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Agglomeration Noise Action Plan

Appendix B: Detailed Agglomeration Data

Environmental Noise (England) Regulations 2006, as amended

January 2014

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Version control

Version	Description	Date
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Appendix B: Detailed Agglomeration Data

The table below lists the 65 agglomerations in England, to which the Agglomerations Action Plan applies.

Agglomeration Name	
Aldershot Urban Area	Mansfield Urban Area
Basildon/North Benfleet	Milton Keynes Urban Area
Bedford/Kempston	Northampton Urban Area
Birkenhead Urban Area	Norwich Urban Area
Blackburn/Darwen	Nottingham Urban Area
Blackpool Urban Area	Nuneaton Urban Area
Bournemouth Urban Area	Oxford
Brighton/Worthing/Littlehampton	Peterborough
Bristol Urban Area	Plymouth
Burnley/Nelson	Portsmouth Urban Area
Cambridge Urban Area	Preston Urban Area
Cheltenham/Charlton Kings	Reading/Wokingham
Chesterfield/Staveley	Sheffield Urban Area
Colchester	Slough Urban Area
Coventry/Bedworth	Southampton Urban Area
Crawley Urban Area	Southend Urban Area
Dearne Valley Urban Area	Southport/Formby
Derby Urban Area	St Albans/Hatfield
Doncaster Urban Area	Sunderland Urban Area
Eastbourne	Swindon
Exeter	Teesside
Gloucester Urban Area	Telford Urban Area
Greater London Urban Area	Thanet
Greater Manchester Urban Area	The Medway Towns Urban Area
Grimsby/Cleethorpes	The Potteries
Hastings/Bexhill	Torbay
High Wycombe Urban Area	Tyneside
Ipswich Urban Area	Warrington Urban Area
Kingston upon Hull	West Midlands Urban Area
Leicester Urban Area	West Yorkshire Urban Area
Lincoln Urban Area	Wigan Urban Area
Liverpool Urban Area	York
Luton/Dunstable	

1. Aldershot Urban Area

Introduction

The approximate location of Aldershot Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 250,000¹.

Table 1.1 below lists the local authorities either wholly or partly within the approximate location of Aldershot Urban Area, known as Noise Receiving Authorities (NRAs).

Table 1.1 Local authorities either wholly or partly within the approximate location of Aldershot Urban Area

Local Authority Name (NRA)
East Hampshire District
Hart District
Rushmoor District
Waverley District
Surrey Heath District
Guildford District
Bracknell Forest

Road Traffic Noise

The estimated number of people² exposed above various noise levels³ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 1.2 to 1.4 below.

¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 1.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	79,000
≥60	35,000
≥65	16,000
≥70	5,000
≥75	<500

Table 1.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	52,000
≥55	22,000
≥60	7,000
≥65	1,000
≥70	<500

Table 1.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	55,000
≥60	27,000
≥65	15,000
≥70	6,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴ that is wholly or partly within this agglomeration is shown in Table 1.5 below:

Table 1.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵

Local Authority	Associated Population
East Hampshire District	<50
Rushmoor District	900
Waverley District	500
Surrey Heath District	<50
Guildford District	<50
Bracknell Forest	<50
TOTAL	1,400

Railway Noise

The estimated number of people⁶ exposed above various noise levels⁷ from the strategic mapping of railway noise in this agglomeration is shown in Tables 1.6 – 1.8 below⁸.

⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”.

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 1.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	9,000
≥60	3,000
≥65	1,000
≥70	<500
≥75	<500

Table 1.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	6,000
≥55	2,000
≥60	<500
≥65	<500
≥70	0

Table 1.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	4,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁹ that is wholly or partly within this agglomeration is shown in Table 1.9 below¹⁰:

Table 1.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹¹

Local Authority	Associated Population
Rushmoor District	100
Surrey Heath District	<50
TOTAL	100

⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

2. Basildon/North Benfleet

Introduction

The approximate location of Basildon/North Benfleet can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 105,000¹².

Table 2.1 below lists the local authorities either wholly or partly within the approximate location of Basildon/North Benfleet, known as Noise Receiving Authorities (NRAs).

Table 2.1 Local authorities either wholly or partly within the approximate location of Basildon/North Benfleet

Local Authority Name (NRA)
Basildon District

Road Traffic Noise

The estimated number of people¹³ exposed above various noise levels¹⁴ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 2.2 to 2.4 below.

¹² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 2.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	13,000
≥60	6,000
≥65	2,000
≥70	1,000
≥75	<500

Table 2.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	7,000
≥55	3,000
≥60	1,000
≥65	<500
≥70	0

Table 2.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	13,000
≥60	7,000
≥65	3,000
≥70	1,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹⁵ that is wholly or partly within this agglomeration is shown in Table 2.5 below:

Table 2.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹⁶

Local Authority	Associated Population
Basildon District	600
TOTAL	600

Railway Noise

The estimated number of people¹⁷ exposed above various noise levels¹⁸ from the strategic mapping of railway noise in this agglomeration is shown in Tables 2.6 – 2.8 below¹⁹.

¹⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 2.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

Table 2.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,000
≥55	<500
≥60	0
≥65	0
≥70	0

Table 2.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²⁰ that is wholly or partly within this agglomeration is shown in Table 2.9 below²¹:

Table 2.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²²

Local Authority	Associated Population
Basildon District	<50
TOTAL	<50

²⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

3. Bedford/Kempston

Introduction

The approximate location of Bedford/Kempston can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 105,000²³.

Table 3.1 below lists the local authorities either wholly or partly within the approximate location of Bedford/Kempston, known as Noise Receiving Authorities (NRAs).

Table 3.1 Local authorities either wholly or partly within the approximate location of Bedford/Kempston

Local Authority Name (NRA)
Bedford

Road Traffic Noise

The estimated number of people²⁴ exposed above various noise levels²⁵ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 3.2 to 3.4 below.

²³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 3.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	13,000
≥60	9,000
≥65	7,000
≥70	3,000
≥75	<500

Table 3.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	9,000
≥55	7,000
≥60	3,000
≥65	<500
≥70	0

Table 3.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	13,000
≥60	9,000
≥65	7,000
≥70	4,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²⁶ that is wholly or partly within this agglomeration is shown in Table 3.5 below:

Table 3.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²⁷

Local Authority	Associated Population
Bedford	700
TOTAL	700

Railway Noise

The estimated number of people²⁸ exposed above various noise levels²⁹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 3.6 – 3.8 below³⁰.

²⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 3.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	5,000
≥ 60	2,000
≥ 65	1,000
≥ 70	1,000
≥ 75	<500

Table 3.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	4,000
≥ 55	2,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500

Table 3.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	3,000
≥ 60	1,000
≥ 65	1,000
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³¹ that is wholly or partly within this agglomeration is shown in Table 3.9 below³²:

Table 3.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³³

Local Authority	Associated Population
Bedford	100
TOTAL	100

³¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

4. Birkenhead Urban Area

Introduction

The approximate location of Birkenhead Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 325,000³⁴.

Table 4.1 below lists the local authorities either wholly or partly within the approximate location of Birkenhead Urban Area, known as Noise Receiving Authorities (NRAs).

Table 4.1 Local authorities either wholly or partly within the approximate location of Birkenhead Urban Area

Local Authority Name (NRA)
Wirral District
Cheshire West and Chester

Road Traffic Noise

The estimated number of people³⁵ exposed above various noise levels³⁶ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 4.2 to 4.4 below.

³⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 4.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	93,000
≥60	34,000
≥65	17,000
≥70	5,000
≥75	<500

Table 4.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	58,000
≥55	22,000
≥60	6,000
≥65	1,000
≥70	<500

Table 4.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	52,000
≥60	26,000
≥65	16,000
≥70	7,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³⁷ that is wholly or partly within this agglomeration is shown in Table 4.5 below:

Table 4.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³⁸

Local Authority	Associated Population
Wirral District	1,500
Cheshire West and Chester	300
TOTAL	1,700

Railway Noise

The estimated number of people³⁹ exposed above various noise levels⁴⁰ from the strategic mapping of railway noise in this agglomeration is shown in Tables 4.6 – 4.8 below⁴¹.

³⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁴¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 4.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	0
≥70	0
≥75	0

Table 4.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,000
≥55	<500
≥60	0
≥65	0
≥70	0

Table 4.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	0
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁴² that is wholly or partly within this agglomeration is shown in Table 4.9 below⁴³:

Table 4.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁴

Local Authority	Associated Population
TOTAL	0

⁴² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

5. Blackburn/Darwen

Introduction

The approximate location of Blackburn/Darwen can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 145,000⁴⁵.

Table 5.1 below lists the local authorities either wholly or partly within the approximate location of Blackburn/Darwen, known as Noise Receiving Authorities (NRAs).

Table 5.1 Local authorities either wholly or partly within the approximate location of Blackburn/Darwen

Local Authority Name (NRA)
Chorley District
Ribble Valley District
Hyndburn District
Blackburn with Darwen

Road Traffic Noise

The estimated number of people⁴⁶ exposed above various noise levels⁴⁷ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 5.2 to 5.4 below.

⁴⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 5.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	37,000
≥60	16,000
≥65	10,000
≥70	4,000
≥75	<500

Table 5.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	23,000
≥55	12,000
≥60	5,000
≥65	<500
≥70	<500

Table 5.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	23,000
≥60	15,000
≥65	10,000
≥70	5,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁸ that is wholly or partly within this agglomeration is shown in Table 5.5 below:

Table 5.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴⁹

Local Authority	Associated Population
Blackburn with Darwen	800
TOTAL	800

Railway Noise

The estimated number of people⁵⁰ exposed above various noise levels⁵¹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 5.6 – 5.8 below⁵².

⁴⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 5.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

Table 5.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	2,000
≥55	1,000
≥60	<500
≥65	0
≥70	0

Table 5.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	2,000
≥60	<500
≥65	0
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵³ that is wholly or partly within this agglomeration is shown in Table 5.9 below⁵⁴:

Table 5.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵⁵

Local Authority	Associated Population
TOTAL	0

⁵³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

6. Blackpool Urban Area

Introduction

The approximate location of Blackpool Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 260,000⁵⁶.

Table 6.1 below lists the local authorities either wholly or partly within the approximate location of Blackpool Urban Area, known as Noise Receiving Authorities (NRAs).

Table 6.1 Local authorities either wholly or partly within the approximate location of Blackpool Urban Area

Local Authority Name (NRA)
Fylde District
Wyre District
Blackpool

Road Traffic Noise

The estimated number of people⁵⁷ exposed above various noise levels⁵⁸ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 6.2 to 6.4 below.

⁵⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 6.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	25,000
≥60	17,000
≥65	11,000
≥70	3,000
≥75	<500

Table 6.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	18,000
≥55	12,000
≥60	3,000
≥65	<500
≥70	0

Table 6.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	25,000
≥60	17,000
≥65	13,000
≥70	5,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵⁹ that is wholly or partly within this agglomeration is shown in Table 6.5 below:

Table 6.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶⁰

Local Authority	Associated Population
Fylde District	100
Wyre District	<50
Blackpool	500
TOTAL	500

Railway Noise

The estimated number of people⁶¹ exposed above various noise levels⁶² from the strategic mapping of railway noise in this agglomeration is shown in Tables 6.6 – 6.8 below⁶³.

⁵⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁶³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 6.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	<500
≥70	<500
≥75	0

Table 6.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	1,000
≥60	<500
≥65	0
≥70	0

Table 6.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	3,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁶⁴ that is wholly or partly within this agglomeration is shown in Table 6.9 below⁶⁵:

Table 6.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶⁶

Local Authority	Associated Population
Wyre District	<50
Blackpool	<50
TOTAL	<50

⁶⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

7. Bournemouth Urban Area

Introduction

The approximate location of Bournemouth Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 415,000⁶⁷.

Table 7.1 below lists the local authorities either wholly or partly within the approximate location of Bournemouth Urban Area, known as Noise Receiving Authorities (NRAs).

Table 7.1 Local authorities either wholly or partly within the approximate location of Bournemouth Urban Area

Local Authority Name (NRA)
Purbeck District
Christchurch District
East Dorset District
New Forest District
Bournemouth
Poole

Road Traffic Noise

The estimated number of people⁶⁸ exposed above various noise levels⁶⁹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 7.2 to 7.4 below.

⁶⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 7.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	50,000
≥60	33,000
≥65	22,000
≥70	9,000
≥75	<500

Table 7.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	35,000
≥55	23,000
≥60	10,000
≥65	<500
≥70	0

Table 7.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	51,000
≥60	34,000
≥65	24,000
≥70	12,000
≥75	2,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁷⁰ that is wholly or partly within this agglomeration is shown in Table 7.5 below:

Table 7.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁷¹

Local Authority	Associated Population
Purbeck District	<50
Christchurch District	100
Bournemouth	1,100
Poole	300
TOTAL	1,500

Railway Noise

The estimated number of people⁷² exposed above various noise levels⁷³ from the strategic mapping of railway noise in this agglomeration is shown in Tables 7.6 – 7.8 below⁷⁴.

⁷⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁷¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”.

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁷² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁷³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 7.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	6,000
≥60	3,000
≥65	1,000
≥70	<500
≥75	0

Table 7.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	4,000
≥55	2,000
≥60	<500
≥65	0
≥70	0

Table 7.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁷⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁷⁵ that is wholly or partly within this agglomeration is shown in Table 7.9 below⁷⁶:

Table 7.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁷⁷

Local Authority	Associated Population
Christchurch District	<50
New Forest District	<50
Bournemouth	<50
TOTAL	100

⁷⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁷⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁷⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

8. Brighton/Worthing/Littlehampton

Introduction

The approximate location of Brighton/Worthing/Littlehampton can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 500,000⁷⁸.

Table 8.1 below lists the local authorities either wholly or partly within the approximate location of Brighton/Worthing/Littlehampton, known as Noise Receiving Authorities (NRAs).

Table 8.1 Local authorities either wholly or partly within the approximate location of Brighton/Worthing/Littlehampton

Local Authority Name (NRA)
Lewes District
Arun District
Adur District
Worthing District
City of Brighton and Hove

Road Traffic Noise

The estimated number of people⁷⁹ exposed above various noise levels⁸⁰ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 8.2 to 8.4 below.

⁷⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁷⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁸⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 8.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	74,000
≥60	47,000
≥65	35,000
≥70	15,000
≥75	<500

Table 8.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	50,000
≥55	37,000
≥60	18,000
≥65	<500
≥70	0

Table 8.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	77,000
≥60	49,000
≥65	37,000
≥70	22,000
≥75	2,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁸¹ that is wholly or partly within this agglomeration is shown in Table 8.5 below:

Table 8.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁸²

Local Authority	Associated Population
Arun District	<50
Adur District	200
Worthing District	300
City of Brighton and Hove	1,300
TOTAL	1,800

Railway Noise

The estimated number of people⁸³ exposed above various noise levels⁸⁴ from the strategic mapping of railway noise in this agglomeration is shown in Tables 8.6 – 8.8 below⁸⁵.

⁸¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁸² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁸³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁸⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 8.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	14,000
≥60	8,000
≥65	2,000
≥70	<500
≥75	0

Table 8.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	4,000
≥60	<500
≥65	<500
≥70	0

Table 8.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	9,000
≥60	3,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁸⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁸⁶ that is wholly or partly within this agglomeration is shown in Table 8.9 below⁸⁷:

Table 8.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁸⁸

Local Authority	Associated Population
Adur District	<50
Worthing District	<50
City of Brighton and Hove	200
TOTAL	200

⁸⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁸⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁸⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

9. Bristol Urban Area

Introduction

The approximate location of Bristol Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 610,000⁸⁹.

Table 9.1 below lists the local authorities either wholly or partly within the approximate location of Bristol Urban Area, known as Noise Receiving Authorities (NRAs).

Table 9.1 Local authorities either wholly or partly within the approximate location of Bristol Urban Area

Local Authority Name (NRA)
Bath and North East Somerset
City of Bristol
South Gloucestershire
North Somerset

Road Traffic Noise

The estimated number of people⁹⁰ exposed above various noise levels⁹¹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 9.2 to 9.4 below.

