



Department  
for Environment  
Food & Rural Affairs

# **Noise Action Plan: Agglomerations (Urban Areas)**

## **Appendix B: Detailed Agglomeration Data**

### **Environmental Noise (England) Regulations 2006, as amended**

**July 2019**



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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. A hyperlink is associated with each agglomeration name which, when selected (ctrl + left click), will direct the reader to the appropriate data pack within the remainder of this Annex.

**Table 1 – List of 65 Agglomerations to which the Agglomerations Action Plan Applies**

| Agglomeration Name                                     |   |
|--|---|
| <a href="#"><u>Aldershot Urban Area</u></a>            | <a href="#"><u>Mansfield Urban Area</u></a>     |
| <a href="#"><u>Basildon/North Benfleet</u></a>         | <a href="#"><u>Milton Keynes Urban Area</u></a> |
| <a href="#"><u>Bedford/Kempston</u></a>                | <a href="#"><u>Northampton Urban Area</u></a>   |
| <a href="#"><u>Birkenhead Urban Area</u></a>           | <a href="#"><u>Norwich Urban Area</u></a>       |
| <a href="#"><u>Blackburn/Darwen</u></a>                | <a href="#"><u>Nottingham Urban Area</u></a>    |
| <a href="#"><u>Blackpool Urban Area</u></a>            | <a href="#"><u>Nuneaton Urban Area</u></a>      |
| <a href="#"><u>Bournemouth Urban Area</u></a>          | <a href="#"><u>Oxford</u></a>                   |
| <a href="#"><u>Brighton/Worthing/Littlehampton</u></a> | <a href="#"><u>Peterborough</u></a>             |
| <a href="#"><u>Bristol Urban Area</u></a>              | <a href="#"><u>Plymouth</u></a>                 |
| <a href="#"><u>Burnley/Nelson</u></a>                  | <a href="#"><u>Portsmouth Urban Area</u></a>    |
| <a href="#"><u>Cambridge Urban Area</u></a>            | <a href="#"><u>Preston Urban Area</u></a>       |
| <a href="#"><u>Cheltenham/Charlton Kings</u></a>       | <a href="#"><u>Reading/Wokingham</u></a>        |
| <a href="#"><u>Chesterfield/Staveley</u></a>           | <a href="#"><u>Sheffield Urban Area</u></a>     |
| <a href="#"><u>Colchester</u></a>                      | <a href="#"><u>Slough Urban Area</u></a>        |
| <a href="#"><u>Coventry/Bedworth</u></a>               | <a href="#"><u>Southampton Urban Area</u></a>   |

|  |  |
|--|--|
| <a href="#"><u>Crawley Urban Area</u></a>            | <a href="#"><u>Southend Urban Area</u></a>         |
| <a href="#"><u>Dearne Valley Urban Area</u></a>      | <a href="#"><u>Southport/Formby</u></a>            |
| <a href="#"><u>Derby Urban Area</u></a>              | <a href="#"><u>St Albans/Hatfield</u></a>          |
| <a href="#"><u>Doncaster Urban Area</u></a>          | <a href="#"><u>Sunderland Urban Area</u></a>       |
| <a href="#"><u>Eastbourne</u></a>                    | <a href="#"><u>Swindon</u></a>                     |
| <a href="#"><u>Exeter</u></a>                        | <a href="#"><u>Teesside</u></a>                    |
| <a href="#"><u>Gloucester Urban Area</u></a>         | <a href="#"><u>Telford Urban Area</u></a>          |
| <a href="#"><u>Greater London Urban Area</u></a>     | <a href="#"><u>Thanet</u></a>                      |
| <a href="#"><u>Greater Manchester Urban Area</u></a> | <a href="#"><u>The Medway Towns Urban Area</u></a> |
| <a href="#"><u>Grimsby/Cleethorpes</u></a>           | <a href="#"><u>The Potteries</u></a>               |
| <a href="#"><u>Hastings/Bexhill</u></a>              | <a href="#"><u>Torbay</u></a>                      |
| <a href="#"><u>High Wycombe Urban Area</u></a>       | <a href="#"><u>Tyneside</u></a>                    |
| <a href="#"><u>Ipswich Urban Area</u></a>            | <a href="#"><u>Warrington Urban Area</u></a>       |
| <a href="#"><u>Kingston upon Hull</u></a>            | <a href="#"><u>West Midlands Urban Area</u></a>    |
| <a href="#"><u>Leicester Urban Area</u></a>          | <a href="#"><u>West Yorkshire Urban Area</u></a>   |
| <a href="#"><u>Lincoln Urban Area</u></a>            | <a href="#"><u>Wigan Urban Area</u></a>            |
| <a href="#"><u>Liverpool Urban Area</u></a>          | <a href="#"><u>York</u></a>                        |
| <a href="#"><u>Luton/Dunstable</u></a>               |  |

# 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 255,000<sup>1</sup>.

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 people<sup>2</sup> exposed above various noise levels<sup>3</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 1.2 to 1.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 84,000           |
| $\geq 60$                      | 37,000           |
| $\geq 65$                      | 17,000           |
| $\geq 70$                      | 6,000            |
| $\geq 75$                      | 1,000            |

<sup>1</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>2</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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



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

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 56,000           |
| $\geq 55$                               | 24,000           |
| $\geq 60$                               | 8,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 59,000           |
| $\geq 60$                          | 29,000           |
| $\geq 65$                          | 16,000           |
| $\geq 70$                          | 7,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>4</sup> exposed above various noise levels<sup>5</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 1.5 – 1.7 below<sup>6</sup>.

**Table 1.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 9,000            |
| $\geq 60$                             | 3,000            |
| $\geq 65$                             | 1,000            |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>4</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>5</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>6</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 1.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 6,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 1.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 5,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 110,000<sup>7</sup>.

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 people<sup>8</sup> exposed above various noise levels<sup>9</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 2.2 to 2.4 below.

**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                            | 15,000           |
| ≥60                            | 7,000            |
| ≥65                            | 3,000            |
| ≥70                            | 1,000            |
| ≥75                            | <500             |

<sup>7</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>8</sup> The number of people has been determined by assigning population information from the 2015 mid-census to residential building locations and rounded to the nearest 1,000.

<sup>9</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

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

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 8,000            |
| $\geq 55$                               | 4,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 15,000           |
| $\geq 60$                          | 8,000            |
| $\geq 65$                          | 4,000            |
| $\geq 70$                          | 1,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>10</sup> exposed above various noise levels<sup>11</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 2.5 – 2.7 below<sup>12</sup>.

**Table 2.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 3,000            |
| $\geq 60$                             | 1,000            |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>10</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>11</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>12</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 2.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 105,000<sup>13</sup>.

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 Basildon/North Benfleet**

| Local Authority Name (NRA) |
|----------------------------|
| Bedford                    |

### Road Traffic Noise

The estimated number of people<sup>14</sup> exposed above various noise levels<sup>15</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 3.2 to 3.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 15,000           |
| $\geq 60$                      | 10,000           |
| $\geq 65$                      | 8,000            |
| $\geq 70$                      | 3,000            |
| $\geq 75$                      | <500             |

<sup>13</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>14</sup> The number of people has been determined by assigning population information from the 2015 mid-census to residential building locations and rounded to the nearest 1,000.

<sup>15</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 10,000           |
| $\geq 55$                        | 8,000            |
| $\geq 60$                        | 4,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 15,000           |
| $\geq 60$                          | 10,000           |
| $\geq 65$                          | 8,000            |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>16</sup> exposed above various noise levels<sup>17</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 3.5 – 3.7 below<sup>18</sup>.

**Table 3.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 5,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>16</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>17</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>18</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 4,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 3.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



## 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 325,000<sup>19</sup>.

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) |
|----------------------------|
| Cheshire West and Chester  |
| Wirral District            |

### Road Traffic Noise

The estimated number of people<sup>20</sup> exposed above various noise levels<sup>21</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 4.2 to 4.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 99,000           |
| $\geq 60$                      | 37,000           |
| $\geq 65$                      | 18,000           |
| $\geq 70$                      | 6,000            |
| $\geq 75$                      | <500             |

<sup>19</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>20</sup> The number of people has been determined by assigning population information from the 2015 mid-census to residential building locations and rounded to the nearest 1,000.

<sup>21</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

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

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 64,000           |
| $\geq 55$                               | 23,000           |
| $\geq 60$                               | 8,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 56,000           |
| $\geq 60$                          | 28,000           |
| $\geq 65$                          | 17,000           |
| $\geq 70$                          | 8,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>22</sup> exposed above various noise levels<sup>23</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 4.5 – 4.7 below<sup>24</sup>.

**Table 4.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 3,000            |
| $\geq 60$                             | 1,000            |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>22</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>23</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>24</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 4.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 145,000<sup>25</sup>.

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) |
|----------------------------|
| Blackburn with Darwen      |
| Hyndburn District          |
| Ribble Valley District     |

### Road Traffic Noise

The estimated number of people<sup>26</sup> exposed above various noise levels<sup>27</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 5.2 to 5.4 below.

**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             |

<sup>25</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>26</sup> The number of people has been determined by assigning population information from the 2015 mid-census to residential building locations and rounded to the nearest 1,000.

<sup>27</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

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

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 24,000           |
| $\geq 55$                               | 12,000           |
| $\geq 60$                               | 5,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 24,000           |
| $\geq 60$                          | 15,000           |
| $\geq 65$                          | 10,000           |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>28</sup> exposed above various noise levels<sup>29</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 5.5 – 5.7 below<sup>30</sup>.

**Table 5.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 3,000            |
| $\geq 60$                             | 1,000            |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>28</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

<sup>30</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 5.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 260,000.<sup>31</sup>

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) |
|----------------------------|
| Blackpool                  |
| Fylde District             |
| Wyre District              |

### Road Traffic Noise

The estimated number of people<sup>32</sup> exposed above various noise levels<sup>33</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 6.2 to 6.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 26,000           |
| $\geq 60$                      | 17,000           |
| $\geq 65$                      | 12,000           |
| $\geq 70$                      | 3,000            |
| $\geq 75$                      | <500             |

<sup>31</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>32</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>33</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 18,000           |
| $\geq 55$                        | 13,000           |
| $\geq 60$                        | 4,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 26,000           |
| $\geq 60$                          | 18,000           |
| $\geq 65$                          | 13,000           |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>34</sup> exposed above various noise levels<sup>35</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 6.5 – 6.7 below<sup>36</sup>.

