## Consultation Response to Transportation Noise Action Plan (TNAP) 2019-2023
Response by SEStran, January 2019

Link to Transportation Noise Action Plan (TNAP) 2019-2023:
https://www.transport.gov.scot/media/43657/transportation-noise-action-plan-2019-2023-december-2018.pdf

Link to consultation document: https://www.transport.gov.scot/media/43665/consultation-transportation-noise-action-plan-2019-2023-december-2018.pdf

**Question 1**

The overall approach of the TNAP is as follows:

- Firstly to continue to ensure noise management is incorporated into all transport-related activities, across the spectrum of design, construction, maintenance, policy, and point-to-point transportation activities.
- Secondly, to further seek to manage noise levels where necessary and practicable at Noise Management Areas (NMAs), and aim to preserve environmental noise quality where it is good.

What are your views on this overall approach?

*SEStran supports the overall approach to the incorporation of noise management into all transport-related activities and the management of noise levels where this is necessary. However, it would need to be established who is responsible for this work and what the role is of relevant stakeholders in this regard.*

**Question 2**

The TNAP prioritisation process, including the Building Prioritisation Score (BPS), Source Prioritisation Score (SPS), and Candidate Noise Management Areas (CNMAs), is defined in Section 4 of the TNAP.

What are your views on the prioritisation process?

*SEStran supports the prioritisation process as defined in section 4 of the TNAP. In addition, it is recommended that more clarity is given regarding the type of actions that are available and the criteria against which these actions will be prioritised. Examples would be proportionality and effectiveness of proposed intervention or measure, and availability of resources.*

**Question 3**

The TNAP has 4 key objectives, with a series of actions (16 in total) ascribed to these.

What is your view on the TNAP Key Objectives and actions?

*The TNAP objectives and actions could be better aligned with existing transport strategies and should recognise that certain transport interventions will have an impact on transport-related noise. The prioritisation of active and sustainable travel, for example, will have a positive impact on noise reduction. Also, the implementation of Low Emission Zones and the promotion of electric vehicles will help reduce noise in NMAs, and should therefore be incorporated in action plans.*

**Question 4**

The options for managing noise within the TNAP were developed using the source, pathway, receptor model.

Do you consider there has been anything left out of the action plan using this approach? If so, what do you consider has been omitted?

*SEStran supports this approach.*

**Question 5**

Action 1D of the TNAP is committed to establishing and operating a Noise Inspection Panel (NISP) to assess issues on Transport Noise from a source, transmission, receptor perspective to support delivery of the TNAP, and report yearly on progress.

What are the key issues you consider should be discussed at the Noise Inspection Panel?

*The key issues for the Noise Inspection Panel to consider are whether the actions described in the TNAP are being carried out and to what extent the objectives of the TNAP are being achieved. It is also for the Panel to ensure that all relevant stakeholders are represented and involved in the delivery of the TNAP. The Panel should play an active role in reviewing and updating the prioritisation process to ensure appropriate action is taken and the objectives of the TNAP can be achieved as best as possible.*

**Question 6**

There are no Quiet Areas within the TNAP, however the actions within the TNAP will take account of any defined Quiet Areas and related actions.

Do you consider enough is being done to protect Quiet Areas?

*While the TNAP recognises the importance of identifying and preserving Quiet Areas in line with the Environmental Noise Directive (END), more clarity should be given regarding the extent to which these Quiet Areas are guaranteed protection, and what approaches/measures will be taken to protect these areas.*

**Question 7**

Our approach in TNAP delivery will be to work collaboratively in partnership with others.

How can other stakeholders play their part in supporting delivery of the TNAP?

*It is important that relevant stakeholders work collaboratively to incorporate and promote the TNAP in their work. It is recommended that Transport Scotland clarifies who is responsible for the implementation of the TNAP, and what role Transport Scotland will play in bringing all relevant stakeholders together in working towards the objectives set out in the TNAP.*