and that therefore people should learn to live with it. He told *Noise Bulletin*: "Noise is an intrinsic part of the sport – it goes with the territory. It's one of the things that makes the sport appealing."

He adds: "One man's noise is another man's sound – it's like rock concerts. There needs to be an acceptance that it's part of the attraction, the same as a rock event."

For Luscombe, the NSCA event proved that there were people for whom noise reduction is an obsession. He notes: "When we live in a world where you can hear a pin drop, what will they do?"

His key point is that bike sports are regulated and organised (by the ACU) and noise standards are in force at organised events. Riders outside the ACU's aegis (who might increase in number were there a crackdown on the main body of the sport) hold noisy, unregulated events in fields.

Bikes are not uniformly noisy – there are major differences between the various types of bike. In terms of street use, motocross and offroad bikes have no licence plates, lights or indicators and cannot be used on

the road. Street legal trials and enduro bikes have all the paraphernalia – plates, indicators, registration and so on, so can be driven to events.

They also create less noise because they have proper mechanical exhaust silencers. Offroad bikes, contrary to some belief, do need an exhaust to create the back pressure required for the engine to function but have rather cruder absorption-type silencers, with loft-insulation type material packed round the exhaust tube to muffle sound.

Luscombe says: "When this is freshly done the noise is down to the limit, 92 to 96dB, but after an hour of riding it would be 105dB. A competition rider would re-pack because as the noise increases there is a power loss. However, kids aren't worried if they lose 3hp".

The opposite side of the argument, highlighted at the NSCA event, was North Lincs *Operation Yokohama*, with its great catchphrase *You annoy – we destroy*. North Lincs neighbourhood team manager Stephen Coulman, who spoke at the conference, outlined how the authority catches up with antisocial bikers, seizes their machines and takes them away to be crushed.

Operation Yokohama is part of the authority's wider *StreetRight* anti-social behaviour initiative. Yokohama staff liaise with the police and exchange intelligence – the bike-crushing outings are all targeted at defined "hot spots", intelligence-led and quickly reactive.

The council is the 'eyes and ears' of the operation, and acts based entirely on resident tip-offs with the police undertaking the legal side, Coulman told the meeting – the police do the seizing and the council facilitate the taking away, crushing and admin. The authority's contractor uses a mobile crusher on a truck, though he notes: "We do not invite the public/offenders to witness – as yet."

A high-profile sustained campaign was conducted throughout the school holidays this year, and is still undertaken on a regular basis. The costs of this scheme have been relatively modest – the police work has no additional cost, because they were on their normal beats, and the council costs were just £2500 for the holiday period, mostly in overtime payments and similar costs.

Coulman told *NB*: "We found the simplest thing was not to prosecute people, just seize and crush. If people are prosecuted and fined £50 or £100 it doesn't make any difference. It is often just added to other unpaid fines. If you seize the vehicle and crush it, it does have an impact."

Not only that, as the seizure is instant, the offenders have to walk home. But he notes: "If you are a decent, honest, law-abiding motorbiker you have nothing to fear from Operation Yokohama. If you're not, you do."

Most councils have set their sights a little lower – about two feet lower, in fact. Mini-motos are an increasing problem – cheap (costing as little as £150), screamingly noisy (they use trimmer or chainsaw engines) and dangerous on the road – where they are not supposed to be used, but often are. They are usually seen whining down pavements or wobbling precariously down streets. Although they stand just 23in high they have a 50cc engine that can get some machines up to 60 mph.

Reckless mini-moto drivers can receive points on their licence (even if they haven't yet got one), face a driving ban, a fine or even have their vehicles crushed, under recent guidance published by the Respect Task Force (*NB Aug p2*). To help police carry out enforcement, the task force gave £200,000 to 28 areas to step up enforcement activity over the summer.

However, there seems to be a great deal of confusion about the tiny bikes' legal status. Police powers used to tackle bike

Powers to deal with motorbikes

Under the Police Reform Act 2002, the police have the power to seize motor vehicles where they have reasonable grounds to believe they are being used 'in a manner likely to cause harassment, alarm or distress' to members of the public – which includes noise nuisance.