**Table 6.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

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

<sup>34</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>35</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>36</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 6.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 430,000.<sup>37</sup>

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) |
|----------------------------|
| Bournemouth                |
| Christchurch District      |
| East Dorset District       |
| New Forest District        |
| Poole                      |
| Purbeck District           |

### Road Traffic Noise

The estimated number of people<sup>38</sup> exposed above various noise levels<sup>39</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 7.2 to 7.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 54,000           |
| $\geq 60$                      | 35,000           |
| $\geq 65$                      | 24,000           |
| $\geq 70$                      | 11,000           |
| $\geq 75$                      | <500             |

<sup>37</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>38</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>39</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 37,000           |
| $\geq 55$                        | 25,000           |
| $\geq 60$                        | 12,000           |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 55,000           |
| $\geq 60$                          | 36,000           |
| $\geq 65$                          | 25,000           |
| $\geq 70$                          | 14,000           |
| $\geq 75$                          | 2,000            |

## Railway Noise

The estimated number of people<sup>40</sup> exposed above various noise levels<sup>41</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 7.5 – 7.7 below<sup>42</sup>.

**Table 7.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 7,000            |
| $\geq 60$                      | 4,000            |
| $\geq 65$                      | 1,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>40</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>41</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>42</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 7.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 5,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 7.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | <500             |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 520,000<sup>43</sup>.

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)    |
|-------------------------------|
| Adur District                 |
| Lewes District                |
| The City of Brighton and Hove |
| Worthing District             |

### Road Traffic Noise

The estimated number of people<sup>44</sup> exposed above various noise levels<sup>45</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 8.2 to 8.4 below.

**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                            | 78,000           |
| ≥60                            | 50,000           |
| ≥65                            | 38,000           |
| ≥70                            | 16,000           |
| ≥75                            | <500             |

<sup>43</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>44</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>45</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 52,000           |
| $\geq 55$                        | 39,000           |
| $\geq 60$                        | 18,000           |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 80,000           |
| $\geq 60$                          | 51,000           |
| $\geq 65$                          | 39,000           |
| $\geq 70$                          | 23,000           |
| $\geq 75$                          | 2,000            |

## Railway Noise

The estimated number of people<sup>46</sup> exposed above various noise levels<sup>47</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 8.5 – 8.7 below<sup>48</sup>.

**Table 8.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 15,000           |
| $\geq 60$                      | 8,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>46</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

<sup>48</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 8.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 11,000           |
| $\geq 55$                               | 5,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 8.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 10,000           |
| $\geq 60$  | 4,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 640,000.<sup>49</sup>

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              |
| North Somerset               |
| South Gloucestershire        |

### Road Traffic Noise

The estimated number of people<sup>50</sup> exposed above various noise levels<sup>51</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 9.2 to 9.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 177,000          |
| $\geq 60$                      | 79,000           |
| $\geq 65$                      | 47,000           |
| $\geq 70$                      | 25,000           |
| $\geq 75$                      | 3,000            |

<sup>49</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>50</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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



**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 115,000          |
| $\geq 55$                        | 57,000           |
| $\geq 60$                        | 29,000           |
| $\geq 65$                        | 5,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 114,000          |
| $\geq 60$                          | 65,000           |
| $\geq 65$                          | 46,000           |
| $\geq 70$                          | 29,000           |
| $\geq 75$                          | 8,000            |

## Railway Noise

The estimated number of people<sup>52</sup> exposed above various noise levels<sup>53</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 9.5 - 9.7 below<sup>54</sup>.

**Table 9.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 10,000           |
| $\geq 60$                      | 4,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>52</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>53</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

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

**Table 9.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 7,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 9.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 5,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 145,000.<sup>55</sup>

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) |
|----------------------------|
| Burnley District           |
| Pendle District            |

### Road Traffic Noise

The estimated number of people<sup>56</sup> exposed above various noise levels<sup>57</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 10.2 to 10.4 below.

**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                            | 42,000           |
| ≥60                            | 18,000           |
| ≥65                            | 10,000           |
| ≥70                            | 5,000            |
| ≥75                            | <500             |

<sup>55</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>56</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>57</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 25,000           |
| $\geq 55$                        | 12,000           |
| $\geq 60$                        | 6,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 28,000           |
| $\geq 60$                          | 15,000           |
| $\geq 65$                          | 10,000           |
| $\geq 70$                          | 6,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>58</sup> exposed above various noise levels<sup>59</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 10.5 – 10.7 below<sup>60</sup>.

**Table 10.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 1,000            |
| $\geq 60$                      | <500             |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>58</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>59</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>60</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | <500             |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 10.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | <500             |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 150,000<sup>61</sup>.

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)    |
|-------------------------------|
| Cambridge District            |
| South Cambridgeshire District |

## Road Traffic Noise

The estimated number of people<sup>62</sup> exposed above various noise levels<sup>63</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 11.2 to 11.4 below.

**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                            | 30,000           |
| ≥60                            | 18,000           |
| ≥65                            | 13,000           |
| ≥70                            | 4,000            |
| ≥75                            | <500             |

<sup>61</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>62</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>63</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 20,000           |
| $\geq 55$                        | 13,000           |
| $\geq 60$                        | 5,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 26,000           |
| $\geq 60$                          | 17,000           |
| $\geq 65$                          | 13,000           |
| $\geq 70$                          | 6,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>64</sup> exposed above various noise levels<sup>65</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 11.5 – 11.7 below<sup>66</sup>.

**Table 11.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

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

<sup>64</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>65</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>66</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 11.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



## 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 115,000<sup>67</sup>.

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) |
|----------------------------|
| Cheltenham District        |
| Tewkesbury District        |

### Road Traffic Noise

The estimated number of people<sup>68</sup> exposed above various noise levels<sup>69</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 12.2 to 12.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 18,000           |
| $\geq 60$                      | 12,000           |
| $\geq 65$                      | 9,000            |
| $\geq 70$                      | 3,000            |
| $\geq 75$                      | <500             |

**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 |
|----------------------------------|------------------|
|----------------------------------|------------------|

<sup>67</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>68</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

|     |        |
|-----|--------|
| ≥50 | 13,000 |
| ≥55 | 9,000  |
| ≥60 | 3,000  |
| ≥65 | <500   |
| ≥70 | <500   |

**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                                | 17,000           |
| ≥60                                | 12,000           |
| ≥65                                | 9,000            |
| ≥70                                | 4,000            |
| ≥75                                | <500             |

## Railway Noise

The estimated number of people<sup>70</sup> exposed above various noise levels<sup>71</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 12.5 – 12.7 below<sup>72</sup>.

**Table 12.5 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 12.6 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                              | 1,000            |
| ≥70                              | <500             |

<sup>70</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>71</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>72</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 12.7 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 |
|------------------------------------|------------------|
| $\geq 55$                          | 2,000            |
| $\geq 60$                          | 1,000            |
| $\geq 65$                          | <500             |
| $\geq 70$                          | <500             |
| $\geq 75$                          | <500             |

## 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 105,000<sup>73</sup>.

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)     |
|--------------------------------|
| Chesterfield District          |
| North East Derbyshire District |

### Road Traffic Noise

The estimated number of people<sup>74</sup> exposed above various noise levels<sup>75</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 13.2 to 13.4 below.

**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             |

<sup>73</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>74</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>75</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 7,000            |
| $\geq 55$                        | 5,000            |
| $\geq 60$                        | 2,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 11,000           |
| $\geq 60$                          | 7,000            |
| $\geq 65$                          | 5,000            |
| $\geq 70$                          | 2,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>76</sup> exposed above various noise levels<sup>77</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 13.5 – 13.7 below<sup>78</sup>.

**Table 13.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 2,000            |
| $\geq 60$                      | 1,000            |
| $\geq 65$                      | 1,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>76</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>77</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>78</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 13.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 120,000<sup>79</sup>.

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) |
|----------------------------|
| Colchester District        |
| Tendring District          |

## Road Traffic Noise

The estimated number of people<sup>80</sup> exposed above various noise levels<sup>81</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 14.2 to 14.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 17,000           |
| $\geq 60$                      | 11,000           |
| $\geq 65$                      | 7,000            |
| $\geq 70$                      | 3,000            |
| $\geq 75$                      | <500             |

<sup>79</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>80</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>81</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 11,000           |
| $\geq 55$                        | 7,000            |
| $\geq 60$                        | 3,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 18,000           |
| $\geq 60$                          | 11,000           |
| $\geq 65$                          | 7,000            |
| $\geq 70$                          | 3,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>82</sup> exposed above various noise levels<sup>83</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 14.5 – 14.7 below<sup>84</sup>.

**Table 14.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

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

<sup>82</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>83</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>84</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 14.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 380,000<sup>85</sup>.

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)     |
|--------------------------------|
| Coventry District              |
| North Warwickshire District    |
| Nuneaton and Bedworth District |
| Rugby District                 |
| Solihull District              |
| Warwick District               |

## Road Traffic Noise

The estimated number of people<sup>86</sup> exposed above various noise levels<sup>87</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 15.2 to 15.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 87,000           |
| $\geq 60$                      | 29,000           |
| $\geq 65$                      | 13,000           |
| $\geq 70$                      | 4,000            |
| $\geq 75$                      | <500             |

<sup>85</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>86</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>87</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 50,000           |
| $\geq 55$                        | 18,000           |
| $\geq 60$                        | 5,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 53,000           |
| $\geq 60$                          | 23,000           |
| $\geq 65$                          | 12,000           |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>88</sup> exposed above various noise levels<sup>89</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 15.5 – 15.7 below<sup>90</sup>.

**Table 15.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 7,000            |
| $\geq 60$                      | 4,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>88</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>89</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>90</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 5,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 15.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 200,000<sup>91</sup>.

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)    |
|-------------------------------|
| Crawley District              |
| Horsham District              |
| Mid Sussex District           |
| Mole Valley District          |
| Reigate and Banstead District |
| Tandridge District            |

## Road Traffic Noise

The estimated number of people<sup>92</sup> exposed above various noise levels<sup>93</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 16.2 to 16.4 below.