⁸⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁹⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁹¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 9.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	153,000
≥60	70,000
≥65	42,000
≥70	21,000
≥75	2,000

Table 9.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	100,000
≥55	50,000
≥60	24,000
≥65	3,000
≥70	<500

Table 9.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	100,000
≥60	58,000
≥65	41,000
≥70	25,000
≥75	5,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁹² that is wholly or partly within this agglomeration is shown in Table 9.5 below:

Table 9.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁹³

Local Authority	Associated Population
Bath and North East Somerset	<50
City of Bristol	2,200
South Gloucestershire	300
North Somerset	<50
TOTAL	2,500

Railway Noise

The estimated number of people⁹⁴ exposed above various noise levels⁹⁵ from the strategic mapping of railway noise in this agglomeration is shown in Tables 9.6 – 9.8 below⁹⁶.

⁹² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁹³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁹⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁹⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 9.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	9,000
≥60	4,000
≥65	2,000
≥70	<500
≥75	<500

Table 9.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	7,000
≥55	3,000
≥60	1,000
≥65	<500
≥70	0

Table 9.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	0

⁹⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any relevant local authority⁹⁷ that is wholly or partly within this agglomeration is shown in Table 9.9 below⁹⁸:

Table 9.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁹⁹

Local Authority	Associated Population
City of Bristol	100
South Gloucestershire	<50
TOTAL	100

⁹⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁹⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁹⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

10. Burnley/Nelson

Introduction

The approximate location of Burnley/Nelson can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 145,000¹⁰⁰.

Table 10.1 below lists the local authorities either wholly or partly within the approximate location of Burnley/Nelson, known as Noise Receiving Authorities (NRAs).

Table 10.1 Local authorities either wholly or partly within the approximate location of Burnley/Nelson

Local Authority Name (NRA)
Pendle District
Ribble Valley District
Burnley District

Road Traffic Noise

The estimated number of people¹⁰¹ exposed above various noise levels¹⁰² from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 10.2 to 10.4 below.

¹⁰⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹⁰¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁰² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 10.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	40,000
≥60	17,000
≥65	10,000
≥70	5,000
≥75	<500

Table 10.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	24,000
≥55	12,000
≥60	5,000
≥65	<500
≥70	0

Table 10.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	27,000
≥60	15,000
≥65	10,000
≥70	6,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹⁰³ that is wholly or partly within this agglomeration is shown in Table 10.5 below:

Table 10.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹⁰⁴

Local Authority	Associated Population
Pendle District	600
Burnley District	300
TOTAL	900

Railway Noise

The estimated number of people¹⁰⁵ exposed above various noise levels¹⁰⁶ from the strategic mapping of railway noise in this agglomeration is shown in Tables 10.6 – 10.8 below¹⁰⁷.

¹⁰³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁰⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹⁰⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁰⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁰⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 10.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	1,000
≥ 60	<500
≥ 65	0
≥ 70	0
≥ 75	0

Table 10.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	<500
≥ 55	0
≥ 60	0
≥ 65	0
≥ 70	0

Table 10.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	<500
≥ 60	0
≥ 65	0
≥ 70	0
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any relevant local authority¹⁰⁸ that is wholly or partly within this agglomeration is shown in Table 10.9 below¹⁰⁹:

Table 10.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹¹⁰

Local Authority	Associated Population
TOTAL	0

¹⁰⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁰⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹¹⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

11. Cambridge Urban Area

Introduction

The approximate location of Cambridge Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 145,000¹¹¹.

Table 11.1 below lists the local authorities either wholly or partly within the approximate location of Cambridge Urban Area, known as Noise Receiving Authorities (NRAs).

Table 11.1 Local authorities either wholly or partly within the approximate location of Cambridge Urban Area

Local Authority Name (NRA)
South Cambridgeshire District
Cambridge District

Road Traffic Noise

The estimated number of people¹¹² exposed above various noise levels¹¹³ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 11.2 to 11.4 below.

¹¹¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹¹² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹¹³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 11.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	24,000
≥60	15,000
≥65	10,000
≥70	3,000
≥75	<500

Table 11.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	17,000
≥55	11,000
≥60	3,000
≥65	<500
≥70	0

Table 11.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	21,000
≥60	15,000
≥65	11,000
≥70	5,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹¹⁴ that is wholly or partly within this agglomeration is shown in Table 11.5 below:

Table 11.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹¹⁵

Local Authority	Associated Population
Cambridge District	500
TOTAL	500

Railway Noise

The estimated number of people¹¹⁶ exposed above various noise levels¹¹⁷ from the strategic mapping of railway noise in this agglomeration is shown in Tables 11.6 – 11.8 below¹¹⁸.

¹¹⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹¹⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹¹⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹¹⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹¹⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 11.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	0

Table 11.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	2,000
≥55	1,000
≥60	1,000
≥65	<500
≥70	0

Table 11.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	1,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹¹⁹ that is wholly or partly within this agglomeration is shown in Table 11.9 below¹²⁰:

Table 11.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹²¹

Local Authority	Associated Population
Cambridge District	400
TOTAL	400

¹¹⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹²⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹²¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

12. Cheltenham/Charlton Kings

Introduction

The approximate location of Cheltenham/Charlton Kings can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 115,000¹²².

Table 12.1 below lists the local authorities either wholly or partly within the approximate location of Cheltenham/Charlton Kings, known as Noise Receiving Authorities (NRAs).

Table 12.1 Local authorities either wholly or partly within the approximate location of Cheltenham/Charlton Kings

Local Authority Name (NRA)
Tewkesbury District
Cheltenham District

Road Traffic Noise

The estimated number of people¹²³ exposed above various noise levels¹²⁴ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 12.2 to 12.4 below.

¹²² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹²³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹²⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 12.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	17,000
≥60	11,000
≥65	8,000
≥70	3,000
≥75	0

Table 12.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	12,000
≥55	9,000
≥60	3,000
≥65	0
≥70	0

Table 12.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	16,000
≥60	12,000
≥65	9,000
≥70	4,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹²⁵ that is wholly or partly within this agglomeration is shown in Table 12.5 below:

Table 12.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹²⁶

Local Authority	Associated Population
Cheltenham District	500
TOTAL	500

Railway Noise

The estimated number of people¹²⁷ exposed above various noise levels¹²⁸ from the strategic mapping of railway noise in this agglomeration is shown in Tables 12.6 – 12.8 below¹²⁹.

¹²⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹²⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹²⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹²⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹²⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 12.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	2,000
≥65	1,000
≥70	1,000
≥75	<500

Table 12.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500

Table 12.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹³⁰ that is wholly or partly within this agglomeration is shown in Table 12.9 below¹³¹:

Table 12.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹³²

Local Authority	Associated Population
Cheltenham District	100
TOTAL	100

¹³⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹³¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹³² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

13. Chesterfield/Staveley

Introduction

The approximate location of Chesterfield/Staveley can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 105,000¹³³.

Table 13.1 below lists the local authorities either wholly or partly within the approximate location of Chesterfield/Staveley, known as Noise Receiving Authorities (NRAs).

Table 13.1 Local authorities either wholly or partly within the approximate location of Chesterfield/Staveley

Local Authority Name (NRA)
North East Derbyshire District
Chesterfield District

Road Traffic Noise

The estimated number of people¹³⁴ exposed above various noise levels¹³⁵ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 13.2 to 13.4 below.

¹³³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹³⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹³⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 13.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	11,000
≥60	6,000
≥65	4,000
≥70	2,000
≥75	<500

Table 13.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	7,000
≥55	4,000
≥60	2,000
≥65	<500
≥70	0

Table 13.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	10,000
≥60	6,000
≥65	5,000
≥70	2,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹³⁶ that is wholly or partly within this agglomeration is shown in Table 13.5 below:

Table 13.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹³⁷

Local Authority	Associated Population
North East Derbyshire District	<50
Chesterfield District	300
TOTAL	400

Railway Noise

The estimated number of people¹³⁸ exposed above various noise levels¹³⁹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 13.6 – 13.8 below¹⁴⁰.

¹³⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹³⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹³⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹³⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁴⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 13.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	2,000
≥ 60	1,000
≥ 65	1,000
≥ 70	<500
≥ 75	<500

Table 13.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	2,000
≥ 55	1,000
≥ 60	<500
≥ 65	<500
≥ 70	<500

Table 13.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	1,000
≥ 60	<500
≥ 65	<500
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹⁴¹ that is wholly or partly within this agglomeration is shown in Table 13.9 below¹⁴²:

Table 13.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹⁴³

Local Authority	Associated Population
Chesterfield District	<50
TOTAL	<50

¹⁴¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁴² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹⁴³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

14. Colchester

Introduction

The approximate location of Colchester can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 115,000¹⁴⁴.

Table 14.1 below lists the local authorities either wholly or partly within the approximate location of Colchester, known as Noise Receiving Authorities (NRAs).

Table 14.1 Local authorities either wholly or partly within the approximate location of Colchester

Local Authority Name (NRA)
Tendring District
Colchester District

Road Traffic Noise

The estimated number of people¹⁴⁵ exposed above various noise levels¹⁴⁶ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 14.2 to 14.4 below.

¹⁴⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹⁴⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁴⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 14.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	15,000
≥60	10,000
≥65	6,000
≥70	2,000
≥75	<500

Table 14.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	6,000
≥60	2,000
≥65	<500
≥70	0

Table 14.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	15,000
≥60	10,000
≥65	6,000
≥70	3,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹⁴⁷ that is wholly or partly within this agglomeration is shown in Table 14.5 below:

Table 14.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹⁴⁸

Local Authority	Associated Population
Tendring District	<50
Colchester District	400
TOTAL	400

Railway Noise

The estimated number of people¹⁴⁹ exposed above various noise levels¹⁵⁰ from the strategic mapping of railway noise in this agglomeration is shown in Tables 14.6 – 14.8 below¹⁵¹.

¹⁴⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁴⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹⁴⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁵⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁵¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 14.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	2,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500
≥ 75	<500

Table 14.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	2,000
≥ 55	1,000
≥ 60	<500
≥ 65	<500
≥ 70	0

Table 14.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	1,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹⁵² that is wholly or partly within this agglomeration is shown in Table 14.9 below¹⁵³:

Table 14.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹⁵⁴

Local Authority	Associated Population
Colchester District	<50
TOTAL	<50

¹⁵² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁵³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹⁵⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

15. Coventry/Bedworth

Introduction

The approximate location of Coventry/Bedworth can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 350,000¹⁵⁵.

Table 15.1 below lists the local authorities either wholly or partly within the approximate location of Coventry/Bedworth, known as Noise Receiving Authorities (NRAs).

Table 15.1 Local authorities either wholly or partly within the approximate location of Coventry/Bedworth

Local Authority Name (NRA)
North Warwickshire District
Rugby District
Warwick District
Nuneaton and Bedworth District
Coventry District
Solihull District

Road Traffic Noise

The estimated number of people¹⁵⁶ exposed above various noise levels¹⁵⁷ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 15.2 to 15.4 below.

¹⁵⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹⁵⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁵⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 15.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	77,000
≥60	26,000
≥65	10,000
≥70	3,000
≥75	<500

Table 15.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	45,000
≥55	15,000
≥60	4,000
≥65	<500
≥70	<500

Table 15.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	47,000
≥60	20,000
≥65	10,000
≥70	5,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹⁵⁸ that is wholly or partly within this agglomeration is shown in Table 15.5 below:

Table 15.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹⁵⁹

Local Authority	Associated Population
Nuneaton and Bedworth District	100
Coventry District	1,800
TOTAL	1,900

Railway Noise

The estimated number of people¹⁶⁰ exposed above various noise levels¹⁶¹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 15.6 – 15.8 below¹⁶².

¹⁵⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁵⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹⁶⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁶¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁶² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 15.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	6,000
≥ 60	3,000
≥ 65	2,000
≥ 70	<500
≥ 75	<500

Table 15.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	4,000
≥ 55	2,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500

Table 15.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	4,000
≥ 60	2,000
≥ 65	<500
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹⁶³ that is wholly or partly within this agglomeration is shown in Table 15.9 below¹⁶⁴:

Table 15.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹⁶⁵

Local Authority	Associated Population
Coventry District	100
TOTAL	100

¹⁶³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁶⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹⁶⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

16. Crawley Urban Area

Introduction

The approximate location of Crawley Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 190,000¹⁶⁶.

Table 16.1 below lists the local authorities either wholly or partly within the approximate location of Crawley Urban Area, known as Noise Receiving Authorities (NRAs).

Table 16.1 Local authorities either wholly or partly within the approximate location of Crawley Urban Area

Local Authority Name (NRA)
Tandridge District
Reigate and Banstead District
Mole Valley District
Mid Sussex District
Horsham District
Crawley District

Road Traffic Noise

The estimated number of people¹⁶⁷ exposed above various noise levels¹⁶⁸ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 16.2 to 16.4 below.

¹⁶⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹⁶⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁶⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 16.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	64,000
≥60	25,000
≥65	12,000
≥70	4,000
≥75	<500

Table 16.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	39,000
≥55	15,000
≥60	5,000
≥65	1,000
≥70	<500

Table 16.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	41,000
≥60	20,000
≥65	12,000
≥70	5,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹⁶⁹ that is wholly or partly within this agglomeration is shown in Table 16.5 below:

Table 16.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹⁷⁰

Local Authority	Associated Population
Reigate and Banstead District	900
Crawley District	400
TOTAL	1,300

Railway Noise

The estimated number of people¹⁷¹ exposed above various noise levels¹⁷² from the strategic mapping of railway noise in this agglomeration is shown in Tables 16.6 – 16.8 below¹⁷³.

¹⁶⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁷⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹⁷¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁷² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁷³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 16.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	16,000
≥60	9,000
≥65	5,000
≥70	2,000
≥75	<500

Table 16.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	12,000
≥55	7,000
≥60	3,000
≥65	1,000
≥70	<500

Table 16.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	10,000
≥60	6,000
≥65	2,000
≥70	1,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹⁷⁴ that is wholly or partly within this agglomeration is shown in Table 16.9 below¹⁷⁵:

Table 16.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹⁷⁶

Local Authority	Associated Population
Reigate and Banstead District	200
Crawley District	<50
TOTAL	200

¹⁷⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁷⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹⁷⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

17. Dearne Valley Urban Area

Introduction

The approximate location of Dearne Valley Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 210,000¹⁷⁷.

Table 17.1 below lists the local authorities either wholly or partly within the approximate location of Dearne Valley Urban Area, known as Noise Receiving Authorities (NRAs).

Table 17.1 Local authorities either wholly or partly within the approximate location of Dearne Valley Urban Area

Local Authority Name (NRA)
Barnsley District
Doncaster District
Rotherham District

Road Traffic Noise

The estimated number of people¹⁷⁸ exposed above various noise levels¹⁷⁹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 17.2 to 17.4 below.

¹⁷⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹⁷⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁷⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 17.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	42,000
≥60	17,000
≥65	10,000
≥70	4,000
≥75	<500

Table 17.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	27,000
≥55	12,000
≥60	5,000
≥65	<500
≥70	<500

Table 17.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	28,000
≥60	15,000
≥65	10,000
≥70	5,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹⁸⁰ that is wholly or partly within this agglomeration is shown in Table 17.5 below:

Table 17.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹⁸¹

Local Authority	Associated Population
Barnsley District	500
Doncaster District	100
Rotherham District	200
TOTAL	800

Railway Noise

The estimated number of people¹⁸² exposed above various noise levels¹⁸³ from the strategic mapping of railway noise in this agglomeration is shown in Tables 17.6 – 17.8 below¹⁸⁴.

¹⁸⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁸¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹⁸² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁸³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁸⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 17.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	1,000
≥65	<500
≥70	<500
≥75	<500

Table 17.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	2,000
≥55	1,000
≥60	<500
≥65	<500
≥70	<500

Table 17.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹⁸⁵ that is wholly or partly within this agglomeration is shown in Table 17.9 below¹⁸⁶:

Table 17.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹⁸⁷

Local Authority	Associated Population
Doncaster District	<50
Rotherham District	100
TOTAL	100

¹⁸⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁸⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹⁸⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

18. Derby Urban Area

Introduction

The approximate location of Derby Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 255,000¹⁸⁸.