Under the Road Traffic Act (RTA) 1988 police can act where an officer has reasonable grounds for believing that a mechanically propelled vehicle is or has been driven without due care and attention, or without reasonable consideration for others, or driven onto or upon common land, moorland or any land not forming part of a road, footpath or bridleway.

The power to seize vehicles immediately (or within 24 hours if they fail to stop) was introduced in section 152 of the Police Act 2005, which inserted a new section 165A and section 165B into the Road Traffic Act.

It is also possible to arrest riders for causing a public disturbance. And if a mini-moto is ridden on the pavement, the

police can deal with it as an offence under the Highways Act 1835.

Other relevant legislation that could be used by councils includes the Environmental Protection Act 1990 Section 79, prosecution for statutory nuisance and the Noise Act 1996 – removal of noise making equipment; as well as anti-social behaviour orders for those causing by their use alarm, distress and harassment.

Mini-motos can be ridden on private land with permission from the owner, but still must not cause 'harassment, alarm or distress'.

The relevant authority obtained by North Lincs Council for Operation Yokohama was in accordance with the Regulation of Investigatory Powers Act 2000 (RIPA).

There are also low-level measures such as acceptable behaviour contracts (ABCs) and penalty notices for disorder (PNDs under the Criminal Justice and Police Act 2001).

Case studies

nuisance include Section 165a of the Road Traffic Act, but Luscombe argues that this shouldn't be used against mini-motos and points to a challenge in Coventry. "It's not been proven in law – it's been agreed that they are mechanically propelled but not that they are motor vehicles, which s165 applies to. It's a bit of a fascist policing mechanism – they say they will seize the bikes because they've got no licence or insurance but you can't get a licence or insurance for them. So you can't have them back, and that's illegal."

Unfortunately for this argument, the DfT recently confirmed that mini-motos are classed as motor vehicles. But as this suggests there are widely differing views, with local authority advice varying between stating they are illegal to ride except on private land with permission, to saying they are legal on-road if with the usual on-road motorbike equipment, a current driving licence and safety helmet.

There was a "definitive" answer however in a debate on mini-motos last year in parliament, when then-junior Home Office minister Paul Goggins told MPs: "It is possible for a mini-moto to be ridden legally on a road, but for that to happen it would have to meet certain construction standards, such as the requirements demanded by European directive 2002/24/EC. It would be prohibitively expensive to convert such a vehicle to that standard."

Essex police sergeant Mick Green, who coordinates the motorcycle unit within the force's Mobile Support Division, says that a good option to tackle problems is Section 69 of the Road Traffic Act, which covers antisocial behaviour related to motor vehicles. "The noise produced would form part of that if it caused public harassment, alarm or distress," Green points out. The police would initially take down the offender's details and then if the offence was repeated they would confiscate the bike, he adds.

There's no doubt that this can apply off-road, he says. "It does apply to offroad vehicles so long as they are in a public space. If someone is riding their own vehicle on their own land or with permission of the landowner it is slightly different." On mini-motos and s165 he says simply: "They are not roadworthy vehicles. They can't be used on the road."

The police and some local authorities (though many rely heavily on the police for enforcement) are now cracking down thanks largely to the Respect funding. It's not before time, as a predicted further 100,000 mini-motos will enter the country for Christmas.

Doncaster MBC has been monitoring the problem for some time – during 2004/05 it received more than 1,500 complaints about motorcycle nuisance. Using Noise Act powers, the council served 640 noise abatement notices, 45 mini-motos were seized by environmental health officers and South Yorkshire Police nabbed a further 100. Ten people were prosecuted for noise

A recent case in Newmarket underlines the confusion that can be created: a site that had historically been used for motocross, as well as other offroad sports, built a bike track without planning permission and applied retrospectively once it was built. The council refused permission so the operator appealed, and at around the same time the council also decided the track was causing a noise nuisance. This case was heard first and the judgement was that there was not a noise nuisance. Whether the site will get its planning permission, meanwhile, remains to be decided.