**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                            | 68,000           |
| ≥60                            | 27,000           |
| ≥65                            | 13,000           |
| ≥70                            | 5,000            |
| ≥75                            | <500             |

<sup>91</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>92</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>93</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 41,000           |
| $\geq 55$                        | 16,000           |
| $\geq 60$                        | 6,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 45,000           |
| $\geq 60$                          | 22,000           |
| $\geq 65$                          | 13,000           |
| $\geq 70$                          | 6,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>94</sup> exposed above various noise levels<sup>95</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 16.5 – 16.7 below<sup>96</sup>.

**Table 16.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 17,000           |
| $\geq 60$                      | 10,000           |
| $\geq 65$                      | 6,000            |
| $\geq 70$                      | 2,000            |
| $\geq 75$                      | <500             |

<sup>94</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

<sup>96</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 13,000           |
| $\geq 55$                               | 7,000            |
| $\geq 60$                               | 3,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 16.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 11,000           |
| $\geq 60$  | 7,000            |
| $\geq 65$  | 2,000            |
| $\geq 70$  | 1,000            |
| $\geq 75$  | <500             |

# 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 215,000<sup>97</sup>.

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 Deane Valley Urban Area**

| Local Authority Name (NRA) |
|----------------------------|
| Barnsley District          |
| Doncaster District         |

## Road Traffic Noise

The estimated number of people<sup>98</sup> exposed above various noise levels<sup>99</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 17.2 to 17.4 below.

**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                            | 44,000           |
| ≥60                            | 18,000           |
| ≥65                            | 11,000           |
| ≥70                            | 5,000            |
| ≥75                            | <500             |

<sup>97</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>98</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>99</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.



**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 28,000           |
| $\geq 55$                        | 13,000           |
| $\geq 60$                        | 5,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 30,000           |
| $\geq 60$                          | 16,000           |
| $\geq 65$                          | 11,000           |
| $\geq 70$                          | 6,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>100</sup> exposed above various noise levels<sup>101</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 17.5 – 17.7 below<sup>102</sup>.

**Table 17.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 4,000            |
| $\geq 60$                      | 1,000            |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>100</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>101</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>102</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 17.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 260,000<sup>103</sup>.

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) |
|----------------------------|
| Amber Valley District      |
| City of Derby              |
| Erewash District           |
| South Derbyshire District  |

## Road Traffic Noise

The estimated number of people<sup>104</sup> exposed above various noise levels<sup>105</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 18.2 to 18.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 35,000           |
| $\geq 60$                      | 21,000           |
| $\geq 65$                      | 14,000           |
| $\geq 70$                      | 6,000            |
| $\geq 75$                      | <500             |

<sup>103</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>104</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>105</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 22,000           |
| $\geq 55$                        | 15,000           |
| $\geq 60$                        | 7,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 36,000           |
| $\geq 60$                          | 22,000           |
| $\geq 65$                          | 15,000           |
| $\geq 70$                          | 8,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>106</sup> exposed above various noise levels<sup>107</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 18.5 – 18.7 below<sup>108</sup>.

**Table 18.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

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

<sup>106</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>107</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>108</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 18.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 135,000<sup>109</sup>.

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 6.1 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 people<sup>110</sup> exposed above various noise levels<sup>111</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 19.2 to 19.4 below.

**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                            | 43,000           |
| ≥60                            | 15,000           |
| ≥65                            | 7,000            |
| ≥70                            | 4,000            |
| ≥75                            | 1,000            |

<sup>109</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>110</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>111</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 24,000           |
| $\geq 55$                        | 9,000            |
| $\geq 60$                        | 4,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 23,000           |
| $\geq 60$                          | 11,000           |
| $\geq 65$                          | 7,000            |
| $\geq 70$                          | 4,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>112</sup> exposed above various noise levels<sup>113</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 19.5 – 19.7 below<sup>114</sup>.

**Table 19.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

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

<sup>112</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

<sup>114</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 19.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



## 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 120,000<sup>115</sup>.

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) |
|----------------------------|
| Eastbourne District        |
| Wealden District           |

### Road Traffic Noise

The estimated number of people<sup>116</sup> exposed above various noise levels<sup>117</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 20.2 to 20.4 below.

**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                            | 16,000           |
| ≥60                            | 10,000           |
| ≥65                            | 8,000            |
| ≥70                            | 3,000            |
| ≥75                            | <500             |

<sup>115</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>116</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 11,000           |
| $\geq 55$                        | 8,000            |
| $\geq 60$                        | 4,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 16,000           |
| $\geq 60$                          | 11,000           |
| $\geq 65$                          | 8,000            |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>118</sup> exposed above various noise levels<sup>119</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 20.5 – 20.7 below<sup>120</sup>.

**Table 20.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 3,000            |
| $\geq 60$                      | 1,000            |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>118</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>119</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>120</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 20.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 120,000<sup>121</sup>.

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        |
| Exeter District            |
| Teignbridge District       |

### Road Traffic Noise

The estimated number of people<sup>122</sup> exposed above various noise levels<sup>123</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 21.2 to 21.4 below.

**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                            | 16,000           |
| ≥60                            | 8,000            |
| ≥65                            | 4,000            |
| ≥70                            | 2,000            |
| ≥75                            | <500             |

<sup>121</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>122</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>123</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 21.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 11,000           |
| $\geq 55$                               | 5,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 12,000           |
| $\geq 60$                          | 6,000            |
| $\geq 65$                          | 4,000            |
| $\geq 70$                          | 2,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>124</sup> exposed above various noise levels<sup>125</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 21.5 – 21.7 below<sup>126</sup>.

**Table 21.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 5,000            |
| $\geq 60$                             | 2,000            |
| $\geq 65$                             | 1,000            |
| $\geq 70$                             | 1,000            |
| $\geq 75$                             | <500             |

<sup>124</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>125</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>126</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 21.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 150,000<sup>127</sup>.

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) |
|----------------------------|
| Gloucester District        |
| Stroud District            |
| Tewkesbury District        |

### Road Traffic Noise

The estimated number of people<sup>128</sup> exposed above various noise levels<sup>129</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 22.2 to 22.4 below.

**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                            | 35,000           |
| ≥60                            | 11,000           |
| ≥65                            | 6,000            |
| ≥70                            | 1,000            |
| ≥75                            | <500             |

<sup>127</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>128</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>129</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 19,000           |
| $\geq 55$                        | 7,000            |
| $\geq 60$                        | 2,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 20,000           |
| $\geq 60$                          | 9,000            |
| $\geq 65$                          | 5,000            |
| $\geq 70$                          | 2,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>130</sup> exposed above various noise levels<sup>131</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 22.5 – 22.7 below<sup>132</sup>.

**Table 22.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 7,000            |
| $\geq 60$                      | 4,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>130</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>131</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>132</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 5,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 22.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 9,875,000<sup>133</sup>.

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)            |
|---------------------------------------|
| Barking and Dagenham London Borough   |
| Barnet London Borough                 |
| Bexley London Borough                 |
| Brent London Borough                  |
| Bromley London Borough                |
| Broxbourne District                   |
| Camden London Borough                 |
| City and County of the City of London |
| City of Westminster London Borough    |
| Croydon London Borough                |
| Dacorum District                      |
| Ealing London Borough                 |
| East Hertfordshire District           |
| Elmbridge District                    |
| Enfield London Borough                |
| Epping Forest District                |
| Epsom and Ewell District              |
| Gravesham District                    |
| Greenwich London Borough              |
| Guildford District                    |
| Hackney London Borough                |
| Hammersmith and Fulham London Borough |
| Haringey London Borough               |
| Harrow London Borough                 |
| Havering London Borough               |
| Hertsmere District                    |

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<sup>133</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

|                                       |
|---------------------------------------|
| Hillingdon London Borough             |
| Hounslow London Borough               |
| Islington London Borough              |
| Kensington and Chelsea London Borough |
| Kingston upon Thames London Borough   |
| Lambeth London Borough                |
| Lewisham London Borough               |
| Merton London Borough                 |
| Mole Valley District                  |
| Newham London Borough                 |
| Redbridge London Borough              |
| Reigate and Banstead District         |
| Richmond upon Thames London Borough   |
| Runnymede District                    |
| Sevenoaks District                    |
| South Bucks District                  |
| Southwark London Borough              |
| Spelthorne District                   |
| St. Albans District                   |
| <b>Surrey Heath District</b>          |
| Sutton London Borough                 |
| Tandridge District                    |
| Three Rivers District                 |
| Tower Hamlets London Borough          |
| Waltham Forest London Borough         |
| Wandsworth London Borough             |
| Watford District                      |
| Windsor and Maidenhead                |
| Woking District                       |

## Road Traffic Noise

The estimated number of people<sup>134</sup> exposed above various noise levels<sup>135</sup> 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 |
|--------------------------------|------------------|
| $\geq 55$                      | 2,647,000        |
| $\geq 60$                      | 1,590,000        |
| $\geq 65$                      | 1,144,000        |
| $\geq 70$                      | 663,000          |
| $\geq 75$                      | 98,000           |

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 1,867,000        |
| $\geq 55$                        | 1,233,000        |
| $\geq 60$                        | 724,000          |
| $\geq 65$                        | 117,000          |
| $\geq 70$                        | 1,000            |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 2,359,000        |
| $\geq 60$                          | 1,544,000        |
| $\geq 65$                          | 1,185,000        |
| $\geq 70$                          | 805,000          |
| $\geq 75$                          | 244,000          |

<sup>134</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

## Railway Noise

The estimated number of people<sup>136</sup> exposed above various noise levels<sup>137</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 23.5 – 23.7 below<sup>138</sup>.