Table 18.1 below lists the local authorities either wholly or partly within the approximate location of Derby Urban Area, known as Noise Receiving Authorities (NRAs).

Table 18.1 Local authorities either wholly or partly within the approximate location of Derby Urban Area

Local Authority Name (NRA)
South Derbyshire District
Erewash District
Amber Valley District
City of Derby

Road Traffic Noise

The estimated number of people¹⁸⁹ exposed above various noise levels¹⁹⁰ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 18.2 to 18.4 below.

¹⁸⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

¹⁸⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁹⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 18.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	32,000
≥60	20,000
≥65	13,000
≥70	5,000
≥75	<500

Table 18.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	21,000
≥55	14,000
≥60	6,000
≥65	<500
≥70	0

Table 18.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	33,000
≥60	20,000
≥65	15,000
≥70	7,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority¹⁹¹ that is wholly or partly within this agglomeration is shown in Table 18.5 below:

Table 18.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration¹⁹²

Local Authority	Associated Population
Erewash District	<50
City of Derby	1,000
TOTAL	1,000

Railway Noise

The estimated number of people¹⁹³ exposed above various noise levels¹⁹⁴ from the strategic mapping of railway noise in this agglomeration is shown in Tables 18.6 – 18.8 below¹⁹⁵.

¹⁹¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁹² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

¹⁹³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

¹⁹⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

¹⁹⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 18.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	<500

Table 18.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	1,000
≥60	1,000
≥65	<500
≥70	<500

Table 18.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority¹⁹⁶ that is wholly or partly within this agglomeration is shown in Table 18.9 below¹⁹⁷:

Table 18.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration¹⁹⁸

Local Authority	Associated Population
City of Derby	<50
TOTAL	<50

¹⁹⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

¹⁹⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

¹⁹⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

19. Doncaster Urban Area

Introduction

The approximate location of Doncaster Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 130,000¹⁹⁹.

Table 19.1 below lists the local authorities either wholly or partly within the approximate location of Doncaster Urban Area, known as Noise Receiving Authorities (NRAs).

Table 19.1 Local authorities either wholly or partly within the approximate location of Doncaster Urban Area

Local Authority Name (NRA)
Doncaster District

Road Traffic Noise

The estimated number of people²⁰⁰ exposed above various noise levels²⁰¹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 19.2 to 19.4 below.

¹⁹⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²⁰⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁰¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 19.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	38,000
≥60	13,000
≥65	7,000
≥70	3,000
≥75	1,000

Table 19.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	22,000
≥55	9,000
≥60	4,000
≥65	1,000
≥70	<500

Table 19.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	21,000
≥60	11,000
≥65	7,000
≥70	3,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²⁰² that is wholly or partly within this agglomeration is shown in Table 19.5 below:

Table 19.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²⁰³

Local Authority	Associated Population
Doncaster District	600
TOTAL	600

Railway Noise

The estimated number of people²⁰⁴ exposed above various noise levels²⁰⁵ from the strategic mapping of railway noise in this agglomeration is shown in Tables 19.6 – 19.8 below²⁰⁶.

²⁰² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁰³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²⁰⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁰⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²⁰⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 19.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	<500

Table 19.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	1,000
≥60	<500
≥65	<500
≥70	0

Table 19.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²⁰⁷ that is wholly or partly within this agglomeration is shown in Table 19.9 below²⁰⁸:

Table 19.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²⁰⁹

Local Authority	Associated Population
Doncaster District	100
TOTAL	100

²⁰⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁰⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²⁰⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

20. Eastbourne

Introduction

The approximate location of Eastbourne can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 115,000²¹⁰.

Table 20.1 below lists the local authorities either wholly or partly within the approximate location of Eastbourne, known as Noise Receiving Authorities (NRAs).

Table 20.1 Local authorities either wholly or partly within the approximate location of Eastbourne

Local Authority Name (NRA)
Wealden District
Eastbourne District

Road Traffic Noise

The estimated number of people²¹¹ exposed above various noise levels²¹² from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 20.2 to 20.4 below.

²¹⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²¹¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²¹² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 20.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	15,000
≥60	10,000
≥65	8,000
≥70	2,000
≥75	0

Table 20.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	8,000
≥60	3,000
≥65	<500
≥70	0

Table 20.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	16,000
≥60	10,000
≥65	8,000
≥70	4,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²¹³ that is wholly or partly within this agglomeration is shown in Table 20.5 below:

Table 20.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²¹⁴

Local Authority	Associated Population
Wealden District	<50
Eastbourne District	500
TOTAL	500

Railway Noise

The estimated number of people²¹⁵ exposed above various noise levels²¹⁶ from the strategic mapping of railway noise in this agglomeration is shown in Tables 20.6 – 20.8 below²¹⁷.

²¹³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²¹⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²¹⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²¹⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²¹⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 20.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

Table 20.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	2,000
≥55	1,000
≥60	<500
≥65	0
≥70	0

Table 20.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²¹⁸ that is wholly or partly within this agglomeration is shown in Table 20.9 below²¹⁹:

Table 20.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²²⁰

Local Authority	Associated Population
Wealden District	<50
Eastbourne District	<50
TOTAL	<50

²¹⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²¹⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²²⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

21. Exeter

Introduction

The approximate location of Exeter can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 110,000²²¹.

Table 21.1 below lists the local authorities either wholly or partly within the approximate location of Exeter, known as Noise Receiving Authorities (NRAs).

Table 21.1 Local authorities either wholly or partly within the approximate location of Exeter

Local Authority Name (NRA)
East Devon District
Teignbridge District
Exeter District

Road Traffic Noise

The estimated number of people²²² exposed above various noise levels²²³ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 21.2 to 21.4 below.

²²¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²²² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²²³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 21.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	14,000
≥60	6,000
≥65	4,000
≥70	2,000
≥75	<500

Table 21.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	9,000
≥55	4,000
≥60	2,000
≥65	<500
≥70	0

Table 21.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	10,000
≥60	5,000
≥65	4,000
≥70	2,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²²⁴ that is wholly or partly within this agglomeration is shown in Table 21.5 below:

Table 21.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²²⁵

Local Authority	Associated Population
Exeter District	300
TOTAL	300

Railway Noise

The estimated number of people²²⁶ exposed above various noise levels²²⁷ from the strategic mapping of railway noise in this agglomeration is shown in Tables 21.6 – 21.8 below²²⁸.

²²⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²²⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²²⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²²⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²²⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 21.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	1,000
≥70	1,000
≥75	<500

Table 21.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	1,000
≥60	1,000
≥65	<500
≥70	0

Table 21.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	3,000
≥60	1,000
≥65	1,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²²⁹ that is wholly or partly within this agglomeration is shown in Table 21.9 below²³⁰:

Table 21.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²³¹

Local Authority	Associated Population
Exeter District	100
TOTAL	100

²²⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²³⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²³¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

22. Gloucester Urban Area

Introduction

The approximate location of Gloucester Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 145,000²³².

Table 22.1 below lists the local authorities either wholly or partly within the approximate location of Gloucester Urban Area, known as Noise Receiving Authorities (NRAs).

Table 22.1 Local authorities either wholly or partly within the approximate location of Gloucester Urban Area

Local Authority Name (NRA)
Stroud District
Tewkesbury District
Gloucester District

Road Traffic Noise

The estimated number of people²³³ exposed above various noise levels²³⁴ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 22.2 to 22.4 below.

²³² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²³³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²³⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 22.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	32,000
≥60	11,000
≥65	5,000
≥70	1,000
≥75	<500

Table 22.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	18,000
≥55	7,000
≥60	2,000
≥65	<500
≥70	0

Table 22.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	18,000
≥60	9,000
≥65	5,000
≥70	2,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²³⁵ that is wholly or partly within this agglomeration is shown in Table 22.5 below:

Table 22.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²³⁶

Local Authority	Associated Population
Stroud District	<50
Tewkesbury District	<50
Gloucester District	500
TOTAL	500

Railway Noise

The estimated number of people²³⁷ exposed above various noise levels²³⁸ from the strategic mapping of railway noise in this agglomeration is shown in Tables 22.6 – 22.8 below²³⁹.

²³⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²³⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²³⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²³⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²³⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 22.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	6,000
≥ 60	3,000
≥ 65	2,000
≥ 70	1,000
≥ 75	<500

Table 22.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	5,000
≥ 55	3,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500

Table 22.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	3,000
≥ 60	2,000
≥ 65	1,000
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²⁴⁰ that is wholly or partly within this agglomeration is shown in Table 22.9 below²⁴¹:

Table 22.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²⁴²

Local Authority	Associated Population
Tewkesbury District	<50
Gloucester District	100
TOTAL	100

²⁴⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁴¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²⁴² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

23. Greater London Urban Area

Introduction

The approximate location of Greater London Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 9,300,000²⁴³.

Table 23.1 below lists the local authorities either wholly or partly within the approximate location of Greater London Urban Area, known as Noise Receiving Authorities (NRAs).

Table 23.1 Local authorities either wholly or partly within the approximate location of Greater London Urban Area

Local Authority Name (NRA)
South Bucks District
Chiltern District
Brentwood District
Epping Forest District
Three Rivers District
Hertsmere District
Broxbourne District
Dacorum District
East Hertfordshire District
St. Albans District
Watford District
Sevenoaks District
Dartford District
Gravesham District
Tandridge District
Woking District
Surrey Heath District
Runnymede District
Guildford District
Reigate and Banstead District
Mole Valley District

²⁴³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

Elmbridge District
Spelthorne District
Epsom and Ewell District
RB Kingston upon Thames
LB Croydon
LB Bromley
LB Hounslow
LB Ealing
LB Havering
LB Hillingdon
LB Harrow
LB Brent
LB Barnet
LB Lambeth
LB Southwark
LB Lewisham
LB Greenwich
LB Bexley
LB Enfield
LB Waltham Forest
LB Redbridge
LB Sutton
LB Richmond upon Thames
LB Merton
LB Wandsworth
LB Hammersmith and Fulham
RB Kensington and Chelsea
City of Westminster
LB Camden
LB Tower Hamlets
LB Islington
LB Hackney
LB Haringey
LB Newham
LB Barking and Dagenham
City of London
Bracknell Forest
RB Windsor and Maidenhead

Road Traffic Noise

The estimated number of people²⁴⁴ exposed above various noise levels²⁴⁵ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 23.2 to 23.4 below.

Table 23.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	2,387,000
≥60	1,426,000
≥65	1,027,000
≥70	598,000
≥75	99,000

Table 23.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,665,000
≥55	1,107,000
≥60	649,000
≥65	114,000
≥70	1,000

²⁴⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁴⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 23.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	2,130,000
≥60	1,385,000
≥65	1,062,000
≥70	716,000
≥75	219,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any relevant local authority²⁴⁶ that is wholly or partly within this agglomeration is shown in Table 23.5 below:

Table 23.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²⁴⁷

Local Authority	Associated Population
Epping Forest District	<50
Three Rivers District	<50
Broxbourne District	300
Dacorum District	<50
St. Albans District	<50
Watford District	<50
Dartford District	100

²⁴⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁴⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

Gravesham District	100
Tandridge District	100
Woking District	<50
Surrey Heath District	<50
Runnymede District	100
Reigate and Banstead District	<50
Mole Valley District	<50
Spelthorne District	<50
Epsom and Ewell District	<50
RB Kingston upon Thames	1,700
LB Croydon	800
LB Bromley	400
LB Hounslow	800
LB Ealing	2,500
LB Havering	200
LB Hillingdon	<50
LB Harrow	200
LB Brent	1,600
LB Barnet	1,300
LB Lambeth	3,300
LB Southwark	5,600
LB Lewisham	2,600
LB Greenwich	800
LB Bexley	100
LB Enfield	600
LB Waltham Forest	400
LB Redbridge	1,600
LB Sutton	500
LB Richmond upon Thames	400
LB Merton	700
LB Wandsworth	5,100
LB Hammersmith and Fulham	6,000
RB Kensington and Chelsea	8,100
City of Westminster	5,700
LB Camden	7,400
LB Tower Hamlets	4,000
LB Islington	4,800
LB Hackney	2,900
LB Haringey	3,200
LB Newham	1,200
LB Barking and Dagenham	200
City of London	100
TOTAL	75,500

Railway Noise

The estimated number of people²⁴⁸ exposed above various noise levels²⁴⁹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 23.6 – 23.8 below²⁵⁰.

Table 23.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	525,000
≥60	309,000
≥65	158,000
≥70	60,000
≥75	15,000

Table 23.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	389,000
≥55	214,000
≥60	95,000
≥65	30,000
≥70	6,000

²⁴⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁴⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²⁵⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 23.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	359,000
≥60	192,000
≥65	79,000
≥70	23,000
≥75	3,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any relevant local authority²⁵¹ that is wholly or partly within this agglomeration is shown in Table 23.9 below²⁵²:

²⁵¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁵² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 23.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²⁵³

Local Authority	Associated Population
Three Rivers District	100
Broxbourne District	<50
Dacorum District	100
Watford District	100
Woking District	<50
Elmbridge District	<50
LB Croydon	300
LB Ealing	1,000
LB Havering	100
LB Hillingdon	200
LB Harrow	400
LB Brent	1,100
LB Barnet	600
LB Lambeth	<50
LB Southwark	<50
LB Lewisham	<50
LB Enfield	<50
LB Redbridge	900
LB Merton	<50
LB Wandsworth	100
LB Hammersmith and Fulham	<50
RB Kensington and Chelsea	100
City of Westminster	200
LB Camden	1,200
LB Tower Hamlets	1,000

²⁵³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

LB Islington	100
LB Haringey	200
LB Newham	1,500
LB Barking and Dagenham	<50
TOTAL	9,400

24. Greater Manchester Urban Area

Introduction

The approximate location of Greater Manchester Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 2,405,000²⁵⁴.

Table 24.1 below lists the local authorities either wholly or partly within the approximate location of Greater Manchester Urban Area, known as Noise Receiving Authorities (NRAs).

Table 24.1 Local authorities either wholly or partly within the approximate location of Greater Manchester Urban Area

Local Authority Name (NRA)
Chorley District
Rossendale District
Bolton District
Bury District
Manchester District
Oldham District
Rochdale District
Salford District
Stockport District
Tameside District
Trafford District
Wigan District
Cheshire East

²⁵⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

Road Traffic Noise

The estimated number of people²⁵⁵ exposed above various noise levels²⁵⁶ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 24.2 to 24.4 below.

Table 24.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	823,000
≥60	372,000
≥65	206,000
≥70	94,000
≥75	10,000

Table 24.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	557,000
≥55	256,000
≥60	114,000
≥65	16,000
≥70	2,000

²⁵⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁵⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 24.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	545,000
≥60	292,000
≥65	197,000
≥70	112,000
≥75	21,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any relevant local authority²⁵⁷ that is wholly or partly within this agglomeration is shown in Table 24.5 below:

²⁵⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

Table 24.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²⁵⁸

Local Authority	Associated Population
Rossendale District	<50
Bolton District	2,000
Bury District	1,400
Manchester District	6,400
Oldham District	2,000
Rochdale District	2,200
Salford District	2,600
Stockport District	1,400
Tameside District	1,000
Trafford District	300
Wigan District	1,300
Cheshire East	100
TOTAL	20,800

Railway Noise

The estimated number of people²⁵⁹ exposed above various noise levels²⁶⁰ from the strategic mapping of railway noise in this agglomeration is shown in Tables 24.6 – 24.8 below²⁶¹.

²⁵⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”.