Colin English, of English Cogger Partnership, which represented the operator, says: "Our case is that the court has already decided it is not a noise nuisance. Planning law is a balance between the rights of homeowners to enjoy their property and people participating in specific events to take part, and the court decided that balance had been struck."

English adds: "In all planning there is a requirement that planners not permit something that causes a nuisance. It is a question of how far below that threshold you have to go before they feel comfortable."

The frequency of the events – every other Sunday – may also have been a key factor, as a recent judgment in east Dorset suggests – this went against an operator with a much busier schedule. Matchams Leisure Park hosts a wide variety of events, most days of the week, though this case focused on motocross.

Ruling against site owner Eaglebeam, the judge concluded: "I take into account the second defendant's efforts to improve matters. The fact that he is doing a public service to youngsters. The fact that he is not making much money out of this. The fact that it has gone on there for a long time. But, nevertheless, having considered all those factors, I have come to the conclusion that the evidence is that he knows perfectly well that it is an over-noisy form of recreation, and he has deliberately continued to carry on with it..."

offences.

The authority has also issued noise abatement notices against 175 noisy full-size bikes this year in a joint project with the police, seizing 23 so far. It has also sensibly provided a "carrot" in the form of the rural Carcroft motorbike park, where the apprehended bikes are put to good use for bikers to ride in a safe, supervised environment.

Other active authorities include Harlow, with its recent public crushing of mini-motos. Enforcement activity, with funding from the task force for the police, was stepped up over the summer.

Haringey, where MP David Lammy has been conducting a campaign against mini-motos, has heavy police involvement but also issues fines of up to £5,000 for noise pollution (once a noise abatement notice has been served).

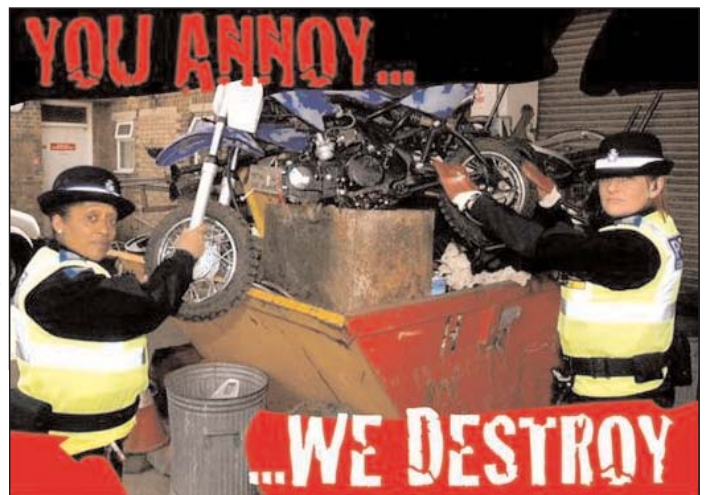
Coventry council has given police six new off-road motorbikes costing £40,000 to hunt down offenders. It has also seized and crushed more than 80 bikes – the police have just crushed their 200th, mostly using 'driving without insurance' as the reason but also Section 59 and public nuisance powers (see box). The clampdown has been so successful that reports of problems have reduced by 80% in nine months. Coventry says: "Noise is certainly part of the problem, but it is also

damage to property – parks, and so on, and danger issues."

Southwark has gone a step further – it recently crushed mini-motos in the middle of a local estate and had a blacksmith on hand to make the debris into street furniture.

There are many more initiatives – police in Warwickshire, Waverley, Sandwell and many other areas have been seizing and crushing mini-motos; Greater Manchester police have a website, www.stopoffroadnuisance.co.uk, with an anonymous online form for tip-offs; and much more. With notable exceptions, it does seem the police are taking the initiative.

Whoever leads the charge, the message is clearly that it's war – certainly against mini-motos; probably against noisy larger bikes being ridden anti-socially. Dialogue may require some concessions from the motorbike fraternity, since the law seems firmly on the side of councils in their efforts to drive down noise in domestic areas.