**Table 23.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| ≥55                            | 591,000          |
| ≥60                            | 347,000          |
| ≥65                            | 176,000          |
| ≥70                            | 69,000           |
| ≥75                            | 19,000           |

**Table 23.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{night}$**

| Noise Level ( $L_{night}$ ) (dB) | Number of People |
|----------------------------------|------------------|
| ≥50                              | 436,000          |
| ≥55                              | 241,000          |
| ≥60                              | 107,000          |
| ≥65                              | 35,000           |
| ≥70                              | 7,000            |

**Table 23.7 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                                | 405,000          |
| ≥60                                | 216,000          |
| ≥65                                | 89,000           |
| ≥70                                | 28,000           |
| ≥75                                | 4,000            |

<sup>136</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>137</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>138</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

## 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 2,457,000<sup>139</sup>.

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) |
|----------------------------|
| Bolton District            |
| Cheshire East              |
| Manchester District        |
| Oldham District            |
| Rochdale District          |
| Rossendale District        |
| Salford District           |
| Tameside District          |
| Wigan District             |

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<sup>139</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

## Road Traffic Noise

The estimated number of people<sup>140</sup> exposed above various noise levels<sup>141</sup> 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 |
|--------------------------------|------------------|
| $\geq 55$                      | 872,000          |
| $\geq 60$                      | 395,000          |
| $\geq 65$                      | 219,000          |
| $\geq 70$                      | 103,000          |
| $\geq 75$                      | 11,000           |

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 592,000          |
| $\geq 55$                        | 272,000          |
| $\geq 60$                        | 125,000          |
| $\geq 65$                        | 17,000           |
| $\geq 70$                        | 3,000            |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 580,000          |
| $\geq 60$                          | 310,000          |
| $\geq 65$                          | 209,000          |
| $\geq 70$                          | 122,000          |
| $\geq 75$                          | 24,000           |

<sup>140</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>141</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

## Railway Noise

The estimated number of people<sup>142</sup> exposed above various noise levels<sup>143</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 24.5 – 24.7 below<sup>144</sup>.

**Table 24.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| ≥55                            | 54,000           |
| ≥60                            | 26,000           |
| ≥65                            | 11,000           |
| ≥70                            | 2,000            |
| ≥75                            | <500             |

**Table 24.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{night}$**

| Noise Level ( $L_{night}$ ) (dB) | Number of People |
|----------------------------------|------------------|
| ≥50                              | 38,000           |
| ≥55                              | 17,000           |
| ≥60                              | 6,000            |
| ≥65                              | 1,000            |
| ≥70                              | <500             |

**Table 24.7 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                                | 32,000           |
| ≥60                                | 14,000           |
| ≥65                                | 3,000            |
| ≥70                                | <500             |
| ≥75                                | <500             |

<sup>142</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>143</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>144</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.



## 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 130,000<sup>145</sup>.

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) |
|----------------------------|
| North East Lincolnshire    |

### Road Traffic Noise

The estimated number of people<sup>146</sup> exposed above various noise levels<sup>147</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 25.2 to 25.4 below.

**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             |

<sup>145</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>146</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>147</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 25.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 10,000           |
| $\geq 55$                               | 8,000            |
| $\geq 60$                               | 3,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 14,000           |
| $\geq 60$                          | 10,000           |
| $\geq 65$                          | 8,000            |
| $\geq 70$                          | 3,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>148</sup> exposed above various noise levels<sup>149</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 25.5 – 25.7 below<sup>150</sup>.

**Table 25.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 1,000            |
| $\geq 60$                             | <500             |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>148</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>149</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>150</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 25.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 135,000<sup>151</sup>.

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 6.1 Local authorities either wholly or partly within the approximate location of Hastings/Bexhill**

| Local Authority Name (NRA) |
|----------------------------|
| Hastings District          |
| Rother District            |

### Road Traffic Noise

The estimated number of people<sup>152</sup> exposed above various noise levels<sup>153</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 26.2 to 26.4 below.

**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                            | <500             |

<sup>151</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>152</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>153</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 17,000           |
| $\geq 55$                        | 13,000           |
| $\geq 60$                        | 6,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 21,000           |
| $\geq 60$                          | 17,000           |
| $\geq 65$                          | 13,000           |
| $\geq 70$                          | 8,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>154</sup> exposed above various noise levels<sup>155</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 26.5 – 26.7 below<sup>156</sup>.

**Table 26.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 3,000            |
| $\geq 60$                      | 1,000            |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>154</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>155</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>156</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 26.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 130,000<sup>157</sup>.

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) |
|----------------------------|
| Chiltern District          |
| Windsor and Maidenhead     |
| Wycombe District           |

### Road Traffic Noise

The estimated number of people<sup>158</sup> exposed above various noise levels<sup>159</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 27.2 to 27.4 below.

**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                            | 46,000           |
| ≥60                            | 22,000           |
| ≥65                            | 12,000           |
| ≥70                            | 5,000            |
| ≥75                            | <500             |

<sup>157</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>158</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>159</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 32,000           |
| $\geq 55$                        | 16,000           |
| $\geq 60$                        | 6,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 28,000           |
| $\geq 60$                          | 16,000           |
| $\geq 65$                          | 11,000           |
| $\geq 70$                          | 6,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>160</sup> exposed above various noise levels<sup>161</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 27.5 – 27.7 below<sup>162</sup>.

**Table 27.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 4,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 1,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>160</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

<sup>162</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 27.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 160,000<sup>163</sup>.

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           |
| Ipswich District           |
| Mid Suffolk District       |
| Suffolk Coastal District   |

### Road Traffic Noise

The estimated number of people<sup>164</sup> exposed above various noise levels<sup>165</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 28.2 to 28.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 29,000           |
| $\geq 60$                      | 15,000           |
| $\geq 65$                      | 11,000           |
| $\geq 70$                      | 5,000            |
| $\geq 75$                      | <500             |

<sup>163</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>164</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>165</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 16,000           |
| $\geq 55$                        | 11,000           |
| $\geq 60$                        | 6,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 30,000           |
| $\geq 60$                          | 16,000           |
| $\geq 65$                          | 11,000           |
| $\geq 70$                          | 7,000            |
| $\geq 75$                          | 2,000            |

## Railway Noise

The estimated number of people<sup>166</sup> exposed above various noise levels<sup>167</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 28.5 – 28.7 below<sup>168</sup>.

**Table 28.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 7,000            |
| $\geq 60$                      | 4,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>166</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>167</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>168</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 6,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 28.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 310,000<sup>169</sup>.

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 people<sup>170</sup> exposed above various noise levels<sup>171</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 29.2 to 29.4 below.

**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                            | 20,000           |
| ≥60                            | 12,000           |
| ≥65                            | 8,000            |
| ≥70                            | 3,000            |
| ≥75                            | <500             |

<sup>169</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>170</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>171</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 13,000           |
| $\geq 55$                        | 9,000            |
| $\geq 60$                        | 4,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 20,000           |
| $\geq 60$                          | 13,000           |
| $\geq 65$                          | 9,000            |
| $\geq 70$                          | 4,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>172</sup> exposed above various noise levels<sup>173</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 29.5 – 29.7 below<sup>174</sup>.

**Table 29.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 1,000            |
| $\geq 60$                      | <500             |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>172</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>173</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>174</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | <500             |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 29.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | <500             |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 500,000<sup>175</sup>.

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)     |
|--------------------------------|
| Blaby District                 |
| Charnwood District             |
| City of Leicester              |
| Harborough District            |
| Hinckley and Bosworth District |
| Oadby and Wigston District     |

### Road Traffic Noise

The estimated number of people<sup>176</sup> exposed above various noise levels<sup>177</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 30.2 to 30.4 below.

**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                            | 110,000          |
| ≥60                            | 45,000           |
| ≥65                            | 25,000           |
| ≥70                            | 10,000           |
| ≥75                            | 1,000            |

<sup>175</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>176</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>177</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.



**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 67,000           |
| $\geq 55$                        | 30,000           |
| $\geq 60$                        | 11,000           |
| $\geq 65$                        | 2,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 77,000           |
| $\geq 60$                          | 40,000           |
| $\geq 65$                          | 26,000           |
| $\geq 70$                          | 13,000           |
| $\geq 75$                          | 3,000            |

## Railway Noise

The estimated number of people<sup>178</sup> exposed above various noise levels<sup>179</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 30.5 – 30.7 below<sup>180</sup>.

**Table 30.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 13,000           |
| $\geq 60$                      | 7,000            |
| $\geq 65$                      | 4,000            |
| $\geq 70$                      | 2,000            |
| $\geq 75$                      | <500             |

<sup>178</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

<sup>180</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 30.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 11,000           |
| $\geq 55$                               | 6,000            |
| $\geq 60$                               | 3,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 30.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 7,000            |
| $\geq 60$  | 4,000            |
| $\geq 65$  | 2,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 110,000<sup>181</sup>.

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) |
|----------------------------|
| Lincoln District           |
| North Kesteven District    |
| West Lindsey District      |

## Road Traffic Noise

The estimated number of people<sup>182</sup> exposed above various noise levels<sup>183</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 31.2 to 31.4 below.

**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                            | 10,000           |
| ≥60                            | 6,000            |
| ≥65                            | 5,000            |
| ≥70                            | 2,000            |
| ≥75                            | <500             |

<sup>181</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>182</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

**Table 31.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 7,000            |
| $\geq 55$                               | 5,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 10,000           |
| $\geq 60$                          | 7,000            |
| $\geq 65$                          | 5,000            |
| $\geq 70$                          | 3,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>184</sup> exposed above various noise levels<sup>185</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 31.5 – 31.7 below<sup>186</sup>.

**Table 31.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 3,000            |
| $\geq 60$                             | 1,000            |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>184</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>185</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>186</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 31.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 835,000<sup>187</sup>.

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        |
| Warrington District        |

### Road Traffic Noise

The estimated number of people<sup>188</sup> exposed above various noise levels<sup>189</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 32.2 to 32.4 below.

**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                            | 216,000          |
| ≥60                            | 98,000           |
| ≥65                            | 61,000           |
| ≥70                            | 29,000           |
| ≥75                            | 2,000            |

<sup>187</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>188</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>189</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 131,000          |
| $\geq 55$                        | 69,000           |
| $\geq 60$                        | 33,000           |
| $\geq 65$                        | 3,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 155,000          |
| $\geq 60$                          | 93,000           |
| $\geq 65$                          | 63,000           |
| $\geq 70$                          | 36,000           |
| $\geq 75$                          | 8,000            |

## Railway Noise

The estimated number of people<sup>190</sup> exposed above various noise levels<sup>191</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 32.5 – 32.7 below<sup>192</sup>.