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²⁵⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁶⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 24.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	50,000
≥60	25,000
≥65	10,000
≥70	2,000
≥75	<500

Table 24.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	35,000
≥55	16,000
≥60	5,000
≥65	<500
≥70	0

Table 24.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	30,000
≥60	13,000
≥65	3,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

²⁶¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority²⁶² that is wholly or partly within this agglomeration is shown in Table 24.9 below²⁶³:

Table 24.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²⁶⁴

Local Authority	Associated Population
Bolton District	100
Manchester District	200
Salford District	<50
Stockport District	200
Cheshire East	100
TOTAL	600

²⁶² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁶³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²⁶⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

25. Grimsby/Cleethorpes

Introduction

The approximate location of Grimsby/Cleethorpes can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 140,000²⁶⁵.

Table 25.1 below lists the local authorities either wholly or partly within the approximate location of Grimsby/Cleethorpes, known as Noise Receiving Authorities (NRAs).

Table 25.1 Local authorities either wholly or partly within the approximate location of Grimsby/Cleethorpes

Local Authority Name (NRA)
East Lindsey District
North East Lincolnshire

Road Traffic Noise

The estimated number of people²⁶⁶ exposed above various noise levels²⁶⁷ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 25.2 to 25.4 below.

²⁶⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²⁶⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁶⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 25.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	14,000
≥60	10,000
≥65	7,000
≥70	2,000
≥75	<500

Table 25.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	8,000
≥60	3,000
≥65	<500
≥70	0

Table 25.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	14,000
≥60	10,000
≥65	8,000
≥70	3,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²⁶⁸ that is wholly or partly within this agglomeration is shown in Table 25.5 below:

Table 25.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²⁶⁹

Local Authority	Associated Population
North East Lincolnshire	300
TOTAL	300

Railway Noise

The estimated number of people²⁷⁰ exposed above various noise levels²⁷¹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 25.6 – 25.8 below²⁷².

²⁶⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁶⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²⁷⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁷¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²⁷² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 25.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	0
≥70	0
≥75	0

Table 25.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,000
≥55	0
≥60	0
≥65	0
≥70	0

Table 25.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	0
≥65	0
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²⁷³ that is wholly or partly within this agglomeration is shown in Table 25.9 below²⁷⁴:

Table 25.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²⁷⁵

Local Authority	Associated Population
TOTAL	0

²⁷³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁷⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²⁷⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

26. Hastings/Bexhill

Introduction

The approximate location of Hastings/Bexhill can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 130,000²⁷⁶.

Table 26.1 below lists the local authorities either wholly or partly within the approximate location of Hastings/Bexhill, known as Noise Receiving Authorities (NRAs).

Table 26.1 Local authorities either wholly or partly within the approximate location of Hastings/Bexhill

Local Authority Name (NRA)
Rother District
Hastings District

Road Traffic Noise

The estimated number of people²⁷⁷ exposed above various noise levels²⁷⁸ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 26.2 to 26.4 below.

²⁷⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²⁷⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁷⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 26.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	21,000
≥60	16,000
≥65	12,000
≥70	6,000
≥75	0

Table 26.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	17,000
≥55	12,000
≥60	6,000
≥65	<500
≥70	0

Table 26.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	21,000
≥60	17,000
≥65	13,000
≥70	7,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²⁷⁹ that is wholly or partly within this agglomeration is shown in Table 26.5 below:

Table 26.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²⁸⁰

Local Authority	Associated Population
Rother District	100
Hastings District	500
TOTAL	600

Railway Noise

The estimated number of people²⁸¹ exposed above various noise levels²⁸² from the strategic mapping of railway noise in this agglomeration is shown in Tables 26.6 – 26.8 below²⁸³.

²⁷⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁸⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²⁸¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁸² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²⁸³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 26.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

Table 26.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	2,000
≥55	<500
≥60	0
≥65	0
≥70	0

Table 26.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	0
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²⁸⁴ that is wholly or partly within this agglomeration is shown in Table 26.9 below²⁸⁵:

Table 26.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²⁸⁶

Local Authority	Associated Population
TOTAL	0

²⁸⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁸⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²⁸⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

27. High Wycombe Urban Area

Introduction

The approximate location of High Wycombe Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 125,000²⁸⁷.

Table 27.1 below lists the local authorities either wholly or partly within the approximate location of High Wycombe Urban Area, known as Noise Receiving Authorities (NRAs).

Table 27.1 Local authorities either wholly or partly within the approximate location of High Wycombe Urban Area

Local Authority Name (NRA)
Wycombe District
Chiltern District
RB Windsor and Maidenhead

Road Traffic Noise

The estimated number of people²⁸⁸ exposed above various noise levels²⁸⁹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 27.2 to 27.4 below.

²⁸⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²⁸⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁸⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 27.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	45,000
≥60	21,000
≥65	12,000
≥70	5,000
≥75	<500

Table 27.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	32,000
≥55	16,000
≥60	6,000
≥65	<500
≥70	<500

Table 27.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	28,000
≥60	17,000
≥65	11,000
≥70	6,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority²⁹⁰ that is wholly or partly within this agglomeration is shown in Table 27.5 below:

Table 27.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration²⁹¹

Local Authority	Associated Population
Wycombe District	600
TOTAL	600

Railway Noise

The estimated number of people²⁹² exposed above various noise levels²⁹³ from the strategic mapping of railway noise in this agglomeration is shown in Tables 27.6 – 27.8 below²⁹⁴.

²⁹⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁹¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

²⁹² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

²⁹³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

²⁹⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 27.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	1,000
≥70	0
≥75	0

Table 27.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	1,000
≥60	<500
≥65	0
≥70	0

Table 27.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	3,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority²⁹⁵ that is wholly or partly within this agglomeration is shown in Table 27.9 below²⁹⁶:

Table 27.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration²⁹⁷

Local Authority	Associated Population
Wycombe District	100
TOTAL	100

²⁹⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

²⁹⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

²⁹⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

28. Ipswich Urban Area

Introduction

The approximate location of Ipswich Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 160,000²⁹⁸.

Table 28.1 below lists the local authorities either wholly or partly within the approximate location of Ipswich Urban Area, known as Noise Receiving Authorities (NRAs).

Table 28.1 Local authorities either wholly or partly within the approximate location of Ipswich Urban Area

Local Authority Name (NRA)
Babergh District
Suffolk Coastal District
Mid Suffolk District
Ipswich District

Road Traffic Noise

The estimated number of people²⁹⁹ exposed above various noise levels³⁰⁰ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 28.2 to 28.4 below.

²⁹⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

²⁹⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁰⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 28.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	26,000
≥60	14,000
≥65	10,000
≥70	5,000
≥75	<500

Table 28.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	15,000
≥55	10,000
≥60	5,000
≥65	<500
≥70	0

Table 28.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	27,000
≥60	15,000
≥65	10,000
≥70	7,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³⁰¹ that is wholly or partly within this agglomeration is shown in Table 28.5 below:

Table 28.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³⁰²

Local Authority	Associated Population
Ipswich District	1,200
TOTAL	1,200

Railway Noise

The estimated number of people³⁰³ exposed above various noise levels³⁰⁴ from the strategic mapping of railway noise in this agglomeration is shown in Tables 28.6 – 28.8 below³⁰⁵.

³⁰¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁰² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³⁰³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁰⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³⁰⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 28.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	7,000
≥60	4,000
≥65	2,000
≥70	<500
≥75	0

Table 28.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	6,000
≥55	3,000
≥60	1,000
≥65	<500
≥70	0

Table 28.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	4,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³⁰⁶ that is wholly or partly within this agglomeration is shown in Table 28.9 below³⁰⁷:

Table 28.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³⁰⁸

Local Authority	Associated Population
Ipswich District	100
TOTAL	100

³⁰⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁰⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³⁰⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

29. Kingston upon Hull

Introduction

The approximate location of Kingston upon Hull can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 310,000³⁰⁹.

Table 29.1 below lists the local authorities either wholly or partly within the approximate location of Kingston upon Hull, known as Noise Receiving Authorities (NRAs).

Table 29.1 Local authorities either wholly or partly within the approximate location of Kingston upon Hull

Local Authority Name (NRA)
City of Kingston upon Hull
East Riding of Yorkshire

Road Traffic Noise

The estimated number of people³¹⁰ exposed above various noise levels³¹¹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 29.2 to 29.4 below.

³⁰⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³¹⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³¹¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 29.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	19,000
≥60	12,000
≥65	8,000
≥70	3,000
≥75	<500

Table 29.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	13,000
≥55	8,000
≥60	4,000
≥65	<500
≥70	0

Table 29.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	19,000
≥60	13,000
≥65	8,000
≥70	4,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³¹² that is wholly or partly within this agglomeration is shown in Table 29.5 below:

Table 29.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³¹³

Local Authority	Associated Population
City of Kingston upon Hull	500
TOTAL	500

Railway Noise

The estimated number of people³¹⁴ exposed above various noise levels³¹⁵ from the strategic mapping of railway noise in this agglomeration is shown in Tables 29.6 – 29.8 below³¹⁶.

³¹² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³¹³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³¹⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³¹⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³¹⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 29.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	1,000
≥ 60	<500
≥ 65	<500
≥ 70	0
≥ 75	0

Table 29.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	<500
≥ 55	<500
≥ 60	0
≥ 65	0
≥ 70	0

Table 29.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	<500
≥ 60	<500
≥ 65	0
≥ 70	0
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³¹⁷ that is wholly or partly within this agglomeration is shown in Table 29.9 below³¹⁸:

Table 29.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³¹⁹

Local Authority	Associated Population
TOTAL	0

³¹⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³¹⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³¹⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

30. Leicester Urban Area

Introduction

The approximate location of Leicester Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 485,000³²⁰.

Table 30.1 below lists the local authorities either wholly or partly within the approximate location of Leicester Urban Area, known as Noise Receiving Authorities (NRAs).

Table 30.1 Local authorities either wholly or partly within the approximate location of Leicester Urban Area

Local Authority Name (NRA)
Hinckley and Bosworth District
Harborough District
Blaby District
Charnwood District
Oadby and Wigston District
City of Leicester

Road Traffic Noise

The estimated number of people³²¹ exposed above various noise levels³²² from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 30.2 to 30.4 below.

³²⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³²¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³²² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 30.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	103,000
≥60	42,000
≥65	23,000
≥70	8,000
≥75	1,000

Table 30.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	62,000
≥55	27,000
≥60	10,000
≥65	1,000
≥70	<500

Table 30.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	71,000
≥60	37,000
≥65	24,000
≥70	11,000
≥75	2,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³²³ that is wholly or partly within this agglomeration is shown in Table 30.5 below:

Table 30.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³²⁴

Local Authority	Associated Population
Hinckley and Bosworth District	<50
Blaby District	<50
Charnwood District	<50
Oadby and Wigston District	<50
City of Leicester	2,200
TOTAL	2,200

³²³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³²⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

Railway Noise

The estimated number of people³²⁵ exposed above various noise levels³²⁶ from the strategic mapping of railway noise in this agglomeration is shown in Tables 30.6 – 30.8 below³²⁷.

Table 30.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	12,000
≥60	7,000
≥65	3,000
≥70	2,000
≥75	<500

Table 30.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	5,000
≥60	3,000
≥65	1,000
≥70	<500

³²⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³²⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³²⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 30.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	7,000
≥60	3,000
≥65	2,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any relevant local authority³²⁸ that is wholly or partly within this agglomeration is shown in Table 30.9 below³²⁹:

³²⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³²⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 30.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³³⁰

Local Authority	Associated Population
Charnwood District	100
Oadby and Wigston District	<50
City of Leicester	100
TOTAL	200

³³⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

31. Lincoln Urban Area

Introduction

The approximate location of Lincoln Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 105,000³³¹.

Table 31.1 below lists the local authorities either wholly or partly within the approximate location of Lincoln Urban Area, known as Noise Receiving Authorities (NRAs).

Table 31.1 Local authorities either wholly or partly within the approximate location of Lincoln Urban Area

Local Authority Name (NRA)
West Lindsey District
North Kesteven District
Lincoln District

Road Traffic Noise

The estimated number of people³³² exposed above various noise levels³³³ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 31.2 to 31.4 below.

³³¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³³² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³³³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 31.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	9,000
≥60	6,000
≥65	4,000
≥70	2,000
≥75	<500

Table 31.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	6,000
≥55	4,000
≥60	2,000
≥65	<500
≥70	0

Table 31.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	9,000
≥60	6,000
≥65	4,000
≥70	2,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³³⁴ that is wholly or partly within this agglomeration is shown in Table 31.5 below:

Table 31.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³³⁵

Local Authority	Associated Population
Lincoln District	200
TOTAL	200

Railway Noise

The estimated number of people³³⁶ exposed above various noise levels³³⁷ from the strategic mapping of railway noise in this agglomeration is shown in Tables 31.6 – 31.8 below³³⁸.

³³⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³³⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³³⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³³⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³³⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 31.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	2,000
≥65	<500
≥70	<500
≥75	0

Table 31.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	2,000
≥55	1,000
≥60	<500
≥65	<500
≥70	0

Table 31.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³³⁹ that is wholly or partly within this agglomeration is shown in Table 31.9 below³⁴⁰:

Table 31.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³⁴¹

Local Authority	Associated Population
Lincoln District	<50
TOTAL	<50

³³⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁴⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³⁴¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

32. Liverpool Urban Area

Introduction

The approximate location of Liverpool Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 820,000³⁴².

Table 32.1 below lists the local authorities either wholly or partly within the approximate location of Liverpool Urban Area, known as Noise Receiving Authorities (NRAs).

Table 32.1 Local authorities either wholly or partly within the approximate location of Liverpool Urban Area

Local Authority Name (NRA)
Knowsley District
Liverpool District
Sefton District
St. Helens District
Halton
Warrington

Road Traffic Noise

The estimated number of people³⁴³ exposed above various noise levels³⁴⁴ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 32.2 to 32.4 below.

³⁴² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³⁴³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁴⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 32.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	193,000
≥60	86,000
≥65	53,000
≥70	24,000
≥75	2,000

Table 32.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	114,000
≥55	60,000
≥60	28,000
≥65	3,000
≥70	<500

Table 32.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	140,000
≥60	81,000
≥65	56,000
≥70	31,000
≥75	5,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³⁴⁵ that is wholly or partly within this agglomeration is shown in Table 32.5 below:

Table 32.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³⁴⁶

Local Authority	Associated Population
Knowsley District	100
Liverpool District	5,100
Sefton District	100
St. Helens District	200
TOTAL	5,400

Railway Noise

The estimated number of people³⁴⁷ exposed above various noise levels³⁴⁸ from the strategic mapping of railway noise in this agglomeration is shown in Tables 32.6 – 32.8 below³⁴⁹.

³⁴⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁴⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³⁴⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁴⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 32.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	15,000
≥60	8,000
≥65	3,000
≥70	<500
≥75	0

Table 32.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	11,000
≥55	4,000
≥60	1,000
≥65	<500
≥70	0

Table 32.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	10,000
≥60	4,000
≥65	1,000
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

³⁴⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority³⁵⁰ that is wholly or partly within this agglomeration is shown in Table 32.9 below³⁵¹:

Table 32.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³⁵²

Local Authority	Associated Population
Knowsley District	<50
Liverpool District	300
St. Helens District	<50
TOTAL	300

³⁵⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁵¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³⁵² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

33. Luton/Dunstable

Introduction

The approximate location of Luton/Dunstable can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 255,000³⁵³.

Table 33.1 below lists the local authorities either wholly or partly within the approximate location of Luton/Dunstable, known as Noise Receiving Authorities (NRAs).

Table 33.1 Local authorities either wholly or partly within the approximate location of Luton/Dunstable

Local Authority Name (NRA)
North Hertfordshire District
Central Bedfordshire
Luton

Road Traffic Noise

The estimated number of people³⁵⁴ exposed above various noise levels³⁵⁵ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 33.2 to 33.4 below.

³⁵³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³⁵⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁵⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 33.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	47,000
≥60	17,000
≥65	9,000
≥70	3,000
≥75	<500

Table 33.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	28,000
≥55	11,000
≥60	4,000
≥65	<500
≥70	<500

Table 33.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	26,000
≥60	13,000
≥65	9,000
≥70	4,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³⁵⁶ that is wholly or partly within this agglomeration is shown in Table 33.5 below:

Table 33.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³⁵⁷

Local Authority	Associated Population
Central Bedfordshire	600
Luton	700
TOTAL	1,300

Railway Noise

The estimated number of people³⁵⁸ exposed above various noise levels³⁵⁹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 33.6 – 33.8 below³⁶⁰.