South Lincs' tough message to nuisance bikers

UK lays regs to enact directive

Tailored regulations have been developed to enable each part of the UK to enact the European Noise Directive. Lisa Russell reports

Northern Ireland, Scotland and Wales have all now joined England in bringing regulations into operation to enact the European Noise Directive (END).

Separate legislation has been needed for each to reflect local differences in structure or approach. The Welsh and Scottish versions are almost identical to the English one – except of course for parallel text in Welsh. In contrast, Northern Ireland needed a number of changes.

Environmental noise is addressed by the devolved administrations in Wales, Northern Ireland and Scotland while Defra takes the responsibility for England. Defra's regulations came into force in early September (*NB Oct p1*), closely followed by Scotland, Wales and Northern Ireland, with all in place by October. The regulations transpose the requirements of the European Noise Directive into the laws in each country and set out how each will comply.

The END will lead to the preparation and dissemination of strategic noise maps for large urban areas and major roads, railways and airports. Action plans will be prepared, aimed at managing and reducing environmental noise. Only the largest agglomerations and busiest roads, railways and airports are covered by the first round of noise mapping and action plans. A second deadline at the end of 2011 applies to less busy transport and less populated places, within defined levels.

Noise mapping is essentially complete for roads in England. A contract has been let for Scotland (headed by Hamilton & McGregor) and the Welsh one was awarded this month to a consortium led by Open Spaces and including Isoniq, Hepworth Acoustics, Jacobs Babtie Geospatial, Bureau Veritas and Birmingham City Council. Northern Ireland is currently advertising a contract, with a tender deadline of 23 November. Details are available on www.cpdni.gov.uk (reference S1501406).

A 'competent authority' is assigned responsibility for each type of mapping. In all four places, the operator is to be the competent authority for airports. In England, Wales and Scotland the responsibility for other sources lies with the Secretary of State, Welsh Assembly and Scottish ministers respectively.

When the English regulations were published, this approach was criticised by the National Society for Clean Air for the minimal role it appears to give local authorities (*NB Oct p1*) and Lords MPs weren't much impressed either (*news, page one*).

This isn't seen as such a large issue in Scotland, perhaps because the area is

smaller than England and the Scottish Executive rather closer to its local authorities: "The feedback we've had from the local authorities is that they are happy for the Scottish Executive to be the competent authority for making maps," says a spokesperson. "They all seem to be happy for Scottish ministers to take that role and for it to be done centrally.

"We are working quite closely with them and just because we are the competent authority doesn't mean to say there is not a role for the local authorities. Certainly, when it comes to action planning, we would envisage a bigger role for them." The extent of involvement would vary across the country – the Western Isles, for instance, has little interest in agglomerations.

In Wales, consultation was carried out with the 22 local authorities and there was little opposition to the choice of competent authority, according to Welsh Assembly Government technical policy advisor Ross Hunter. There are no real differences between the Welsh and English regulations, apart from references to the national assembly, he explains. This was quite a straightforward decision, he recalls, as only limited resources were available in Wales. "We decided to plough the resources we had into the actual mapping rather than the regulations," he says. The smaller scale of Wales does bring some advantages. "We can approach local authorities individually because we don't have many and we know them all."

This is also the case in Scotland. "We are small enough that we can still be in touch with the stakeholders," says the Scottish Executive spokesperson. There are 32 Scottish local authorities, though some areas with small towns and no busy transport will have little input to the mapping.

There are no significant differences between the English and Scottish regulations. "We have worked with Defra to make sure the outcomes are similar," she says. There are some drafting differences – for instance, Scotland has no designated airports – but there is nothing substantive.

Northern Ireland regulations do have differences compared to the rest of the UK. In particular, there is a different set-up for running transport. Some of the roles that are still within government in Northern Ireland are outside it in England. "The regulations were transposed with that in mind," explains environmental policy advisor Colin Nugent. "We made the operators the competent authorities for all the different processes. The competent authorities are the bodies that are responsible for managing these sectors day-to-day and they now have

the responsibility for producing the noise maps and action plans."