**Table 32.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 15,000           |
| $\geq 60$                      | 8,000            |
| $\geq 65$                      | 3,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>190</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>191</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>192</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 32.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 11,000           |
| $\geq 55$                               | 4,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 32.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 10,000           |
| $\geq 60$  | 4,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



## 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 270,000<sup>193</sup>.

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) |
|----------------------------|
| Central Bedfordshire       |
| Luton                      |

### Road Traffic Noise

The estimated number of people<sup>194</sup> exposed above various noise levels<sup>195</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 33.2 to 33.4 below.

**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                            | 57,000           |
| ≥60                            | 21,000           |
| ≥65                            | 10,000           |
| ≥70                            | 4,000            |
| ≥75                            | <500             |

<sup>193</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>194</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>195</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 34,000           |
| $\geq 55$                        | 13,000           |
| $\geq 60$                        | 5,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 31,000           |
| $\geq 60$                          | 15,000           |
| $\geq 65$                          | 10,000           |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>196</sup> exposed above various noise levels<sup>197</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 33.5 – 33.7 below<sup>198</sup>.

**Table 33.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 12,000           |
| $\geq 60$                      | 7,000            |
| $\geq 65$                      | 4,000            |
| $\geq 70$                      | 3,000            |
| $\geq 75$                      | 1,000            |

<sup>196</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>197</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>198</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 9,000            |
| $\geq 55$                               | 6,000            |
| $\geq 60$                               | 4,000            |
| $\geq 65$                               | 2,000            |
| $\geq 70$                               | <500             |

**Table 33.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 7,000            |
| $\geq 60$  | 5,000            |
| $\geq 65$  | 3,000            |
| $\geq 70$  | 1,000            |
| $\geq 75$  | <500             |

## 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 170,000<sup>199</sup>.

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)   |
|------------------------------|
| Ashfield District            |
| Bolsover District            |
| Gedling District             |
| Mansfield District           |
| Newark and Sherwood District |

### Road Traffic Noise

The estimated number of people<sup>200</sup> exposed above various noise levels<sup>201</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 34.2 to 34.4 below.

**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                            | 19,000           |
| ≥60                            | 9,000            |
| ≥65                            | 6,000            |
| ≥70                            | 2,000            |
| ≥75                            | <500             |

<sup>199</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>200</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

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

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 11,000           |
| $\geq 55$                        | 7,000            |
| $\geq 60$                        | 2,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 16,000           |
| $\geq 60$                          | 10,000           |
| $\geq 65$                          | 7,000            |
| $\geq 70$                          | 3,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>202</sup> exposed above various noise levels<sup>203</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 34.5 – 34.7 below<sup>204</sup>.

**Table 34.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 1,000            |
| $\geq 60$                      | <500             |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>202</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>203</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>204</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 34.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 205,000<sup>205</sup>.

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 people<sup>206</sup> exposed above various noise levels<sup>207</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 35.2 to 35.4 below.

**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                            | 25,000           |
| ≥60                            | 8,000            |
| ≥65                            | 2,000            |
| ≥70                            | <500             |
| ≥75                            | <500             |

<sup>205</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>206</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>207</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 12,000           |
| $\geq 55$                        | 3,000            |
| $\geq 60$                        | 1,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 17,000           |
| $\geq 60$                          | 7,000            |
| $\geq 65$                          | 2,000            |
| $\geq 70$                          | <500             |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>208</sup> exposed above various noise levels<sup>209</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 35.5 – 35.7 below<sup>210</sup>.

**Table 35.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 5,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>208</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>209</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>210</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 4,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 35.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 215,000<sup>211</sup>.

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)      |
|---------------------------------|
| Daventry District               |
| Northampton District            |
| South Northamptonshire District |

### Road Traffic Noise

The estimated number of people<sup>212</sup> exposed above various noise levels<sup>213</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 36.2 to 36.4 below.

**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                            | 55,000           |
| ≥60                            | 25,000           |
| ≥65                            | 15,000           |
| ≥70                            | 6,000            |
| ≥75                            | <500             |

<sup>211</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>212</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>213</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 36.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 32,000           |
| $\geq 55$                               | 16,000           |
| $\geq 60$                               | 7,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 45,000           |
| $\geq 60$                          | 25,000           |
| $\geq 65$                          | 16,000           |
| $\geq 70$                          | 9,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>214</sup> exposed above various noise levels<sup>215</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 36.5 – 36.7 below<sup>216</sup>.

**Table 36.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 2,000            |
| $\geq 60$                             | 1,000            |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>214</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>215</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>216</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 36.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 210,000<sup>217</sup>.

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) |
|----------------------------|
| Broadland District         |
| Norwich District           |
| South Norfolk District     |

### Road Traffic Noise

The estimated number of people<sup>218</sup> exposed above various noise levels<sup>219</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 37.2 to 37.4 below.

**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                            | 29,000           |
| ≥60                            | 19,000           |
| ≥65                            | 13,000           |
| ≥70                            | 4,000            |
| ≥75                            | <500             |

<sup>217</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>218</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>219</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 20,000           |
| $\geq 55$                        | 14,000           |
| $\geq 60$                        | 5,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 29,000           |
| $\geq 60$                          | 20,000           |
| $\geq 65$                          | 14,000           |
| $\geq 70$                          | 7,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>220</sup> exposed above various noise levels<sup>221</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 37.5 – 37.7 below<sup>222</sup>.

**Table 37.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 2,000            |
| $\geq 60$                      | 1,000            |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>220</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>221</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>222</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 37.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 730,000<sup>223</sup>.

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) |
|----------------------------|
| Amber Valley District      |
| Ashfield District          |
| Broxtowe District          |
| City of Nottingham         |
| Erewash District           |
| Gedling District           |
| Rushcliffe District        |

### Road Traffic Noise

The estimated number of people<sup>224</sup> exposed above various noise levels<sup>225</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 38.2 to 38.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 166,000          |
| $\geq 60$                      | 74,000           |
| $\geq 65$                      | 44,000           |
| $\geq 70$                      | 22,000           |
| $\geq 75$                      | 3,000            |

<sup>223</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>224</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>225</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.



**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 103,000          |
| $\geq 55$                        | 51,000           |
| $\geq 60$                        | 25,000           |
| $\geq 65$                        | 4,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 116,000          |
| $\geq 60$                          | 67,000           |
| $\geq 65$                          | 46,000           |
| $\geq 70$                          | 27,000           |
| $\geq 75$                          | 8,000            |

## Railway Noise

The estimated number of people<sup>226</sup> exposed above various noise levels<sup>227</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 38.5 – 38.7 below<sup>228</sup>.

**Table 38.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 14,000           |
| $\geq 60$                      | 7,000            |
| $\geq 65$                      | 3,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>226</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>227</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>228</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 38.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 10,000           |
| $\geq 55$                               | 4,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 38.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 8,000            |
| $\geq 60$  | 3,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 135,000<sup>229</sup>.

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    |
| Nuneaton and Bedworth District |

### Road Traffic Noise

The estimated number of people<sup>230</sup> exposed above various noise levels<sup>231</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 39.2 to 39.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 8,000            |
| $\geq 60$                      | 4,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>229</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>230</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>231</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 5,000            |
| $\geq 55$                        | 3,000            |
| $\geq 60$                        | 1,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 6,000            |
| $\geq 60$                          | 4,000            |
| $\geq 65$                          | 3,000            |
| $\geq 70$                          | 1,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>232</sup> exposed above various noise levels<sup>233</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 39.5 – 39.7 below<sup>234</sup>.

**Table 39.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 8,000            |
| $\geq 60$                      | 5,000            |
| $\geq 65$                      | 3,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>232</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>233</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>234</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 7,000            |
| $\geq 55$                               | 4,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 39.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 165,000<sup>235</sup>.

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)   |
|------------------------------|
| Oxford District              |
| South Oxfordshire District   |
| Vale of White Horse District |

### Road Traffic Noise

The estimated number of people<sup>236</sup> exposed above various noise levels<sup>237</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 40.2 to 40.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 32,000           |
| $\geq 60$                      | 19,000           |
| $\geq 65$                      | 14,000           |
| $\geq 70$                      | 6,000            |
| $\geq 75$                      | <500             |

<sup>235</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>236</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>237</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 20,000           |
| $\geq 55$                        | 15,000           |
| $\geq 60$                        | 7,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 33,000           |
| $\geq 60$                          | 20,000           |
| $\geq 65$                          | 15,000           |
| $\geq 70$                          | 9,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>238</sup> exposed above various noise levels<sup>239</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 40.5 – 40.7 below<sup>240</sup>.

**Table 40.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

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

<sup>238</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>239</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>240</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 40.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



# 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 155,000<sup>241</sup>.

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) |
|----------------------------|
| City of Peterborough       |
| Huntingdonshire District   |

## Road Traffic Noise

The estimated number of people<sup>242</sup> exposed above various noise levels<sup>243</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 41.2 to 41.4 below.

**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                            | 24,000           |
| ≥60                            | 12,000           |
| ≥65                            | 5,000            |
| ≥70                            | 1,000            |
| ≥75                            | <500             |

<sup>241</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>242</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>243</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 13,000           |
| $\geq 55$                        | 6,000            |
| $\geq 60$                        | 1,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 24,000           |
| $\geq 60$                          | 12,000           |
| $\geq 65$                          | 6,000            |
| $\geq 70$                          | 2,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>244</sup> exposed above various noise levels<sup>245</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 41.5 – 41.7 below<sup>246</sup>.

**Table 41.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 5,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>244</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>245</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>246</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 4,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 41.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 265,000<sup>247</sup>.

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) |
|----------------------------|
| City of Plymouth           |
| South Hams District        |

### Road Traffic Noise

The estimated number of people<sup>248</sup> exposed above various noise levels<sup>249</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 42.2 to 42.4 below.

**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                            | 26,000           |
| ≥60                            | 14,000           |
| ≥65                            | 8,000            |
| ≥70                            | 4,000            |
| ≥75                            | 1,000            |

<sup>247</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>248</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>249</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 15,000           |
| $\geq 55$                        | 8,000            |
| $\geq 60$                        | 4,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 27,000           |
| $\geq 60$                          | 14,000           |
| $\geq 65$                          | 8,000            |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>250</sup> exposed above various noise levels<sup>251</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 42.5 – 42.7 below<sup>252</sup>.