³⁵⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁵⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³⁵⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁵⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³⁶⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 33.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	11,000
≥60	6,000
≥65	4,000
≥70	3,000
≥75	1,000

Table 33.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	8,000
≥55	5,000
≥60	3,000
≥65	2,000
≥70	<500

Table 33.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	7,000
≥60	4,000
≥65	3,000
≥70	1,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³⁶¹ that is wholly or partly within this agglomeration is shown in Table 33.9 below³⁶²:

Table 33.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³⁶³

Local Authority	Associated Population
Luton	200
TOTAL	200

³⁶¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁶² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³⁶³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

34. Mansfield Urban Area

Introduction

The approximate location of Mansfield Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 165,000³⁶⁴.

Table 34.1 below lists the local authorities either wholly or partly within the approximate location of Mansfield Urban Area, known as Noise Receiving Authorities (NRAs).

Table 34.1 Local authorities either wholly or partly within the approximate location of Mansfield Urban Area

Local Authority Name (NRA)
Bolsover District
Gedling District
Ashfield District
Newark and Sherwood District
Mansfield District

Road Traffic Noise

The estimated number of people³⁶⁵ exposed above various noise levels³⁶⁶ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 34.2 to 34.4 below.

³⁶⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³⁶⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁶⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 34.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	18,000
≥60	9,000
≥65	6,000
≥70	2,000
≥75	<500

Table 34.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	11,000
≥55	6,000
≥60	2,000
≥65	<500
≥70	0

Table 34.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	15,000
≥60	9,000
≥65	6,000
≥70	3,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³⁶⁷ that is wholly or partly within this agglomeration is shown in Table 34.5 below:

Table 34.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³⁶⁸

Local Authority	Associated Population
Bolsover District	<50
Ashfield District	<50
Mansfield District	400
TOTAL	400

Railway Noise

The estimated number of people³⁶⁹ exposed above various noise levels³⁷⁰ from the strategic mapping of railway noise in this agglomeration is shown in Tables 34.6 – 34.8 below³⁷¹.

³⁶⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁶⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³⁶⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁷⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³⁷¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 34.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	<500
≥70	0
≥75	0

Table 34.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,000
≥55	<500
≥60	0
≥65	0
≥70	0

Table 34.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	0
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³⁷² that is wholly or partly within this agglomeration is shown in Table 34.9 below³⁷³:

Table 34.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³⁷⁴

Local Authority	Associated Population
TOTAL	0

³⁷² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁷³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³⁷⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

35. Milton Keynes Urban Area

Introduction

The approximate location of Milton Keynes Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 200,000³⁷⁵.

Table 35.1 below lists the local authorities either wholly or partly within the approximate location of Milton Keynes Urban Area, known as Noise Receiving Authorities (NRAs).

Table 35.1 Local authorities either wholly or partly within the approximate location of Milton Keynes Urban Area

Local Authority Name (NRA)
Aylesbury Vale District
Milton Keynes

Road Traffic Noise

The estimated number of people³⁷⁶ exposed above various noise levels³⁷⁷ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 35.2 to 35.4 below.

³⁷⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³⁷⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁷⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 35.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	21,000
≥60	7,000
≥65	2,000
≥70	<500
≥75	<500

Table 35.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	3,000
≥60	<500
≥65	<500
≥70	<500

Table 35.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	15,000
≥60	6,000
≥65	2,000
≥70	<500
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³⁷⁸ that is wholly or partly within this agglomeration is shown in Table 35.5 below:

Table 35.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³⁷⁹

Local Authority	Associated Population
Milton Keynes	800
TOTAL	800

Railway Noise

The estimated number of people³⁸⁰ exposed above various noise levels³⁸¹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 35.6 – 35.8 below³⁸².

³⁷⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁷⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³⁸⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁸¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³⁸² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 35.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	4,000
≥ 60	2,000
≥ 65	1,000
≥ 70	<500
≥ 75	<500

Table 35.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	3,000
≥ 55	2,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500

Table 35.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	3,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500
≥ 75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³⁸³ that is wholly or partly within this agglomeration is shown in Table 35.9 below³⁸⁴:

Table 35.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³⁸⁵

Local Authority	Associated Population
Milton Keynes	100
TOTAL	100

³⁸³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁸⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³⁸⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

36. Northampton Urban Area

Introduction

The approximate location of Northampton Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 210,000³⁸⁶.

Table 36.1 below lists the local authorities either wholly or partly within the approximate location of Northampton Urban Area, known as Noise Receiving Authorities (NRAs).

Table 36.1 Local authorities either wholly or partly within the approximate location of Northampton Urban Area

Local Authority Name (NRA)
South Northamptonshire District
Daventry District
Wellingborough District
Northampton District

Road Traffic Noise

The estimated number of people³⁸⁷ exposed above various noise levels³⁸⁸ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 36.2 to 36.4 below.

³⁸⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³⁸⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁸⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 36.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	50,000
≥60	23,000
≥65	13,000
≥70	5,000
≥75	<500

Table 36.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	29,000
≥55	14,000
≥60	6,000
≥65	<500
≥70	0

Table 36.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	40,000
≥60	22,000
≥65	14,000
≥70	7,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority³⁸⁹ that is wholly or partly within this agglomeration is shown in Table 36.5 below:

Table 36.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration³⁹⁰

Local Authority	Associated Population
Daventry District	<50
Northampton District	1,400
TOTAL	1,400

Railway Noise

The estimated number of people³⁹¹ exposed above various noise levels³⁹² from the strategic mapping of railway noise in this agglomeration is shown in Tables 36.6 – 36.8 below³⁹³.

³⁸⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁹⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

³⁹¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁹² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

³⁹³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 36.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500
≥75	<500

Table 36.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,000
≥55	<500
≥60	<500
≥65	<500
≥70	<500

Table 36.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority³⁹⁴ that is wholly or partly within this agglomeration is shown in Table 36.9 below³⁹⁵:

Table 36.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration³⁹⁶

Local Authority	Associated Population
Northampton District	<50
TOTAL	<50

³⁹⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

³⁹⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

³⁹⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

37. Norwich Urban Area

Introduction

The approximate location of Norwich Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 205,000³⁹⁷.

Table 37.1 below lists the local authorities either wholly or partly within the approximate location of Norwich Urban Area, known as Noise Receiving Authorities (NRAs).

Table 37.1 Local authorities either wholly or partly within the approximate location of Norwich Urban Area

Local Authority Name (NRA)
South Norfolk District
Norwich District
Broadland District

Road Traffic Noise

The estimated number of people³⁹⁸ exposed above various noise levels³⁹⁹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 37.2 to 37.4 below.

³⁹⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

³⁹⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

³⁹⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 37.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	27,000
≥60	18,000
≥65	13,000
≥70	4,000
≥75	<500

Table 37.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	19,000
≥55	13,000
≥60	4,000
≥65	<500
≥70	0

Table 37.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	28,000
≥60	19,000
≥65	14,000
≥70	6,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁰⁰ that is wholly or partly within this agglomeration is shown in Table 37.5 below:

Table 37.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴⁰¹

Local Authority	Associated Population
Norwich District	1,000
Broadland District	100
TOTAL	1,100

Railway Noise

The estimated number of people⁴⁰² exposed above various noise levels⁴⁰³ from the strategic mapping of railway noise in this agglomeration is shown in Tables 37.6 – 37.8 below⁴⁰⁴.

⁴⁰⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁰¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴⁰² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁰³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁴⁰⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 37.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

Table 37.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,000
≥55	1,000
≥60	<500
≥65	0
≥70	0

Table 37.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁴⁰⁵ that is wholly or partly within this agglomeration is shown in Table 37.9 below⁴⁰⁶:

Table 37.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁰⁷

Local Authority	Associated Population
Norwich District	<50
TOTAL	<50

⁴⁰⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁰⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁰⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

38. Nottingham Urban Area

Introduction

The approximate location of Nottingham Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 710,000⁴⁰⁸.

Table 38.1 below lists the local authorities either wholly or partly within the approximate location of Nottingham Urban Area, known as Noise Receiving Authorities (NRAs).

Table 38.1 Local authorities either wholly or partly within the approximate location of Nottingham Urban Area

Local Authority Name (NRA)
Erewash District
Amber Valley District
Rushcliffe District
Gedling District
Ashfield District
Broxtowe District
City of Nottingham

Road Traffic Noise

The estimated number of people⁴⁰⁹ exposed above various noise levels⁴¹⁰ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 38.2 to 38.4 below.

⁴⁰⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁰⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴¹⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 38.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	156,000
≥60	67,000
≥65	40,000
≥70	19,000
≥75	2,000

Table 38.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	96,000
≥55	46,000
≥60	22,000
≥65	3,000
≥70	<500

Table 38.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	107,000
≥60	61,000
≥65	41,000
≥70	23,000
≥75	6,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴¹¹ that is wholly or partly within this agglomeration is shown in Table 38.5 below:

Table 38.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴¹²

Local Authority	Associated Population
Erewash District	200
Amber Valley District	300
Rushcliffe District	<50
Gedling District	200
Broxtowe District	100
City of Nottingham	2,700
TOTAL	3,400

Railway Noise

The estimated number of people⁴¹³ exposed above various noise levels⁴¹⁴ from the strategic mapping of railway noise in this agglomeration is shown in Tables 38.6 – 38.8 below⁴¹⁵.

⁴¹¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴¹² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴¹³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴¹⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 38.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	13,000
≥60	7,000
≥65	3,000
≥70	1,000
≥75	<500

Table 38.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	4,000
≥60	2,000
≥65	<500
≥70	0

Table 38.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	8,000
≥60	3,000
≥65	1,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁴¹⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁴¹⁶ that is wholly or partly within this agglomeration is shown in Table 38.9 below⁴¹⁷:

Table 38.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴¹⁸

Local Authority	Associated Population
Erewash District	<50
Broxtowe District	100
City of Nottingham	<50
TOTAL	100

⁴¹⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴¹⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴¹⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

39. Nuneaton Urban Area

Introduction

The approximate location of Nuneaton Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 130,000⁴¹⁹.

Table 39.1 below lists the local authorities either wholly or partly within the approximate location of Nuneaton Urban Area, known as Noise Receiving Authorities (NRAs).

Table 39.1 Local authorities either wholly or partly within the approximate location of Nuneaton Urban Area

Local Authority Name (NRA)
Hinckley and Bosworth District
North Warwickshire District
Rugby District
Nuneaton and Bedworth District

Road Traffic Noise

The estimated number of people⁴²⁰ exposed above various noise levels⁴²¹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 39.2 to 39.4 below.

⁴¹⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴²⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴²¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 39.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	8,000
≥60	4,000
≥65	2,000
≥70	<500
≥75	<500

Table 39.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	5,000
≥55	3,000
≥60	<500
≥65	<500
≥70	0

Table 39.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	6,000
≥60	4,000
≥65	3,000
≥70	1,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴²² that is wholly or partly within this agglomeration is shown in Table 39.5 below:

Table 39.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴²³

Local Authority	Associated Population
Hinckley and Bosworth District	<50
Nuneaton and Bedworth District	200
TOTAL	200

Railway Noise

The estimated number of people⁴²⁴ exposed above various noise levels⁴²⁵ from the strategic mapping of railway noise in this agglomeration is shown in Tables 39.6 – 39.8 below⁴²⁶.

⁴²² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴²³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴²⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴²⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁴²⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 39.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	8,000
≥60	4,000
≥65	2,000
≥70	1,000
≥75	<500

Table 39.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	7,000
≥55	4,000
≥60	2,000
≥65	1,000
≥70	<500

Table 39.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁴²⁷ that is wholly or partly within this agglomeration is shown in Table 39.9 below⁴²⁸:

Table 39.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴²⁹

Local Authority	Associated Population
Nuneaton and Bedworth District	100
TOTAL	100

⁴²⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴²⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴²⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

40. Oxford

Introduction

The approximate location of Oxford can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 155,000⁴³⁰.

Table 40.1 below lists the local authorities either wholly or partly within the approximate location of Oxford, known as Noise Receiving Authorities (NRAs).

Table 40.1 Local authorities either wholly or partly within the approximate location of Oxford

Local Authority Name (NRA)
Vale of White Horse District
South Oxfordshire District
Cherwell District
Oxford District

Road Traffic Noise

The estimated number of people⁴³¹ exposed above various noise levels⁴³² from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 40.2 to 40.4 below.

⁴³⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴³¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴³² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 40.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	28,000
≥60	17,000
≥65	12,000
≥70	4,000
≥75	<500

Table 40.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	18,000
≥55	13,000
≥60	5,000
≥65	<500
≥70	0

Table 40.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	29,000
≥60	18,000
≥65	13,000
≥70	6,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴³³ that is wholly or partly within this agglomeration is shown in Table 40.5 below:

Table 40.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴³⁴

Local Authority	Associated Population
Vale of White Horse District	<50
Oxford District	1,000
TOTAL	1,000

Railway Noise

The estimated number of people⁴³⁵ exposed above various noise levels⁴³⁶ from the strategic mapping of railway noise in this agglomeration is shown in Tables 40.6 – 40.8 below⁴³⁷.

⁴³³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴³⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴³⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴³⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁴³⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 40.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	3,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	<500

Table 40.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	1,000
≥60	<500
≥65	<500
≥70	<500

Table 40.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁴³⁸ that is wholly or partly within this agglomeration is shown in Table 40.9 below⁴³⁹:

Table 40.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁴⁰

Local Authority	Associated Population
Oxford District	<50
TOTAL	<50

⁴³⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴³⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁴⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

41. Peterborough

Introduction

The approximate location of Peterborough can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 145,000⁴⁴¹.

Table 41.1 below lists the local authorities either wholly or partly within the approximate location of Peterborough, known as Noise Receiving Authorities (NRAs).

Table 41.1 Local authorities either wholly or partly within the approximate location of Peterborough

Local Authority Name (NRA)
Huntingdonshire District
City of Peterborough

Road Traffic Noise

The estimated number of people⁴⁴² exposed above various noise levels⁴⁴³ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 41.2 to 41.4 below.

⁴⁴¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁴² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁴³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 41.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	21,000
≥60	10,000
≥65	4,000
≥70	1,000
≥75	<500

Table 41.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	12,000
≥55	5,000
≥60	1,000
≥65	<500
≥70	0

Table 41.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	21,000
≥60	11,000
≥65	5,000
≥70	2,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁴⁴ that is wholly or partly within this agglomeration is shown in Table 41.5 below:

Table 41.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴⁴⁵

Local Authority	Associated Population
Huntingdonshire District	<50
City of Peterborough	600
TOTAL	600

Railway Noise

The estimated number of people⁴⁴⁶ exposed above various noise levels⁴⁴⁷ from the strategic mapping of railway noise in this agglomeration is shown in Tables 41.6 – 41.8 below⁴⁴⁸.

⁴⁴⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁴⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴⁴⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁴⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁴⁴⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 41.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	4,000
≥ 60	2,000
≥ 65	1,000
≥ 70	1,000
≥ 75	<500

Table 41.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	3,000
≥ 55	2,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500

Table 41.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	2,000
≥ 60	1,000
≥ 65	1,000
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁴⁴⁹ that is wholly or partly within this agglomeration is shown in Table 41.9 below⁴⁵⁰:

Table 41.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁵¹

Local Authority	Associated Population
City of Peterborough	100
TOTAL	100

⁴⁴⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁵⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁵¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

42. Plymouth

Introduction

The approximate location of Plymouth can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 260,000⁴⁵².

Table 42.1 below lists the local authorities either wholly or partly within the approximate location of Plymouth, known as Noise Receiving Authorities (NRAs).

Table 42.1 Local authorities either wholly or partly within the approximate location of Plymouth

Local Authority Name (NRA)
South Hams District
City of Plymouth

Road Traffic Noise

The estimated number of people⁴⁵³ exposed above various noise levels⁴⁵⁴ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 42.2 to 42.4 below.