This means that the Roads Service Northern Ireland within the Department for Regional Development will take responsibility for roads; Northern Ireland Transport Holding Company will do so for rail and the Department of the Environment (DoE) is the authority for agglomerations and industry. As elsewhere, airport operators are also competent authorities. The DoE also has an overseeing role for transposing the directive and implementing it. Nugent doesn't see the approach as better or worse than that of the other devolved administrations or Defra "but this was the one that was most suitable for Northern Ireland."

However, although there are several competent authorities, the mapping will be carried out jointly, following a decision by all the stakeholders, he explains. There is only one agglomeration and little qualifying transport. "The only way to protect quiet areas in agglomerations is to have consolidated noise maps, covering all of those sources," says Nugent.

The approach also makes it easier and more cost effective, he adds. "If they were required to do it themselves, they would be required to go through the tendering process. They would also each be required to get licences for the various base mapping data sets." Making the operators the competent authorities also guarantees that the necessary data will be provided.

That Northern Ireland is going straight for consolidated noise maps is a bit of a coup compared to the rest of the UK – English maps are 'road only', so for instance the London map shows Heathrow as a huge quiet area – a result of it not including aircraft noise. Unsurprisingly the public might be confused.

Welsh local authorities have been approached for data as the mapping progresses. "They've been very cooperative and helpful," says Hunter. The central team offered resources to help collect the information, acknowledging that it can be time consuming.

Data gathering and database preparation is now complete ready for use on the newly-let mapping contract. "We've been to see quite a few of them and they've been very enthusiastic to give us what they can and help us with it," he adds.

Handing of control of the maps to central rather than local government is controversial – progress will depend on central government ambitions. To date the likes of Scotland has been more enthusiastic on local environmental issues – suggesting that England could get left behind.

'Bible' produced at last

Publication of the updated noise management guide gives local authorities the opportunity for greater consistency reports Lisa Russell

Keen observers appeared to lose the will to live waiting for the noise management guide to come out.

What is seen by many as a noise 'bible' was first drafted years ago – but release has been repeatedly delayed as new legislation was tabled making release without that information rather pointless. In the event the delay meant the Scottish version, commissioned a year later than the English one, was published months before (*Noise Bulletin August p1*).

The current lull in changes has now given the Chartered Institute of Environmental Health (CIEH) and Defra a chance to finally release the guide, properly titled *Neighbourhood noise policies and practice for local authorities – a management guide*.

The document, which can be downloaded from the CIEH's website, replaces, updates and extends the advice in the *1997 Noise management guide*, which was primarily aimed at dealing with domestic complaints. The scope now encompasses the wider field of neighbourhood noise, though it does not address transportation noise in any detail, as local authorities generally lack powers in this area and it will be covered by action plans under the Environmental Noise Directive.

The guide was prepared under a number of contracts let and sponsored by Defra in association with the CIEH but is largely based on work by Temple Environment, which was published a draft for consultation in June 2003. The document was substantially finished some time ago says the CIEH's Howard Price. "We held it back to include the Clean Neighbourhoods & Environment Act." There was no point releasing it with the Act on the way, as an update would soon have been needed."

The aims of the new document include encouraging local authorities to review their noise policies and procedures to meet legislative requirements and local circumstances; providing guidance; and encouraging enforcement to be applied consistently and transparently while responding to local needs. CIEH's guide covers England, Wales and Northern Ireland, while Scotland has a separate, similar document.

Price underlines the extent of consultation that has taken place. "We've tried to involve people as well as picking procedures from lots of different authorities."

One of the mechanisms was a series of focus group meetings – South Northamptonshire Council environmental protection officer John Penny was a

member of the group. The information appears up to date and consolidated he finds. "It should be very useful to councils and also to the public outside," he says.

It provides a central place for looking up things, as well as serving as an ideas document, says fellow focus group member, Gravesham Borough Council senior environmental health officer Allan Glasson. "I think it's a useful document to give ideas about how your noise team can work to its maximum potential."