**Table 42.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 8,000            |
| $\geq 60$                      | 4,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>250</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>251</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>252</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 6,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 42.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 5,000            |
| $\geq 60$  | 3,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 480,000<sup>253</sup>.

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) |
|----------------------------|
| City of Portsmouth         |
| East Hampshire District    |
| Fareham District           |
| Gosport District           |
| Havant District            |

### Road Traffic Noise

The estimated number of people<sup>254</sup> exposed above various noise levels<sup>255</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 43.2 to 43.4 below.

**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                            | 148,000          |
| ≥60                            | 61,000           |
| ≥65                            | 34,000           |
| ≥70                            | 15,000           |
| ≥75                            | 1,000            |

<sup>253</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>254</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>255</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 94,000           |
| $\geq 55$                        | 43,000           |
| $\geq 60$                        | 18,000           |
| $\geq 65$                        | 2,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 95,000           |
| $\geq 60$                          | 48,000           |
| $\geq 65$                          | 32,000           |
| $\geq 70$                          | 17,000           |
| $\geq 75$                          | 3,000            |

## Railway Noise

The estimated number of people<sup>256</sup> exposed above various noise levels<sup>257</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 43.5 – 43.7 below<sup>258</sup>.

**Table 43.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 10,000           |
| $\geq 60$                      | 6,000            |
| $\geq 65$                      | 3,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>256</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>257</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>258</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.



**Table 43.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 8,000            |
| $\geq 55$                               | 4,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 43.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 7,000            |
| $\geq 60$  | 4,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 275,000<sup>259</sup>.

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           |
| Preston District           |
| South Ribble District      |

### Road Traffic Noise

The estimated number of people<sup>260</sup> exposed above various noise levels<sup>261</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 44.2 to 44.4 below.

**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                            | 105,000          |
| ≥60                            | 35,000           |
| ≥65                            | 15,000           |
| ≥70                            | 6,000            |
| ≥75                            | <500             |

<sup>259</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>260</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>261</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 44.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 63,000           |
| $\geq 55$                               | 21,000           |
| $\geq 60$                               | 8,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 54,000           |
| $\geq 60$                          | 24,000           |
| $\geq 65$                          | 14,000           |
| $\geq 70$                          | 7,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>262</sup> exposed above various noise levels<sup>263</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 44.5 – 44.7 below<sup>264</sup>.

**Table 44.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 12,000           |
| $\geq 60$                             | 7,000            |
| $\geq 65$                             | 4,000            |
| $\geq 70$                             | 2,000            |
| $\geq 75$                             | 1,000            |

<sup>262</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>263</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>264</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 10,000           |
| $\geq 55$                               | 6,000            |
| $\geq 60$                               | 3,000            |
| $\geq 65$                               | 2,000            |
| $\geq 70$                               | 1,000            |

**Table 44.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 7,000            |
| $\geq 60$  | 4,000            |
| $\geq 65$  | 2,000            |
| $\geq 70$  | 1,000            |
| $\geq 75$  | <500             |

## 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 395,000<sup>265</sup>.

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) |
|----------------------------|
| Bracknell Forest           |
| Reading                    |
| West Berkshire             |
| Wokingham                  |

### Road Traffic Noise

The estimated number of people<sup>266</sup> exposed above various noise levels<sup>267</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 45.2 to 45.4 below.

**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                            | 127,000          |
| ≥60                            | 53,000           |
| ≥65                            | 27,000           |
| ≥70                            | 10,000           |
| ≥75                            | <500             |

<sup>265</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>266</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>267</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 84,000           |
| $\geq 55$                        | 35,000           |
| $\geq 60$                        | 12,000           |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 78,000           |
| $\geq 60$                          | 41,000           |
| $\geq 65$                          | 26,000           |
| $\geq 70$                          | 12,000           |
| $\geq 75$                          | 2,000            |

## Railway Noise

The estimated number of people<sup>268</sup> exposed above various noise levels<sup>269</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 45.5 – 45.7 below<sup>270</sup>.

**Table 45.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 14,000           |
| $\geq 60$                      | 7,000            |
| $\geq 65$                      | 3,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>268</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>269</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>270</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 45.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 10,000           |
| $\geq 55$                               | 5,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 45.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 8,000            |
| $\geq 60$  | 3,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 695,000<sup>271</sup>.

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 |
| Rotherham District             |
| Sheffield District             |

### Road Traffic Noise

The estimated number of people<sup>272</sup> exposed above various noise levels<sup>273</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 46.2 to 46.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 148,000          |
| $\geq 60$                      | 70,000           |
| $\geq 65$                      | 42,000           |
| $\geq 70$                      | 20,000           |
| $\geq 75$                      | 1,000            |

<sup>271</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>272</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>273</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.



**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 96,000           |
| $\geq 55$                        | 48,000           |
| $\geq 60$                        | 23,000           |
| $\geq 65$                        | 2,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 113,000          |
| $\geq 60$                          | 63,000           |
| $\geq 65$                          | 42,000           |
| $\geq 70$                          | 24,000           |
| $\geq 75$                          | 8,000            |

## Railway Noise

The estimated number of people<sup>274</sup> exposed above various noise levels<sup>275</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 46.5 – 46.7 below<sup>276</sup>.

**Table 46.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 5,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 1,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>274</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>275</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>276</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 4,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 46.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 165,000<sup>277</sup>.

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)      |
|---------------------------------|
| Slough                          |
| South Bucks District            |
| Windsor and Maidenhead District |

### Road Traffic Noise

The estimated number of people<sup>278</sup> exposed above various noise levels<sup>279</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 47.2 to 47.4 below.

**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                            | 84,000           |
| ≥60                            | 27,000           |
| ≥65                            | 12,000           |
| ≥70                            | 5,000            |
| ≥75                            | 1,000            |

<sup>277</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>278</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>279</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 55,000           |
| $\geq 55$                        | 16,000           |
| $\geq 60$                        | 6,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 42,000           |
| $\geq 60$                          | 17,000           |
| $\geq 65$                          | 11,000           |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>280</sup> exposed above various noise levels<sup>281</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 47.5 – 47.7 below<sup>282</sup>.

**Table 47.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 15,000           |
| $\geq 60$                      | 10,000           |
| $\geq 65$                      | 6,000            |
| $\geq 70$                      | 4,000            |
| $\geq 75$                      | 2,000            |

<sup>280</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>281</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>282</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 12,000           |
| $\geq 55$                               | 8,000            |
| $\geq 60$                               | 5,000            |
| $\geq 65$                               | 3,000            |
| $\geq 70$                               | 1,000            |

**Table 47.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 11,000           |
| $\geq 60$  | 7,000            |
| $\geq 65$  | 4,000            |
| $\geq 70$  | 2,000            |
| $\geq 75$  | <500             |

## 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 340,000<sup>283</sup>.

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) |
|----------------------------|
| City of Southampton        |
| Eastleigh District         |
| Test Valley District       |
| Winchester District        |

### Road Traffic Noise

The estimated number of people<sup>284</sup> exposed above various noise levels<sup>285</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 48.2 to 48.4 below.

**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                            | 141,000          |
| ≥60                            | 55,000           |
| ≥65                            | 29,000           |
| ≥70                            | 13,000           |
| ≥75                            | 1,000            |

<sup>283</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>284</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>285</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 48.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 94,000           |
| $\geq 55$                               | 37,000           |
| $\geq 60$                               | 16,000           |
| $\geq 65$                               | 2,000            |
| $\geq 70$                               | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 82,000           |
| $\geq 60$                          | 42,000           |
| $\geq 65$                          | 28,000           |
| $\geq 70$                          | 15,000           |
| $\geq 75$                          | 2,000            |

## Railway Noise

The estimated number of people<sup>286</sup> exposed above various noise levels<sup>287</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 48.5 – 48.7 below<sup>288</sup>.

**Table 48.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 10,000           |
| $\geq 60$                             | 6,000            |
| $\geq 65$                             | 3,000            |
| $\geq 70$                             | 1,000            |
| $\geq 75$                             | <500             |

<sup>286</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>287</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>288</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 8,000            |
| $\geq 55$                               | 4,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 48.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 6,000            |
| $\geq 60$  | 3,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



## 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 295,000<sup>289</sup>.

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) |
|----------------------------|
| Castle Point District      |
| Rochford District          |
| Southend-on-Sea            |

### Road Traffic Noise

The estimated number of people<sup>290</sup> exposed above various noise levels<sup>291</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 49.2 to 49.4 below.

**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                            | 32,000           |
| ≥60                            | 21,000           |
| ≥65                            | 16,000           |
| ≥70                            | 7,000            |
| ≥75                            | <500             |

<sup>289</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>290</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>291</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 49.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 23,000           |
| $\geq 55$                               | 17,000           |
| $\geq 60$                               | 8,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 33,000           |
| $\geq 60$                          | 22,000           |
| $\geq 65$                          | 17,000           |
| $\geq 70$                          | 9,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>292</sup> exposed above various noise levels<sup>293</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 49.5 – 49.7 below<sup>294</sup>.

**Table 49.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 10,000           |
| $\geq 60$                             | 7,000            |
| $\geq 65$                             | 3,000            |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>292</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>293</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>294</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 8,000            |
| $\geq 55$                               | 5,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 49.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 7,000            |
| $\geq 60$  | 4,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 115,000<sup>295</sup>.

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) |
|----------------------------|
| Sefton District            |
| West Lancashire District   |

### Road Traffic Noise

The estimated number of people<sup>296</sup> exposed above various noise levels<sup>297</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 50.2 to 50.4 below.

**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                            | 14,000           |
| ≥60                            | 11,000           |
| ≥65                            | 6,000            |
| ≥70                            | 1,000            |
| ≥75                            | <500             |

<sup>295</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>296</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>297</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 50.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 11,000           |
| $\geq 55$                               | 7,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 14,000           |
| $\geq 60$                          | 11,000           |
| $\geq 65$                          | 7,000            |
| $\geq 70$                          | 2,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>298</sup> exposed above various noise levels<sup>299</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 50.5 – 50.7 below<sup>300</sup>.

**Table 50.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 3,000            |
| $\geq 60$                             | 2,000            |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>298</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>299</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>300</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 2,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 50.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 140,000<sup>301</sup>.