⁴⁵² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁵³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁵⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 42.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	24,000
≥60	12,000
≥65	7,000
≥70	3,000
≥75	1,000

Table 42.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	14,000
≥55	7,000
≥60	3,000
≥65	1,000
≥70	0

Table 42.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	25,000
≥60	13,000
≥65	7,000
≥70	4,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁵⁵ that is wholly or partly within this agglomeration is shown in Table 42.5 below:

Table 42.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴⁵⁶

Local Authority	Associated Population
City of Plymouth	500
TOTAL	500

Railway Noise

The estimated number of people⁴⁵⁷ exposed above various noise levels⁴⁵⁸ from the strategic mapping of railway noise in this agglomeration is shown in Tables 42.6 – 42.8 below⁴⁵⁹.

⁴⁵⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁵⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴⁵⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁵⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁴⁵⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 42.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	7,000
≥60	4,000
≥65	2,000
≥70	1,000
≥75	0

Table 42.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	5,000
≥55	3,000
≥60	1,000
≥65	<500
≥70	0

Table 42.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	5,000
≥60	2,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁴⁶⁰ that is wholly or partly within this agglomeration is shown in Table 42.9 below⁴⁶¹:

Table 42.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁶²

Local Authority	Associated Population
City of Plymouth	300
TOTAL	300

⁴⁶⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁶¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁶² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

43. Portsmouth Urban Area

Introduction

The approximate location of Portsmouth Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 465,000⁴⁶³.

Table 43.1 below lists the local authorities either wholly or partly within the approximate location of Portsmouth Urban Area, known as Noise Receiving Authorities (NRAs).

Table 43.1 Local authorities either wholly or partly within the approximate location of Portsmouth Urban Area

Local Authority Name (NRA)
East Hampshire District
Winchester District
Gosport District
Fareham District
Havant District
Chichester District
City of Portsmouth

Road Traffic Noise

The estimated number of people⁴⁶⁴ exposed above various noise levels⁴⁶⁵ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 43.2 to 43.4 below.

⁴⁶³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁶⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁶⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 43.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	132,000
≥60	56,000
≥65	31,000
≥70	13,000
≥75	1,000

Table 43.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	84,000
≥55	39,000
≥60	17,000
≥65	2,000
≥70	<500

Table 43.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	86,000
≥60	45,000
≥65	30,000
≥70	15,000
≥75	2,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁶⁶ that is wholly or partly within this agglomeration is shown in Table 43.5 below:

Table 43.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴⁶⁷

Local Authority	Associated Population
East Hampshire District	<50
Gosport District	500
Fareham District	200
Havant District	<50
City of Portsmouth	1,500
TOTAL	2,200

Railway Noise

The estimated number of people⁴⁶⁸ exposed above various noise levels⁴⁶⁹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 43.6 – 43.8 below⁴⁷⁰.

⁴⁶⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁶⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”.

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴⁶⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁶⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 43.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	9,000
≥60	6,000
≥65	3,000
≥70	<500
≥75	0

Table 43.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	7,000
≥55	4,000
≥60	1,000
≥65	0
≥70	0

Table 43.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	6,000
≥60	3,000
≥65	1,000
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁴⁷⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁴⁷¹ that is wholly or partly within this agglomeration is shown in Table 43.9 below⁴⁷²:

Table 43.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁷³

Local Authority	Associated Population
Fareham District	<50
Havant District	<50
City of Portsmouth	100
TOTAL	100

⁴⁷¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁷² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁷³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

44. Preston Urban Area

Introduction

The approximate location of Preston Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 275,000⁴⁷⁴.

Table 44.1 below lists the local authorities either wholly or partly within the approximate location of Preston Urban Area, known as Noise Receiving Authorities (NRAs).

Table 44.1 Local authorities either wholly or partly within the approximate location of Preston Urban Area

Local Authority Name (NRA)
Chorley District
South Ribble District
Preston District

Road Traffic Noise

The estimated number of people⁴⁷⁵ exposed above various noise levels⁴⁷⁶ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 44.2 to 44.4 below.

⁴⁷⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁷⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁷⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 44.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	103,000
≥60	34,000
≥65	15,000
≥70	6,000
≥75	<500

Table 44.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	60,000
≥55	21,000
≥60	8,000
≥65	1,000
≥70	<500

Table 44.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	52,000
≥60	23,000
≥65	13,000
≥70	7,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁷⁷ that is wholly or partly within this agglomeration is shown in Table 44.5 below:

Table 44.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴⁷⁸

Local Authority	Associated Population
Chorley District	300
South Ribble District	200
Preston District	1,100
TOTAL	1,600

Railway Noise

The estimated number of people⁴⁷⁹ exposed above various noise levels⁴⁸⁰ from the strategic mapping of railway noise in this agglomeration is shown in Tables 44.6 – 44.8 below⁴⁸¹.

⁴⁷⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁷⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴⁷⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁸⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁴⁸¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 44.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	12,000
≥60	7,000
≥65	4,000
≥70	2,000
≥75	1,000

Table 44.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	6,000
≥60	3,000
≥65	2,000
≥70	1,000

Table 44.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	6,000
≥60	4,000
≥65	2,000
≥70	1,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁴⁸² that is wholly or partly within this agglomeration is shown in Table 44.9 below⁴⁸³:

Table 44.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁸⁴

Local Authority	Associated Population
Chorley District	<50
South Ribble District	100
Preston District	400
TOTAL	600

⁴⁸² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁸³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁸⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

45. Reading/Wokingham

Introduction

The approximate location of Reading/Wokingham can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 380,000⁴⁸⁵.

Table 45.1 below lists the local authorities either wholly or partly within the approximate location of Reading/Wokingham, known as Noise Receiving Authorities (NRAs).

Table 45.1 Local authorities either wholly or partly within the approximate location of Reading/Wokingham

Local Authority Name (NRA)
South Oxfordshire District
Bracknell Forest
Reading
West Berkshire
Wokingham

Road Traffic Noise

The estimated number of people⁴⁸⁶ exposed above various noise levels⁴⁸⁷ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 45.2 to 45.4 below.

⁴⁸⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁸⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁸⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 45.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	117,000
≥60	49,000
≥65	25,000
≥70	9,000
≥75	<500

Table 45.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	78,000
≥55	32,000
≥60	12,000
≥65	<500
≥70	<500

Table 45.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	72,000
≥60	38,000
≥65	25,000
≥70	11,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁸⁸ that is wholly or partly within this agglomeration is shown in Table 45.5 below:

Table 45.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁴⁸⁹

Local Authority	Associated Population
Bracknell Forest	300
Reading	2,200
West Berkshire	100
Wokingham	300
TOTAL	2,900

Railway Noise

The estimated number of people⁴⁹⁰ exposed above various noise levels⁴⁹¹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 45.6 – 45.8 below⁴⁹².

⁴⁸⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁸⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁴⁹⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁹¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 45.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	13,000
≥ 60	7,000
≥ 65	3,000
≥ 70	1,000
≥ 75	<500

Table 45.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	10,000
≥ 55	5,000
≥ 60	1,000
≥ 65	1,000
≥ 70	<500

Table 45.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	8,000
≥ 60	3,000
≥ 65	1,000
≥ 70	<500
≥ 75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁴⁹² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁴⁹³ that is wholly or partly within this agglomeration is shown in Table 45.9 below⁴⁹⁴:

Table 45.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁴⁹⁵

Local Authority	Associated Population
Reading	100
West Berkshire	100
Wokingham	<50
TOTAL	200

⁴⁹³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁴⁹⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁴⁹⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

46. Sheffield Urban Area

Introduction

The approximate location of Sheffield Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 675,000⁴⁹⁶.

Table 46.1 below lists the local authorities either wholly or partly within the approximate location of Sheffield Urban Area, known as Noise Receiving Authorities (NRAs).

Table 46.1 Local authorities either wholly or partly within the approximate location of Sheffield Urban Area

Local Authority Name (NRA)
North East Derbyshire District
Barnsley District
Rotherham District
Sheffield District

Road Traffic Noise

The estimated number of people⁴⁹⁷ exposed above various noise levels⁴⁹⁸ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 46.2 to 46.4 below.

⁴⁹⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁴⁹⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁴⁹⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 46.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	141,000
≥60	66,000
≥65	40,000
≥70	18,000
≥75	1,000

Table 46.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	91,000
≥55	46,000
≥60	21,000
≥65	1,000
≥70	<500

Table 46.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	106,000
≥60	60,000
≥65	40,000
≥70	22,000
≥75	6,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁴⁹⁹ that is wholly or partly within this agglomeration is shown in Table 46.5 below:

Table 46.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵⁰⁰

Local Authority	Associated Population
Rotherham District	500
Sheffield District	5,100
TOTAL	5,600

Railway Noise

The estimated number of people⁵⁰¹ exposed above various noise levels⁵⁰² from the strategic mapping of railway noise in this agglomeration is shown in Tables 46.6 – 46.8 below⁵⁰³.

⁴⁹⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁰⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵⁰¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁰² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵⁰³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 46.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	5,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	<500

Table 46.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	4,000
≥55	2,000
≥60	1,000
≥65	<500
≥70	0

Table 46.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵⁰⁴ that is wholly or partly within this agglomeration is shown in Table 46.9 below⁵⁰⁵:

Table 46.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵⁰⁶

Local Authority	Associated Population
Rotherham District	<50
Sheffield District	100
TOTAL	100

⁵⁰⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁰⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵⁰⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

47. Slough Urban Area

Introduction

The approximate location of Slough Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 160,000⁵⁰⁷.

Table 47.1 below lists the local authorities either wholly or partly within the approximate location of Slough Urban Area, known as Noise Receiving Authorities (NRAs).

Table 47.1 Local authorities either wholly or partly within the approximate location of Slough Urban Area

Local Authority Name (NRA)
South Bucks District
Spelthorne District
LB Hillingdon
Slough
RB Windsor and Maidenhead

Road Traffic Noise

The estimated number of people⁵⁰⁸ exposed above various noise levels⁵⁰⁹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 47.2 to 47.4 below.

⁵⁰⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁰⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁰⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 47.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	77,000
≥60	24,000
≥65	11,000
≥70	4,000
≥75	<500

Table 47.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	49,000
≥55	15,000
≥60	6,000
≥65	1,000
≥70	<500

Table 47.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	37,000
≥60	16,000
≥65	10,000
≥70	4,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵¹⁰ that is wholly or partly within this agglomeration is shown in Table 47.5 below:

Table 47.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵¹¹

Local Authority	Associated Population
South Bucks District	100
Slough	1,000
TOTAL	1,100

Railway Noise

The estimated number of people⁵¹² exposed above various noise levels⁵¹³ from the strategic mapping of railway noise in this agglomeration is shown in Tables 47.6 – 47.8 below⁵¹⁴.

⁵¹⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵¹¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵¹² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵¹³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵¹⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 47.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	14,000
≥60	8,000
≥65	5,000
≥70	3,000
≥75	2,000

Table 47.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	11,000
≥55	7,000
≥60	4,000
≥65	3,000
≥70	1,000

Table 47.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	10,000
≥60	6,000
≥65	4,000
≥70	2,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵¹⁵ that is wholly or partly within this agglomeration is shown in Table 47.9 below⁵¹⁶:

Table 47.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵¹⁷

Local Authority	Associated Population
South Bucks District	100
Slough	200
TOTAL	300

⁵¹⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵¹⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵¹⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

48. Southampton Urban Area

Introduction

The approximate location of Southampton Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 325,000⁵¹⁸.

Table 48.1 below lists the local authorities either wholly or partly within the approximate location of Southampton Urban Area, known as Noise Receiving Authorities (NRAs).

Table 48.1 Local authorities either wholly or partly within the approximate location of Southampton Urban Area

Local Authority Name (NRA)
Eastleigh District
Winchester District
Test Valley District
City of Southampton

Road Traffic Noise

The estimated number of people⁵¹⁹ exposed above various noise levels⁵²⁰ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 48.2 to 48.4 below.

⁵¹⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵¹⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵²⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 48.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	131,000
≥60	49,000
≥65	26,000
≥70	10,000
≥75	1,000

Table 48.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	88,000
≥55	33,000
≥60	13,000
≥65	1,000
≥70	<500

Table 48.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	73,000
≥60	37,000
≥65	25,000
≥70	12,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵²¹ that is wholly or partly within this agglomeration is shown in Table 48.5 below:

Table 48.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵²²

Local Authority	Associated Population
Eastleigh District	400
Test Valley District	<50
City of Southampton	2,000
TOTAL	2,500

Railway Noise

The estimated number of people⁵²³ exposed above various noise levels⁵²⁴ from the strategic mapping of railway noise in this agglomeration is shown in Tables 48.6 – 48.8 below⁵²⁵.

⁵²¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵²² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵²³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵²⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵²⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 48.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	9,000
≥ 60	5,000
≥ 65	2,000
≥ 70	1,000
≥ 75	<500

Table 48.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	7,000
≥ 55	4,000
≥ 60	2,000
≥ 65	<500
≥ 70	0

Table 48.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	6,000
≥ 60	3,000
≥ 65	1,000
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵²⁶ that is wholly or partly within this agglomeration is shown in Table 48.9 below⁵²⁷:

Table 48.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵²⁸

Local Authority	Associated Population
Eastleigh District	100
City of Southampton	100
TOTAL	200

⁵²⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵²⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵²⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

49. Southend Urban Area

Introduction

The approximate location of Southend Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 285,000⁵²⁹.

Table 49.1 below lists the local authorities either wholly or partly within the approximate location of Southend Urban Area, known as Noise Receiving Authorities (NRAs).

Table 49.1 Local authorities either wholly or partly within the approximate location of Southend Urban Area

Local Authority Name (NRA)
Rochford District
Basildon District
Castle Point District
Southend-on-Sea

Road Traffic Noise

The estimated number of people⁵³⁰ exposed above various noise levels⁵³¹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 49.2 to 49.4 below.

⁵²⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵³⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵³¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 49.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	30,000
≥60	21,000
≥65	15,000
≥70	6,000
≥75	<500

Table 49.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	22,000
≥55	16,000
≥60	7,000
≥65	<500
≥70	0

Table 49.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	31,000
≥60	21,000
≥65	16,000
≥70	9,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵³² that is wholly or partly within this agglomeration is shown in Table 49.5 below:

Table 49.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵³³

Local Authority	Associated Population
Rochford District	100
Castle Point District	200
Southend-on-Sea	700
TOTAL	1,000

Railway Noise

The estimated number of people⁵³⁴ exposed above various noise levels⁵³⁵ from the strategic mapping of railway noise in this agglomeration is shown in Tables 49.6 – 49.8 below⁵³⁶.

⁵³² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵³³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵³⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵³⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵³⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 49.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	10,000
≥60	6,000
≥65	3,000
≥70	<500
≥75	0

Table 49.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	8,000
≥55	4,000
≥60	1,000
≥65	0
≥70	0

Table 49.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	7,000
≥60	4,000
≥65	1,000
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵³⁷ that is wholly or partly within this agglomeration is shown in Table 49.9 below⁵³⁸:

Table 49.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵³⁹

Local Authority	Associated Population
Rochford District	200
Southend-on-Sea	100
TOTAL	300

⁵³⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵³⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵³⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

50. Southport/Formby

Introduction

The approximate location of Southport/Formby can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 115,000⁵⁴⁰.

Table 50.1 below lists the local authorities either wholly or partly within the approximate location of Southport/Formby, known as Noise Receiving Authorities (NRAs).

Table 50.1 Local authorities either wholly or partly within the approximate location of Southport/Formby

Local Authority Name (NRA)
West Lancashire District
Sefton District

Road Traffic Noise

The estimated number of people⁵⁴¹ exposed above various noise levels⁵⁴² from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 50.2 to 50.4 below.