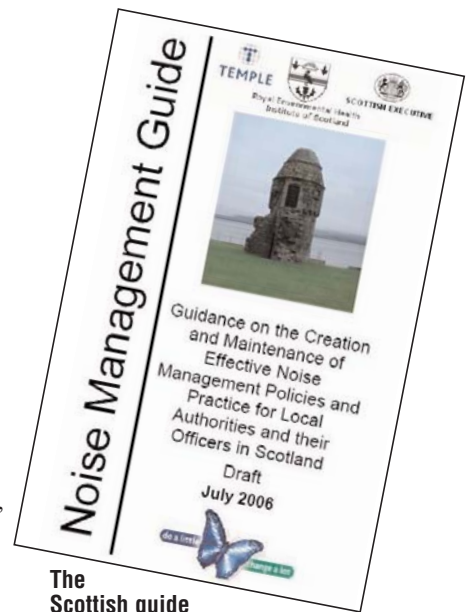
Another focus group member was Annie Sparks, who is divisional environmental health officer at Brighton & Hove City Council. She welcomes the document as there hasn't been much available to help with day-to-day investigation and management of noise complaints. "This starts to provide a document that consolidates all the current legislation that's out there."

Glasson is pleased that its thickness has been greatly reduced from an earlier version. "They've managed to slim it down to less than 200 pages, which is not too daunting," he says. "The worry we had at the beginning was that it was going to be too big and that people wouldn't look at it because of its size."

Now 174 pages long, the document contains sections on the local authority noise management framework; structuring, implementing and reviewing services; and public awareness and education initiatives. Appendices cover topics including the law and technical standards. The guide also includes an extensive range of practice notes giving examples of procedures adopted by a variety of local authorities on topics such as the taking of witness statements and the prioritisation of complaints.

It is not intended to be prescriptive, stresses Price. Ideas are provided as a starting point for developing practices and procedures in response to local needs. "We're not trying to stamp everybody in the same mould," he says. "But while there's room for some flexibility, there ought at the same time to be a high measure of consistency."

Wychavon District Council environmental protection manager Geoff Carpenter – who was in the focus group – agrees that it will help achieving consistency between councils and also feels that it will help in "bringing noise issues to the fore in our authorities and developing noise strategies". The new powers in areas such as fixed penalties make this vital, he says. "We will be using it to look at developing a noise strategy for our



The Scottish guide

authority and implementing procedures for dealing with the new powers."

Sparks also particularly welcomes its role in promoting consistency. The benefits of adopting a consistent approach had already been recognised in Sussex. "We've done inter-authority audits to try to maintain consistency on how we manage noise complaints and how we respond to complainants. It has enabled us to develop good practice – we've certainly changed some of our approaches as a result of those audits."

Penny feels that the section on carrying out reviews will be particularly useful. "The guide seems good in terms of the advice it gives councils on setting up, arranging and running services and assessing the need for them," he adds. He could also envisage it forming a template for guidance on other issues such as fly tipping.

"The professional need comes from environmental health officers," Price points out, "but different people in local authorities need to work together. I think that the forthcoming national noise strategy is going to underpin that quite strongly and I hope our guide will be very useful in that context."

Glasson could envisage the public being included in the wider readership. One of the main difficulties for councils is that noise sufferers expect problems to be solved immediately, he says. "This document will show that it isn't that straightforward and can't be that straightforward."

There is no specific budget or commitment for updates to the guide. "What we will do is to look at future changes as they come along, assess how significant they are and in the light of that decide how we need to address them," says Price. He envisages updates to the online version whenever significant changes need to be reflected. "I'd like to think that we are in for a period of stability – the past few years have been quite a ride for noise."

● The noise management guide is available from www.cieh.org and www.scotland.gov.uk/Topics/Environment/Pollution/Noise-Nuisance/Noise

SOUND BITES

What is it about motorbikes that attracts such extreme opinions?

At NSCA's reliably useful noise update meeting last month, we heard from both sides of the argument – with gusto.

With shades of Doncaster's John 'robocop' McCabe – so called because of his tough talking on bikes – Stephen Coulman of North Lincs looks set to adopt the title following his talk on Operation Yokohama (motorcycle nuisance campaign motto *You annoy – we destroy*).