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) |
|----------------------------|
| St Albans District         |
| Welwyn Hatfield District   |

## Road Traffic Noise

The estimated number of people<sup>302</sup> exposed above various noise levels<sup>303</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 51.2 to 51.4 below.

**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                            | 46,000           |
| ≥60                            | 16,000           |
| ≥65                            | 8,000            |
| ≥70                            | 3,000            |
| ≥75                            | <500             |

<sup>301</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>302</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>303</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 51.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 26,000           |
| $\geq 55$                               | 10,000           |
| $\geq 60$                               | 4,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 26,000           |
| $\geq 60$                          | 13,000           |
| $\geq 65$                          | 8,000            |
| $\geq 70$                          | 3,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>304</sup> exposed above various noise levels<sup>305</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 51.5 – 51.7 below<sup>306</sup>.

**Table 51.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 8,000            |
| $\geq 60$                             | 4,000            |
| $\geq 65$                             | 2,000            |
| $\geq 70$                             | 1,000            |
| $\geq 75$                             | 1,000            |

<sup>304</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>305</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>306</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 5,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 51.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 5,000            |
| $\geq 60$  | 3,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | 1,000            |
| $\geq 75$  | <500             |

## 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 180,000<sup>307</sup>.

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 people<sup>308</sup> exposed above various noise levels<sup>309</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 52.2 to 52.4 below.

**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                            | 22,000           |
| ≥60                            | 12,000           |
| ≥65                            | 7,000            |
| ≥70                            | 3,000            |
| ≥75                            | <500             |

<sup>307</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>308</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>309</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 13,000           |
| $\geq 55$                        | 8,000            |
| $\geq 60$                        | 3,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 22,000           |
| $\geq 60$                          | 13,000           |
| $\geq 65$                          | 8,000            |
| $\geq 70$                          | 4,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>310</sup> exposed above various noise levels<sup>311</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 52.5 – 52.7 below<sup>312</sup>.

**Table 52.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 2,000            |
| $\geq 60$                      | 1,000            |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>310</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>311</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>312</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | 1,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 52.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 170,000<sup>313</sup>.

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 people<sup>314</sup> exposed above various noise levels<sup>315</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 53.2 to 53.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 26,000           |
| $\geq 60$                      | 10,000           |
| $\geq 65$                      | 5,000            |
| $\geq 70$                      | 2,000            |
| $\geq 75$                      | <500             |

<sup>313</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>314</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>315</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 53.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 15,000           |
| $\geq 55$                               | 6,000            |
| $\geq 60$                               | 3,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 18,000           |
| $\geq 60$                          | 9,000            |
| $\geq 65$                          | 6,000            |
| $\geq 70$                          | 3,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>316</sup> exposed above various noise levels<sup>317</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 53.5 – 53.7 below<sup>318</sup>.

**Table 53.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 6,000            |
| $\geq 60$                             | 4,000            |
| $\geq 65$                             | 2,000            |
| $\geq 70$                             | 1,000            |
| $\geq 75$                             | <500             |

<sup>316</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>317</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>318</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 5,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 53.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 3,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 370,000<sup>319</sup>.

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) |
|----------------------------|
| Middlesbrough              |
| Redcar and Cleveland       |
| Stockton-on-Tees           |

### Road Traffic Noise

The estimated number of people<sup>320</sup> exposed above various noise levels<sup>321</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 54.2 to 54.4 below.

**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                            | 42,000           |
| ≥60                            | 19,000           |
| ≥65                            | 9,000            |
| ≥70                            | 2,000            |
| ≥75                            | <500             |

<sup>319</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>320</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>321</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.



**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 21,000           |
| $\geq 55$                        | 10,000           |
| $\geq 60$                        | 2,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 43,000           |
| $\geq 60$                          | 20,000           |
| $\geq 65$                          | 10,000           |
| $\geq 70$                          | 3,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>322</sup> exposed above various noise levels<sup>323</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 54.5 – 54.7 below<sup>324</sup>.

**Table 54.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

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

<sup>322</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>323</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>324</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 3,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 54.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 2,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 140,000<sup>325</sup>.

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 people<sup>326</sup> exposed above various noise levels<sup>327</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 55.2 to 55.4 below.

**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                            | 22,000           |
| ≥60                            | 7,000            |
| ≥65                            | 2,000            |
| ≥70                            | <500             |
| ≥75                            | <500             |

<sup>325</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>326</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>327</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 55.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 12,000           |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 14,000           |
| $\geq 60$                          | 6,000            |
| $\geq 65$                          | 2,000            |
| $\geq 70$                          | 1,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>328</sup> exposed above various noise levels<sup>329</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 55.5 – 55.7 below<sup>330</sup>.

**Table 55.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 1,000            |
| $\geq 60$                             | <500             |
| $\geq 65$                             | <500             |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>328</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>329</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>330</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 1,000            |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 55.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | <500             |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 130,000<sup>331</sup>.

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 people<sup>332</sup> exposed above various noise levels<sup>333</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 56.2 to 56.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 13,000           |
| $\geq 60$                      | 9,000            |
| $\geq 65$                      | 6,000            |
| $\geq 70$                      | 3,000            |
| $\geq 75$                      | <500             |

<sup>331</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>332</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>333</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 9,000            |
| $\geq 55$                        | 7,000            |
| $\geq 60$                        | 3,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 13,000           |
| $\geq 60$                          | 9,000            |
| $\geq 65$                          | 7,000            |
| $\geq 70$                          | 4,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>334</sup> exposed above various noise levels<sup>335</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 56.5 – 56.7 below<sup>336</sup>.

**Table 56.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 7,000            |
| $\geq 60$                      | 5,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>334</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>335</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>336</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 6,000            |
| $\geq 55$                               | 4,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 56.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



## 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 250,000<sup>337</sup>.

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)     |
|--------------------------------|
| Gravesham District             |
| Maidstone District             |
| Medway                         |
| Swale District                 |
| Tonbridge and Malling District |

### Road Traffic Noise

The estimated number of people<sup>338</sup> exposed above various noise levels<sup>339</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 57.2 to 57.4 below.

**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                            | 47,000           |
| ≥60                            | 23,000           |
| ≥65                            | 14,000           |
| ≥70                            | 6,000            |
| ≥75                            | <500             |

<sup>337</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>338</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>339</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 32,000           |
| $\geq 55$                        | 16,000           |
| $\geq 60$                        | 7,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 35,000           |
| $\geq 60$                          | 20,000           |
| $\geq 65$                          | 14,000           |
| $\geq 70$                          | 7,000            |
| $\geq 75$                          | 2,000            |

## Railway Noise

The estimated number of people<sup>340</sup> exposed above various noise levels<sup>341</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 57.5 – 57.7 below<sup>342</sup>.

**Table 57.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 6,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 1,000            |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>340</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>341</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>342</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 4,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 57.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

# 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 370,000<sup>343</sup>.

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)       |
|----------------------------------|
| Cheshire East                    |
| City Stoke-on-Trent              |
| Newcastle-under-Lyme District    |
| Stafford District                |
| Staffordshire Moorlands District |

<sup>343</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

## Road Traffic Noise

The estimated number of people<sup>344</sup> exposed above various noise levels<sup>345</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 58.2 to 58.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 69,000           |
| $\geq 60$                      | 38,000           |
| $\geq 65$                      | 24,000           |
| $\geq 70$                      | 9,000            |
| $\geq 75$                      | <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 |
|----------------------------------|------------------|
| $\geq 50$                        | 44,000           |
| $\geq 55$                        | 26,000           |
| $\geq 60$                        | 11,000           |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 65,000           |
| $\geq 60$                          | 38,000           |
| $\geq 65$                          | 25,000           |
| $\geq 70$                          | 12,000           |
| $\geq 75$                          | 2,000            |

<sup>344</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>345</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

## Railway Noise

The estimated number of people<sup>346</sup> exposed above various noise levels<sup>347</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 58.5 – 58.7 below<sup>348</sup>.

**Table 58.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 1,000            |
| $\geq 60$                      | <500             |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

**Table 58.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{night}$**

| Noise Level ( $L_{night}$ ) (dB) | Number of People |
|----------------------------------|------------------|
| $\geq 50$                        | <500             |
| $\geq 55$                        | <500             |
| $\geq 60$                        | <500             |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**Table 58.7 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 |
|------------------------------------|------------------|
| $\geq 55$                          | 1,000            |
| $\geq 60$                          | <500             |
| $\geq 65$                          | <500             |
| $\geq 70$                          | <500             |
| $\geq 75$                          | <500             |

<sup>346</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>347</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>348</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

## 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 115,000<sup>349</sup>.

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) |
|----------------------------|
| South Hams District        |
| Torbay                     |

### Road Traffic Noise

The estimated number of people<sup>350</sup> exposed above various noise levels<sup>351</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 59.2 to 59.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 14,000           |
| $\geq 60$                      | 9,000            |
| $\geq 65$                      | 7,000            |
| $\geq 70$                      | 4,000            |
| $\geq 75$                      | 1,000            |

<sup>349</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>350</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>351</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 10,000           |
| $\geq 55$                        | 7,000            |
| $\geq 60$                        | 5,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 14,000           |
| $\geq 60$                          | 10,000           |
| $\geq 65$                          | 7,000            |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>352</sup> exposed above various noise levels<sup>353</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 59.5 – 59.7 below<sup>354</sup>.

**Table 59.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 1,000            |
| $\geq 60$                      | <500             |
| $\geq 65$                      | <500             |
| $\geq 70$                      | <500             |
| $\geq 75$                      | <500             |

<sup>352</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>353</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>354</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | <500             |
| $\geq 55$                               | <500             |
| $\geq 60$                               | <500             |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 59.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 1,000            |
| $\geq 60$  | <500             |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 910,000<sup>355</sup>.

Table 60.1 below lists the local authorities either wholly or partly within the approximate location of Blackpool Urban Area, known as Noise Receiving Authorities (NRAs).

**Table 60.1 Local authorities either wholly or partly within the approximate location of Aldershot Urban Area**

| Local Authority Name (NRA)   |
|------------------------------|
| County Durham                |
| Gateshead District           |
| Newcastle upon Tyne District |
| North Tyneside District      |
| Northumberland               |
| South Tyneside District      |
| Sunderland District          |

### Road Traffic Noise

The estimated number of people<sup>356</sup> exposed above various noise levels<sup>357</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 60.2 to 60.4 below.