⁵⁴⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁴¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁴² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 50.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	13,000
≥60	10,000
≥65	5,000
≥70	1,000
≥75	0

Table 50.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	6,000
≥60	1,000
≥65	0
≥70	0

Table 50.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	13,000
≥60	10,000
≥65	6,000
≥70	2,000
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵⁴³ that is wholly or partly within this agglomeration is shown in Table 50.5 below:

Table 50.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵⁴⁴

Local Authority	Associated Population
West Lancashire District	<50
Sefton District	300
TOTAL	300

Railway Noise

The estimated number of people⁵⁴⁵ exposed above various noise levels⁵⁴⁶ from the strategic mapping of railway noise in this agglomeration is shown in Tables 50.6 – 50.8 below⁵⁴⁷.

⁵⁴³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁴⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵⁴⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁴⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵⁴⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 50.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	3,000
≥ 60	1,000
≥ 65	<500
≥ 70	0
≥ 75	0

Table 50.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	2,000
≥ 55	<500
≥ 60	0
≥ 65	0
≥ 70	0

Table 50.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	2,000
≥ 60	<500
≥ 65	0
≥ 70	0
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵⁴⁸ that is wholly or partly within this agglomeration is shown in Table 50.9 below⁵⁴⁹:

Table 50.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵⁵⁰

Local Authority	Associated Population
TOTAL	0

⁵⁴⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁴⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵⁵⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

51. St Albans/Hatfield

Introduction

The approximate location of St Albans/Hatfield can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 130,000⁵⁵¹.

Table 51.1 below lists the local authorities either wholly or partly within the approximate location of St Albans/Hatfield, known as Noise Receiving Authorities (NRAs).

Table 51.1 Local authorities either wholly or partly within the approximate location of St Albans/Hatfield

Local Authority Name (NRA)
Hertsmere District
St. Albans District
Welwyn Hatfield District

Road Traffic Noise

The estimated number of people⁵⁵² exposed above various noise levels⁵⁵³ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 51.2 to 51.4 below.

⁵⁵¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁵² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁵³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 51.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	37,000
≥60	14,000
≥65	7,000
≥70	3,000
≥75	<500

Table 51.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	21,000
≥55	9,000
≥60	3,000
≥65	<500
≥70	<500

Table 51.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	22,000
≥60	13,000
≥65	7,000
≥70	3,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵⁵⁴ that is wholly or partly within this agglomeration is shown in Table 51.5 below:

Table 51.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵⁵⁵

Local Authority	Associated Population
St. Albans District	800
Welwyn Hatfield District	<50
TOTAL	900

Railway Noise

The estimated number of people⁵⁵⁶ exposed above various noise levels⁵⁵⁷ from the strategic mapping of railway noise in this agglomeration is shown in Tables 51.6 – 51.8 below⁵⁵⁸.

⁵⁵⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁵⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵⁵⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁵⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵⁵⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 51.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	7,000
≥60	3,000
≥65	2,000
≥70	1,000
≥75	<500

Table 51.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	4,000
≥55	2,000
≥60	1,000
≥65	1,000
≥70	<500

Table 51.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	1,000
≥70	1,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵⁵⁹ that is wholly or partly within this agglomeration is shown in Table 51.9 below⁵⁶⁰:

Table 51.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵⁶¹

Local Authority	Associated Population
St. Albans District	200
Welwyn Hatfield District	<50
TOTAL	200

⁵⁵⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁶⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵⁶¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

52. Sunderland Urban Area

Introduction

The approximate location of Sunderland Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 180,000⁵⁶².

Table 52.1 below lists the local authorities either wholly or partly within the approximate location of Sunderland Urban Area, known as Noise Receiving Authorities (NRAs).

Table 52.1 Local authorities either wholly or partly within the approximate location of Sunderland Urban Area

Local Authority Name (NRA)
South Tyneside District
Sunderland District

Road Traffic Noise

The estimated number of people⁵⁶³ exposed above various noise levels⁵⁶⁴ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 52.2 to 52.4 below.

⁵⁶² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁶³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁶⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 52.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	20,000
≥60	11,000
≥65	7,000
≥70	3,000
≥75	<500

Table 52.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	12,000
≥55	7,000
≥60	3,000
≥65	<500
≥70	0

Table 52.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	21,000
≥60	12,000
≥65	7,000
≥70	4,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵⁶⁵ that is wholly or partly within this agglomeration is shown in Table 52.5 below:

Table 52.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵⁶⁶

Local Authority	Associated Population
Sunderland District	700
TOTAL	700

Railway Noise

The estimated number of people⁵⁶⁷ exposed above various noise levels⁵⁶⁸ from the strategic mapping of railway noise in this agglomeration is shown in Tables 52.6 – 52.8 below⁵⁶⁹.

⁵⁶⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁶⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵⁶⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁶⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵⁶⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 52.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500
≥75	0

Table 52.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	1,000
≥55	<500
≥60	<500
≥65	0
≥70	0

Table 52.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵⁷⁰ that is wholly or partly within this agglomeration is shown in Table 52.9 below⁵⁷¹:

Table 52.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵⁷²

Local Authority	Associated Population
Sunderland District	<50
TOTAL	<50

⁵⁷⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁷¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵⁷² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

53. Swindon

Introduction

The approximate location of Swindon can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 165,000⁵⁷³.

Table 53.1 below lists the local authorities either wholly or partly within the approximate location of Swindon, known as Noise Receiving Authorities (NRAs).

Table 53.1 Local authorities either wholly or partly within the approximate location of Swindon

Local Authority Name (NRA)
Swindon
Wiltshire

Road Traffic Noise

The estimated number of people⁵⁷⁴ exposed above various noise levels⁵⁷⁵ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 53.2 to 53.4 below.

⁵⁷³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁷⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁷⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 53.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	23,000
≥60	9,000
≥65	5,000
≥70	2,000
≥75	<500

Table 53.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	13,000
≥55	6,000
≥60	2,000
≥65	<500
≥70	0

Table 53.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	16,000
≥60	9,000
≥65	5,000
≥70	3,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵⁷⁶ that is wholly or partly within this agglomeration is shown in Table 53.5 below:

Table 53.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵⁷⁷

Local Authority	Associated Population
Swindon	600
TOTAL	600

Railway Noise

The estimated number of people⁵⁷⁸ exposed above various noise levels⁵⁷⁹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 53.6 – 53.8 below⁵⁸⁰.

⁵⁷⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁷⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵⁷⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁷⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵⁸⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 53.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	5,000
≥ 60	3,000
≥ 65	2,000
≥ 70	1,000
≥ 75	<500

Table 53.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	4,000
≥ 55	3,000
≥ 60	1,000
≥ 65	<500
≥ 70	<500

Table 53.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	4,000
≥ 60	2,000
≥ 65	1,000
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵⁸¹ that is wholly or partly within this agglomeration is shown in Table 53.9 below⁵⁸²:

Table 53.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵⁸³

Local Authority	Associated Population
Swindon	100
TOTAL	100

⁵⁸¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁸² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵⁸³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

54. Teesside

Introduction

The approximate location of Teesside can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 365,000⁵⁸⁴.

Table 54.1 below lists the local authorities either wholly or partly within the approximate location of Teesside, known as Noise Receiving Authorities (NRAs).

Table 54.1 Local authorities either wholly or partly within the approximate location of Teesside

Local Authority Name (NRA)
Hartlepool
Middlesbrough
Redcar and Cleveland
Stockton-on-Tees

Road Traffic Noise

The estimated number of people⁵⁸⁵ exposed above various noise levels⁵⁸⁶ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 54.2 to 54.4 below.

⁵⁸⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁸⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁸⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 54.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	38,000
≥60	18,000
≥65	8,000
≥70	1,000
≥75	<500

Table 54.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	20,000
≥55	9,000
≥60	2,000
≥65	<500
≥70	0

Table 54.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	39,000
≥60	19,000
≥65	10,000
≥70	3,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵⁸⁷ that is wholly or partly within this agglomeration is shown in Table 54.5 below:

Table 54.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵⁸⁸

Local Authority	Associated Population
Middlesbrough	300
Redcar and Cleveland	300
Stockton-on-Tees	1,100
TOTAL	1,700

Railway Noise

The estimated number of people⁵⁸⁹ exposed above various noise levels⁵⁹⁰ from the strategic mapping of railway noise in this agglomeration is shown in Tables 54.6 – 54.8 below⁵⁹¹.

⁵⁸⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁸⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁵⁸⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁹⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁵⁹¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 54.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	0

Table 54.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	1,000
≥60	<500
≥65	0
≥70	0

Table 54.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	2,000
≥60	1,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁵⁹² that is wholly or partly within this agglomeration is shown in Table 54.9 below⁵⁹³:

Table 54.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁵⁹⁴

Local Authority	Associated Population
Middlesbrough	<50
TOTAL	<50

⁵⁹² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁹³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁵⁹⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

55. Telford Urban Area

Introduction

The approximate location of Telford Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 140,000⁵⁹⁵.

Table 55.1 below lists the local authorities either wholly or partly within the approximate location of Telford Urban Area, known as Noise Receiving Authorities (NRAs).

Table 55.1 Local authorities either wholly or partly within the approximate location of Telford Urban Area

Local Authority Name (NRA)
Shropshire
Telford and Wrekin

Road Traffic Noise

The estimated number of people⁵⁹⁶ exposed above various noise levels⁵⁹⁷ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 55.2 to 55.4 below.

⁵⁹⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁵⁹⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁵⁹⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 55.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	18,000
≥60	6,000
≥65	2,000
≥70	<500
≥75	<500

Table 55.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	9,000
≥55	3,000
≥60	<500
≥65	<500
≥70	0

Table 55.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	12,000
≥60	5,000
≥65	2,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁵⁹⁸ that is wholly or partly within this agglomeration is shown in Table 55.5 below:

Table 55.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁵⁹⁹

Local Authority	Associated Population
Telford and Wrekin	300
TOTAL	300

Railway Noise

The estimated number of people⁶⁰⁰ exposed above various noise levels⁶⁰¹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 55.6 – 55.8 below⁶⁰².

⁵⁹⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁵⁹⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶⁰⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁰¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁶⁰² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 55.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	1,000
≥ 60	<500
≥ 65	0
≥ 70	0
≥ 75	0

Table 55.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	<500
≥ 55	<500
≥ 60	0
≥ 65	0
≥ 70	0

Table 55.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	<500
≥ 60	<500
≥ 65	0
≥ 70	0
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁶⁰³ that is wholly or partly within this agglomeration is shown in Table 55.9 below⁶⁰⁴:

Table 55.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶⁰⁵

Local Authority	Associated Population
TOTAL	0

⁶⁰³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁰⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶⁰⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

56. Thanet

Introduction

The approximate location of Thanet can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 125,000⁶⁰⁶.

Table 56.1 below lists the local authorities either wholly or partly within the approximate location of Thanet, known as Noise Receiving Authorities (NRAs).

Table 56.1 Local authorities either wholly or partly within the approximate location of Thanet

Local Authority Name (NRA)
Thanet District

Road Traffic Noise

The estimated number of people⁶⁰⁷ exposed above various noise levels⁶⁰⁸ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 56.2 to 56.4 below.

⁶⁰⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁰⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁰⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 56.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	12,000
≥60	8,000
≥65	6,000
≥70	2,000
≥75	<500

Table 56.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	9,000
≥55	6,000
≥60	3,000
≥65	<500
≥70	0

Table 56.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	12,000
≥60	9,000
≥65	6,000
≥70	3,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶⁰⁹ that is wholly or partly within this agglomeration is shown in Table 56.5 below:

Table 56.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶¹⁰

Local Authority	Associated Population
Thanet District	700
TOTAL	700

Railway Noise

The estimated number of people⁶¹¹ exposed above various noise levels⁶¹² from the strategic mapping of railway noise in this agglomeration is shown in Tables 56.6 – 56.8 below⁶¹³.

⁶⁰⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶¹⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶¹¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶¹² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁶¹³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 56.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	7,000
≥60	4,000
≥65	2,000
≥70	<500
≥75	0

Table 56.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	6,000
≥55	3,000
≥60	1,000
≥65	<500
≥70	0

Table 56.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	4,000
≥60	2,000
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁶¹⁴ that is wholly or partly within this agglomeration is shown in Table 56.9 below⁶¹⁵:

Table 56.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶¹⁶

Local Authority	Associated Population
Thanet District	100
TOTAL	100

⁶¹⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶¹⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶¹⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

57. The Medway Towns Urban Area

Introduction

The approximate location of The Medway Towns Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 240,000⁶¹⁷.

Table 57.1 below lists the local authorities either wholly or partly within the approximate location of The Medway Towns Urban Area, known as Noise Receiving Authorities (NRAs).

Table 57.1 Local authorities either wholly or partly within the approximate location of The Medway Towns Urban Area

Local Authority Name (NRA)
Tonbridge and Malling District
Maidstone District
Swale District
Gravesham District
Medway

Road Traffic Noise

The estimated number of people⁶¹⁸ exposed above various noise levels⁶¹⁹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 57.2 to 57.4 below.

⁶¹⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶¹⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶¹⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 57.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	42,000
≥60	21,000
≥65	13,000
≥70	6,000
≥75	1,000

Table 57.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	28,000
≥55	15,000
≥60	7,000
≥65	1,000
≥70	0

Table 57.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	31,000
≥60	18,000
≥65	13,000
≥70	7,000
≥75	2,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶²⁰ that is wholly or partly within this agglomeration is shown in Table 57.5 below:

Table 57.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶²¹

Local Authority	Associated Population
Medway	900
TOTAL	900

Railway Noise

The estimated number of people⁶²² exposed above various noise levels⁶²³ from the strategic mapping of railway noise in this agglomeration is shown in Tables 57.6 – 57.8 below⁶²⁴.

⁶²⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶²¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶²² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶²³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁶²⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 57.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥ 55	5,000
≥ 60	3,000
≥ 65	1,000
≥ 70	<500
≥ 75	0

Table 57.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥ 50	4,000
≥ 55	2,000
≥ 60	<500
≥ 65	<500
≥ 70	0

Table 57.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥ 55	3,000
≥ 60	2,000
≥ 65	<500
≥ 70	<500
≥ 75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁶²⁵ that is wholly or partly within this agglomeration is shown in Table 57.9 below⁶²⁶:

Table 57.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶²⁷

Local Authority	Associated Population
Medway	100
TOTAL	100

⁶²⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶²⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶²⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

58. The Potteries

Introduction

The approximate location of The Potteries can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 365,000⁶²⁸.

Table 58.1 below lists the local authorities either wholly or partly within the approximate location of The Potteries, known as Noise Receiving Authorities (NRAs).

Table 58.1 Local authorities either wholly or partly within the approximate location of The Potteries

Local Authority Name (NRA)
Staffordshire Moorlands District
Newcastle-under-Lyme District
Stafford District
Cheshire East
City of Stoke-on-Trent

Road Traffic Noise

The estimated number of people⁶²⁹ exposed above various noise levels⁶³⁰ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 58.2 to 58.4 below.

⁶²⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶²⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶³⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 58.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	65,000
≥60	36,000
≥65	23,000
≥70	8,000
≥75	<500

Table 58.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	42,000
≥55	25,000
≥60	10,000
≥65	1,000
≥70	0

Table 58.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	61,000
≥60	36,000
≥65	24,000
≥70	12,000
≥75	2,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶³¹ that is wholly or partly within this agglomeration is shown in Table 58.5 below:

Table 58.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶³²

Local Authority	Associated Population
Staffordshire Moorlands District	<50
Newcastle-under-Lyme District	500
Stafford District	<50
Cheshire East	<50
City of Stoke-on-Trent	1,100
TOTAL	1,600

Railway Noise

The estimated number of people⁶³³ exposed above various noise levels⁶³⁴ from the strategic mapping of railway noise in this agglomeration is shown in Tables 58.6 – 58.8 below⁶³⁵.

⁶³¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶³² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶³³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶³⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 58.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	<500
≥70	<500
≥75	0

Table 58.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	<500
≥55	<500
≥60	<500
≥65	0
≥70	0

Table 58.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	<500
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁶³⁵ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁶³⁶ that is wholly or partly within this agglomeration is shown in Table 58.9 below⁶³⁷:

Table 58.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶³⁸

Local Authority	Associated Population
Newcastle-under-Lyme District	<50
City of Stoke-on-Trent	<50
TOTAL	<50

⁶³⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶³⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶³⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

59. Torbay

Introduction

The approximate location of Torbay can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 110,000⁶³⁹.