Coulman the Destroyer explained how helicopter and van surveillance of offenders was followed up by a visit from the council and its mobile crusher. Bikes were seized – and immediately crushed. The crusher can be towed along to media events for extra effect.

With 50 bikes destroyed in this way – in an operation costing £2,500 – the council bean counters will be very happy at the low cost of the campaign on a 'per bike' basis (just £50 per bike).

Unsurprisingly the 1000 complaints about nuisance riders have fallen markedly.

"Crusher" Coulman's tough talking clearly made motorbike industry spokesman Dave Luscombe eye's water

somewhat.

Luscombe's position is that motorcycling is a popular sport, loud noise is part of the fun, and that unless facilities are made available, then there will inevitably be problems caused by illegal riding.

Luscombe seemed comfortable with the industry's 98dBA limits but a little less comfortable at Coulman's crushing tendencies.

But Luscombe agreed with Coulman about mini motos – he pointed out that with some 250,000 in circulation and 100,000 expected to be in the shops for Christmas, there were too many about.

Still, with a life expectancy of about six weeks, the figures may not look quite so scary for long.

Last month's tease about the dangers befalling noise notables proved rather prophetic.

Having pointed out the past injuries sustained (*NB October p8*) – it appears that mapping expert and Birmingham noise supremo John Hinton has himself been indulging in that well known dangerous sport – fishing.

Like fellow fisherman Dani Fiumicelli before him, Hinton last month netted himself a leg in plaster. We wish him well.

Bureau Veritas' Stephen Turner was muttering about bad science a the recent noise mapping conference.

He was clearly uneasy about some of the suggestions that the public could never really understand decibels, adding a warning about dumbing things down lest it become bad science. But as non acousticians, we like dumbing down – it means we understand it!

We certainly understood Turner's overhead comparing the shrinking official noise contours around Heathrow over time – and Heathrow protest group Hacan Clearskies' increasing membership.

This was of course junk science, but it sure did illustrate his point that shrinking contours does not mean shrinking nuisance and that noise is far more complicated than might appear.

Encams campaigner Louise Marsden revealed how they settled on their message for the *Noise Concern* campaign at the NSCA noise update.

"We asked some people if a neighbour complained and asked them to turn the noise down in a certain way, would they punch them on the nose or turn the music down."

Lets hope they got the answers right!

NOISE EVENTS 2006 / 2007

November 15th

PRESENTATION ON THE IMAGINE PROJECT

by Brian Hemsworth, Midlands Branch meeting to be held at Walsall, contact paul.shields@scottwilson.com

November 22nd

AMPLIFIED MUSIC FROM LICENSED PREMISES: DEVELOPING THE NEW

NIGHT NOISE OFFENCE by Jim Griffiths to be held in Colchester, Institute of Acoustics Eastern Region conference, For more information contact: Colin Batchelor Tel: 01376 552525

November 28th

A "SOUND" UNDERSTANDING OF ECOHOMES

by Steve Chadwick, Central branch meeting to be held at the NHBC Milton Keynes, Institute of Acoustics www.ioa.org.uk

December 3-6th

INTERNOISE 2006

to be held in Honolulu, Hawaii, USA Contact: Institute of Noise Control Engineering, INCE/USA: www.inceusa.org

2007:

March 13th

RUMBLE IN THE (URBAN) JUNGLE? THE MEASUREMENT AND ASSESSMENT OF ENVIRONMENTAL VIBRATION IMPACT

Institute of Acoustics conference to be held in London, contact Linda Canty, Institute of Acoustics, 01727 848195

March 15-16th

NSCA NOISE SPRING WORKSHOP 2006

Spring workshop to be held in Reading, NSCA, 01273 878770

April 24th-25th

THE SOUND OF SUSTAINABILITY – GOING FOR GOLD

Institute of Acoustics spring conference to be held in Cambridge focussing on the 2012 Olympics, contact Linda Canty, Institute of Acoustics, 01727 848195

August 26-27

INTERNOISE 2007

The The 2007 international congress and exposition on noise control engineering to be held in Istanbul, Turkey. E-mail: contact@internoise2007.org.tr or www.internoise2007.org.tr

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