**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                            | 176,000          |
| ≥60                            | 84,000           |
| ≥65                            | 49,000           |
| ≥70                            | 21,000           |
| ≥75                            | 3,000            |

<sup>355</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>356</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>357</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 101,000          |
| $\geq 55$                        | 54,000           |
| $\geq 60$                        | 24,000           |
| $\geq 65$                        | 3,000            |
| $\geq 70$                        | 2,000            |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 152,000          |
| $\geq 60$                          | 84,000           |
| $\geq 65$                          | 53,000           |
| $\geq 70$                          | 28,000           |
| $\geq 75$                          | 5,000            |

## Railway Noise

The estimated number of people<sup>358</sup> exposed above various noise levels<sup>359</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 60.5 – 60.7 below<sup>360</sup>.

**Table 60.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 15,000           |
| $\geq 60$                      | 9,000            |
| $\geq 65$                      | 5,000            |
| $\geq 70$                      | 3,000            |
| $\geq 75$                      | <500             |

<sup>358</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>359</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>360</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 60.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 11,000           |
| $\geq 55$                               | 6,000            |
| $\geq 60$                               | 3,000            |
| $\geq 65$                               | 2,000            |
| $\geq 70$                               | <500             |

**Table 60.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 10,000           |
| $\geq 60$  | 6,000            |
| $\geq 65$  | 3,000            |
| $\geq 70$  | 1,000            |
| $\geq 75$  | <500             |

# 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 165,000<sup>361</sup>.

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) |
|----------------------------|
| Warrington                 |

## Road Traffic Noise

The estimated number of people<sup>362</sup> exposed above various noise levels<sup>363</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 61.2 to 61.4 below.

**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                            | 77,000           |
| ≥60                            | 25,000           |
| ≥65                            | 9,000            |
| ≥70                            | 3,000            |
| ≥75                            | <500             |

<sup>361</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>362</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>363</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**Table 61.3 Estimated number of people above various noise levels due to road traffic noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 51,000           |
| $\geq 55$                               | 14,000           |
| $\geq 60$                               | 4,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 41,000           |
| $\geq 60$                          | 16,000           |
| $\geq 65$                          | 9,000            |
| $\geq 70$                          | 4,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>364</sup> exposed above various noise levels<sup>365</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 61.5 – 61.7 below<sup>366</sup>.

**Table 61.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{den}}$**

| Noise Level ( $L_{\text{den}}$ ) (dB) | Number of People |
|---------------------------------------|------------------|
| $\geq 55$                             | 6,000            |
| $\geq 60$                             | 3,000            |
| $\geq 65$                             | 1,000            |
| $\geq 70$                             | <500             |
| $\geq 75$                             | <500             |

<sup>364</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>365</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>366</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 4,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 61.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 4,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | <500             |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 2,510,000<sup>367</sup>.

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)     |
|--------------------------------|
| Birmingham District            |
| Bromsgrove District            |
| City of Wolverhampton District |
| Lichfield District             |
| North Warwickshire District    |
| Sandwell District              |
| Solihull Forest                |
| South Staffordshire District   |
| Walsall District               |
| Wyre Fore District             |

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<sup>367</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.



## Road Traffic Noise

The estimated number of people<sup>368</sup> exposed above various noise levels<sup>369</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 62.2 to 62.4 below.

**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 |
|--------------------------------|------------------|
| $\geq 55$                      | 756,000          |
| $\geq 60$                      | 341,000          |
| $\geq 65$                      | 176,000          |
| $\geq 70$                      | 71,000           |
| $\geq 75$                      | 5,000            |

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 519,000          |
| $\geq 55$                        | 229,000          |
| $\geq 60$                        | 88,000           |
| $\geq 65$                        | 8,000            |
| $\geq 70$                        | 1,000            |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 491,000          |
| $\geq 60$                          | 255,000          |
| $\geq 65$                          | 168,000          |
| $\geq 70$                          | 88,000           |
| $\geq 75$                          | 13,000           |

<sup>368</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>369</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

## Railway Noise

The estimated number of people<sup>370</sup> exposed above various noise levels<sup>371</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 62.5 – 62.7 below<sup>372</sup>.

**Table 62.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| ≥55                            | 56,000           |
| ≥60                            | 30,000           |
| ≥65                            | 13,000           |
| ≥70                            | 3,000            |
| ≥75                            | <500             |

**Table 62.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{night}$**

| Noise Level ( $L_{night}$ ) (dB) | Number of People |
|----------------------------------|------------------|
| ≥50                              | 42,000           |
| ≥55                              | 22,000           |
| ≥60                              | 7,000            |
| ≥65                              | 2,000            |
| ≥70                              | <500             |

**Table 62.7 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                                | 32,000           |
| ≥60                                | 15,000           |
| ≥65                                | 4,000            |
| ≥70                                | <500             |
| ≥75                                | <500             |

<sup>370</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>371</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>372</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

## 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 1,635,000<sup>373</sup>.

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 people<sup>374</sup> exposed above various noise levels<sup>375</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 63.2 to 63.4 below.

**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                            | 418,000          |
| ≥60                            | 198,000          |
| ≥65                            | 111,000          |
| ≥70                            | 51,000           |
| ≥75                            | 8,000            |

<sup>373</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>374</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>375</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 278,000          |
| $\geq 55$                        | 133,000          |
| $\geq 60$                        | 61,000           |
| $\geq 65$                        | 10,000           |
| $\geq 70$                        | 3,000            |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 310,000          |
| $\geq 60$                          | 168,000          |
| $\geq 65$                          | 110,000          |
| $\geq 70$                          | 63,000           |
| $\geq 75$                          | 14,000           |

## Railway Noise

The estimated number of people<sup>376</sup> exposed above various noise levels<sup>377</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 63.5 – 63.7 below<sup>378</sup>.

**Table 63.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 25,000           |
| $\geq 60$                      | 10,000           |
| $\geq 65$                      | 4,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>376</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>377</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>378</sup> Some of the statistics presented in this Action Plan have been produced from updated information and may differ from those previously published elsewhere.

**Table 63.6 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 16,000           |
| $\geq 55$                               | 6,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 63.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 11,000           |
| $\geq 60$  | 4,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |

## 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 175,000<sup>379</sup>.

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   |
| Wigan District             |

### Road Traffic Noise

The estimated number of people<sup>380</sup> exposed above various noise levels<sup>381</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 64.2 to 64.4 below.

**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                            | 59,000           |
| ≥60                            | 24,000           |
| ≥65                            | 14,000           |
| ≥70                            | 7,000            |
| ≥75                            | 1,000            |

<sup>379</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>380</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>381</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 38,000           |
| $\geq 55$                        | 17,000           |
| $\geq 60$                        | 8,000            |
| $\geq 65$                        | 1,000            |
| $\geq 70$                        | <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 |
|------------------------------------|------------------|
| $\geq 55$                          | 34,000           |
| $\geq 60$                          | 19,000           |
| $\geq 65$                          | 13,000           |
| $\geq 70$                          | 8,000            |
| $\geq 75$                          | 1,000            |

## Railway Noise

The estimated number of people<sup>382</sup> exposed above various noise levels<sup>383</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 64.5 – 64.7 below<sup>384</sup>.

**Table 64.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 6,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 2,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>382</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>383</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>384</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 5,000            |
| $\geq 55$                               | 3,000            |
| $\geq 60$                               | 2,000            |
| $\geq 65$                               | 1,000            |
| $\geq 70$                               | <500             |

**Table 64.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 2,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |



## 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 160,000<sup>385</sup>.

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 people<sup>386</sup> exposed above various noise levels<sup>387</sup> from the strategic mapping of road traffic noise in this agglomeration are shown in Tables 65.2 to 65.4 below.

**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                            | 17,000           |
| ≥60                            | 11,000           |
| ≥65                            | 8,000            |
| ≥70                            | 4,000            |
| ≥75                            | <500             |

<sup>385</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations within mapped areas and rounded to the nearest 5,000.

<sup>386</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>387</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

**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 |
|----------------------------------|------------------|
| $\geq 50$                        | 12,000           |
| $\geq 55$                        | 8,000            |
| $\geq 60$                        | 4,000            |
| $\geq 65$                        | <500             |
| $\geq 70$                        | <500             |

**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 |
|------------------------------------|------------------|
| $\geq 55$                          | 17,000           |
| $\geq 60$                          | 12,000           |
| $\geq 65$                          | 8,000            |
| $\geq 70$                          | 5,000            |
| $\geq 75$                          | <500             |

## Railway Noise

The estimated number of people<sup>388</sup> exposed above various noise levels<sup>389</sup> from the strategic mapping of railway noise in this agglomeration is shown in Tables 65.5 – 65.7 below<sup>390</sup>.

**Table 65.5 Estimated number of people exposed above various noise levels due to railway noise,  $L_{den}$**

| Noise Level ( $L_{den}$ ) (dB) | Number of People |
|--------------------------------|------------------|
| $\geq 55$                      | 6,000            |
| $\geq 60$                      | 3,000            |
| $\geq 65$                      | 1,000            |
| $\geq 70$                      | 1,000            |
| $\geq 75$                      | <500             |

<sup>388</sup> The number of people has been determined by assigning population information from the 2015 mid-census update to residential building locations and rounded to the nearest 1,000.

<sup>389</sup> The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of the dwellings.

<sup>390</sup> 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,  $L_{\text{night}}$**

| Noise Level ( $L_{\text{night}}$ ) (dB) | Number of People |
|---|------------------|
| $\geq 50$                               | 4,000            |
| $\geq 55$                               | 2,000            |
| $\geq 60$                               | 1,000            |
| $\geq 65$                               | <500             |
| $\geq 70$                               | <500             |

**Table 65.7 Estimated number of people exposed above various noise levels due to railway noise,  $L_{\text{Aeq},18\text{h}}$**

| Noise Level ( $L_{\text{Aeq},18\text{h}}$ ) (dB) | Number of People |
|--|------------------|
| $\geq 55$  | 3,000            |
| $\geq 60$  | 1,000            |
| $\geq 65$  | 1,000            |
| $\geq 70$  | <500             |
| $\geq 75$  | <500             |