Table 59.1 below lists the local authorities either wholly or partly within the approximate location of Torbay, known as Noise Receiving Authorities (NRAs).

Table 59.1 Local authorities either wholly or partly within the approximate location of Torbay

Local Authority Name (NRA)
Teignbridge District
Torbay
South Hams District

Road Traffic Noise

The estimated number of people⁶⁴⁰ exposed above various noise levels⁶⁴¹ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 59.2 to 59.4 below.

⁶³⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁴⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁴¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 59.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	13,000
≥60	8,000
≥65	6,000
≥70	3,000
≥75	<500

Table 59.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	9,000
≥55	6,000
≥60	4,000
≥65	<500
≥70	0

Table 59.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	13,000
≥60	9,000
≥65	6,000
≥70	4,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶⁴² that is wholly or partly within this agglomeration is shown in Table 59.5 below:

Table 59.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶⁴³

Local Authority	Associated Population
Torbay	300
TOTAL	300

Railway Noise

The estimated number of people⁶⁴⁴ exposed above various noise levels⁶⁴⁵ from the strategic mapping of railway noise in this agglomeration is shown in Tables 59.6 – 59.8 below⁶⁴⁶.

⁶⁴² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁴³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶⁴⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁴⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁶⁴⁶ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 59.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	0
≥70	0
≥75	0

Table 59.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	<500
≥55	<500
≥60	0
≥65	0
≥70	0

Table 59.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	1,000
≥60	<500
≥65	0
≥70	0
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁶⁴⁷ that is wholly or partly within this agglomeration is shown in Table 59.9 below⁶⁴⁸:

Table 59.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶⁴⁹

Local Authority	Associated Population
TOTAL	0

⁶⁴⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁴⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶⁴⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

60. Tyneside

Introduction

The approximate location of Tyneside can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 895,000⁶⁵⁰.

Table 60.1 below lists the local authorities either wholly or partly within the approximate location of Tyneside, known as Noise Receiving Authorities (NRAs).

Table 60.1 Local authorities either wholly or partly within the approximate location of Tyneside

Local Authority Name (NRA)
Gateshead District
Newcastle upon Tyne District
North Tyneside District
South Tyneside District
Sunderland District
County Durham
Northumberland

Road Traffic Noise

The estimated number of people⁶⁵¹ exposed above various noise levels⁶⁵² from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 60.2 to 60.4 below.

⁶⁵⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁵¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁵² The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 60.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	166,000
≥60	79,000
≥65	46,000
≥70	18,000
≥75	1,000

Table 60.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	95,000
≥55	52,000
≥60	21,000
≥65	3,000
≥70	<500

Table 60.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	146,000
≥60	79,000
≥65	50,000
≥70	25,000
≥75	2,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶⁵³ that is wholly or partly within this agglomeration is shown in Table 60.5 below:

Table 60.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶⁵⁴

Local Authority	Associated Population
Gateshead District	500
Newcastle upon Tyne District	2,700
North Tyneside District	300
South Tyneside District	400
Sunderland District	900
County Durham	200
TOTAL	4,900

Railway Noise

The estimated number of people⁶⁵⁵ exposed above various noise levels⁶⁵⁶ from the strategic mapping of railway noise in this agglomeration is shown in Tables 60.6 – 60.8 below⁶⁵⁷.

⁶⁵³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁵⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶⁵⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁵⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 60.6 Estimated number of people exposed above various noise due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	14,000
≥60	8,000
≥65	4,000
≥70	2,000
≥75	<500

Table 60.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	6,000
≥60	2,000
≥65	1,000
≥70	<500

Table 60.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	9,000
≥60	5,000
≥65	2,000
≥70	1,000
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

⁶⁵⁷ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

relevant local authority⁶⁵⁸ that is wholly or partly within this agglomeration is shown in Table 60.9 below⁶⁵⁹:

Table 60.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶⁶⁰

Local Authority	Associated Population
Gateshead District	100
Newcastle upon Tyne District	500
North Tyneside District	<50
County Durham	100
TOTAL	800

⁶⁵⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁵⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶⁶⁰ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

61. Warrington Urban Area

Introduction

The approximate location of Warrington Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 160,000⁶⁶¹.

Table 61.1 below lists the local authorities either wholly or partly within the approximate location of Warrington Urban Area, known as Noise Receiving Authorities (NRAs).

Table 61.1 Local authorities either wholly or partly within the approximate location of Warrington Urban Area

Local Authority Name (NRA)
St. Helens District
Warrington

Road Traffic Noise

The estimated number of people⁶⁶² exposed above various noise levels⁶⁶³ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 61.2 to 61.4 below.

⁶⁶¹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁶² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁶³ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 61.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	75,000
≥60	25,000
≥65	10,000
≥70	3,000
≥75	<500

Table 61.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	50,000
≥55	14,000
≥60	4,000
≥65	<500
≥70	<500

Table 61.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	40,000
≥60	16,000
≥65	10,000
≥70	4,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶⁶⁴ that is wholly or partly within this agglomeration is shown in Table 61.5 below:

Table 61.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶⁶⁵

Local Authority	Associated Population
Warrington	1,100
TOTAL	1,100

Railway Noise

The estimated number of people⁶⁶⁶ exposed above various noise levels⁶⁶⁷ from the strategic mapping of railway noise in this agglomeration is shown in Tables 61.6 – 61.8 below⁶⁶⁸.

⁶⁶⁴ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁶⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶⁶⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁶⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁶⁶⁸ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 61.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	5,000
≥60	3,000
≥65	1,000
≥70	<500
≥75	<500

Table 61.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	4,000
≥55	1,000
≥60	1,000
≥65	<500
≥70	<500

Table 61.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	3,000
≥60	2,000
≥65	<500
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁶⁶⁹ that is wholly or partly within this agglomeration is shown in Table 61.9 below⁶⁷⁰:

Table 61.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶⁷¹

Local Authority	Associated Population
Warrington	100
TOTAL	100

⁶⁶⁹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁷⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶⁷¹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

62. West Midlands Urban Area

Introduction

The approximate location of West Midlands Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 2,430,000⁶⁷².

Table 62.1 below lists the local authorities either wholly or partly within the approximate location of West Midlands Urban Area, known as Noise Receiving Authorities (NRAs).

Table 62.1 Local authorities either wholly or partly within the approximate location of West Midlands Urban Area

Local Authority Name (NRA)
South Staffordshire District
Lichfield District
North Warwickshire District
Wyre Forest District
Bromsgrove District
Birmingham District
City of Wolverhampton District
Dudley District
Sandwell District
Solihull District
Walsall District

Road Traffic Noise

The estimated number of people⁶⁷³ exposed above various noise levels⁶⁷⁴ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 62.2 to 62.4 below.

⁶⁷² The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁷³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

Table 62.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	689,000
≥60	309,000
≥65	161,000
≥70	60,000
≥75	3,000

Table 62.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	468,000
≥55	207,000
≥60	76,000
≥65	6,000
≥70	<500

Table 62.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	446,000
≥60	234,000
≥65	156,000
≥70	77,000
≥75	9,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

⁶⁷⁴ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

relevant local authority⁶⁷⁵ that is wholly or partly within this agglomeration is shown in Table 62.5 below:

Table 62.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶⁷⁶

Local Authority	Associated Population
South Staffordshire District	<50
North Warwickshire District	<50
Bromsgrove District	100
Birmingham District	5,000
City of Wolverhampton District	900
Dudley District	1,400
Sandwell District	1,000
Solihull District	100
Walsall District	900
TOTAL	9,300

Railway Noise

The estimated number of people⁶⁷⁷ exposed above various noise levels⁶⁷⁸ from the strategic mapping of railway noise in this agglomeration is shown in Tables 62.6 – 62.8 below⁶⁷⁹.

⁶⁷⁵ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁷⁶ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

Table 62.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	52,000
≥60	28,000
≥65	13,000
≥70	3,000
≥75	<500

Table 62.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	40,000
≥55	20,000
≥60	7,000
≥65	2,000
≥70	<500

⁶⁷⁷ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁷⁸ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁶⁷⁹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 62.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	30,000
≥60	14,000
≥65	3,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any relevant local authority⁶⁸⁰ that is wholly or partly within this agglomeration is shown in Table 62.9 below⁶⁸¹:

⁶⁸⁰ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁸¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 62.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶⁸²

Local Authority	Associated Population
North Warwickshire District	<50
Bromsgrove District	<50
Birmingham District	200
City of Wolverhampton District	<50
Dudley District	<50
Sandwell District	<50
Solihull District	300
TOTAL	600

⁶⁸² The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

63. West Yorkshire Urban Area

Introduction

The approximate location of West Yorkshire Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 1,590,000⁶⁸³.

Table 63.1 below lists the local authorities either wholly or partly within the approximate location of West Yorkshire Urban Area, known as Noise Receiving Authorities (NRAs).

Table 63.1 Local authorities either wholly or partly within the approximate location of West Yorkshire Urban Area

Local Authority Name (NRA)
Bradford District
Calderdale District
Kirklees District
Leeds District
Wakefield District

Road Traffic Noise

The estimated number of people⁶⁸⁴ exposed above various noise levels⁶⁸⁵ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 63.2 to 63.4 below.

⁶⁸³ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁸⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁸⁵ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 63.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	388,000
≥60	185,000
≥65	104,000
≥70	45,000
≥75	5,000

Table 63.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	258,000
≥55	125,000
≥60	54,000
≥65	7,000
≥70	2,000

Table 63.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	289,000
≥60	159,000
≥65	103,000
≥70	56,000
≥75	10,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶⁸⁶ that is wholly or partly within this agglomeration is shown in Table 63.5 below:

Table 63.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶⁸⁷

Local Authority	Associated Population
Bradford District	2,400
Calderdale District	400
Kirklees District	1,900
Leeds District	4,400
Wakefield District	400
TOTAL	9,500

Railway Noise

The estimated number of people⁶⁸⁸ exposed above various noise levels⁶⁸⁹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 63.6 – 63.8 below⁶⁹⁰.

⁶⁸⁶ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁸⁷ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50". The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶⁸⁸ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁸⁹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 63.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	22,000
≥60	9,000
≥65	4,000
≥70	1,000
≥75	0

Table 63.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	14,000
≥55	6,000
≥60	2,000
≥65	<500
≥70	0

Table 63.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	11,000
≥60	5,000
≥65	1,000
≥70	<500
≥75	0

⁶⁹⁰ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any relevant local authority⁶⁹¹ that is wholly or partly within this agglomeration is shown in Table 63.9 below⁶⁹²:

Table 63.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁶⁹³

Local Authority	Associated Population
Leeds District	300
Wakefield District	100
TOTAL	400

⁶⁹¹ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁹² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁶⁹³ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

64. Wigan Urban Area

Introduction

The approximate location of Wigan Urban Area can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 170,000⁶⁹⁴.

Table 64.1 below lists the local authorities either wholly or partly within the approximate location of Wigan Urban Area, known as Noise Receiving Authorities (NRAs).

Table 64.1 Local authorities either wholly or partly within the approximate location of Wigan Urban Area

Local Authority Name (NRA)
West Lancashire District
St. Helens District
Wigan District

Road Traffic Noise

The estimated number of people⁶⁹⁵ exposed above various noise levels⁶⁹⁶ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 64.2 to 64.4 below.

⁶⁹⁴ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁶⁹⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁶⁹⁶ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 64.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	58,000
≥60	23,000
≥65	13,000
≥70	6,000
≥75	1,000

Table 64.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	38,000
≥55	17,000
≥60	8,000
≥65	1,000
≥70	<500

Table 64.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	33,000
≥60	19,000
≥65	13,000
≥70	7,000
≥75	1,000

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁶⁹⁷ that is wholly or partly within this agglomeration is shown in Table 64.5 below:

Table 64.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁶⁹⁸

Local Authority	Associated Population
West Lancashire District	<50
Wigan District	1,200
TOTAL	1,200

Railway Noise

The estimated number of people⁶⁹⁹ exposed above various noise levels⁷⁰⁰ from the strategic mapping of railway noise in this agglomeration is shown in Tables 64.6 – 64.8 below⁷⁰¹.

⁶⁹⁷ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁶⁹⁸ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁶⁹⁹ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁷⁰⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁷⁰¹ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 64.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	6,000
≥60	3,000
≥65	2,000
≥70	1,000
≥75	<500

Table 64.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	5,000
≥55	3,000
≥60	1,000
≥65	1,000
≥70	<500

Table 64.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	3,000
≥60	2,000
≥65	1,000
≥70	<500
≥75	0

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁷⁰² that is wholly or partly within this agglomeration is shown in Table 64.9 below⁷⁰³:

Table 64.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁷⁰⁴

Local Authority	Associated Population
Wigan District	100
TOTAL	100

⁷⁰² This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁷⁰³ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁷⁰⁴ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

65. York

Introduction

The approximate location of York can be seen on the map of England in Part A of the Agglomerations Action Plan and has a total population of approximately 150,000⁷⁰⁵.

Table 65.1 below lists the local authorities either wholly or partly within the approximate location of York, known as Noise Receiving Authorities (NRAs).

Table 65.1 Local authorities either wholly or partly within the approximate location of York

Local Authority Name (NRA)
York

Road Traffic Noise

The estimated number of people⁷⁰⁶ exposed above various noise levels⁷⁰⁷ from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 65.2 to 65.4 below.

⁷⁰⁵ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 5,000.

⁷⁰⁶ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁷⁰⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

Table 65.2 Estimated number of people above various noise levels due to road traffic noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	15,000
≥60	9,000
≥65	7,000
≥70	3,000
≥75	<500

Table 65.3 Estimated number of people above various noise levels due to road traffic noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	10,000
≥55	7,000
≥60	3,000
≥65	<500
≥70	0

Table 65.4 Estimated number of people above various noise levels due to road traffic noise, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	15,000
≥60	10,000
≥65	7,000
≥70	4,000
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to road traffic noise in this agglomeration for any

relevant local authority⁷⁰⁸ that is wholly or partly within this agglomeration is shown in Table 65.5 below:

Table 65.5 Estimated population per local authority associated with Important Areas to be investigated due to noise from those roads mapped in this agglomeration⁷⁰⁹

Local Authority	Associated Population
York	700
TOTAL	700

Railway Noise

The estimated number of people⁷¹⁰ exposed above various noise levels⁷¹¹ from the strategic mapping of railway noise in this agglomeration is shown in Tables 65.6 – 65.8 below⁷¹².

⁷⁰⁸ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁷⁰⁹ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as “<50”. The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

⁷¹⁰ The number of people has been determined by assigning population information from the 2011 census to residential building locations and rounded to the nearest 1,000.

⁷¹¹ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

⁷¹² Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

Table 65.6 Estimated number of people exposed above various noise levels due to railway noise, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	5,000
≥60	3,000
≥65	1,000
≥70	1,000
≥75	<500

Table 65.7 Estimated number of people exposed above various noise levels due to railway noise, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	3,000
≥55	2,000
≥60	1,000
≥65	<500
≥70	<500

Table 65.8 Estimated number of people exposed above various noise levels due to railway noise, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	3,000
≥60	1,000
≥65	1,000
≥70	<500
≥75	<500

The estimated population associated with the Important Areas to be investigated for potential action with respect to railway sources in this agglomeration for any

relevant local authority⁷¹³ that is wholly or partly within this agglomeration is shown in Table 65.9 below⁷¹⁴:

Table 65.9 Estimated population per local authority associated with the Important Areas to be investigated due to noise from railways in this agglomeration⁷¹⁵

Local Authority	Associated Population
York	100
TOTAL	100

⁷¹³ This information has been provided by Local Authority as a convenient way of describing the geographical distribution of locations. This does not necessarily imply any current or future responsibility for actions.

⁷¹⁴ Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

⁷¹⁵ The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 50, in which case the total has been shown as "<50".

The totals may not appear to add up due to rounding.

The 1% of the population has been identified based on the resolution available from the strategic noise mapping and in practice will be slightly greater than 1%.

The figures quoted only relate to that part of the Local Authority area that falls within the agglomeration boundary.

