

# Noise (at Bramham)



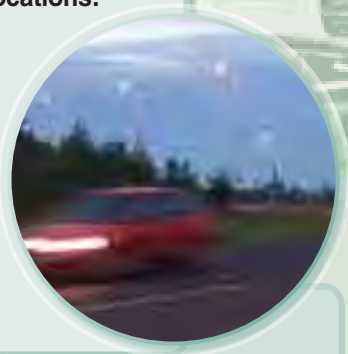
*A noise model has been developed to demonstrate changes in noise due to the scheme. The model assumes high traffic growth.*

*Extensive measures will be taken to minimise the impact of traffic noise. Low noise surfacing will be used for the new road construction to reduce the effects of noise on nearby settlements. Noise fences and mounds will be provided at key locations to further reduce the effects of noise.*



## **At Bramham mitigation is proposed at the following locations:**

- A 300m long, 3m high noise barrier and mound with planting on the current southbound off-slip
- A 50m extension to the existing 2m barrier to the south of Tenter Hill
- A 65m long (2 to 3m high) barrier to the north of Bowcliffe Hall
- A 200m long, 3m high mound on the current southbound on-slip to the south of Bowcliffe Hall.



*Traffic Noise is measured on a decibel scale. Typical levels vary from 30dB in a quiet suburban bedroom to 80dB alongside a busy street*

- *A change of 3dB will be readily perceptible*
- *A change of 10dB might be described as "twice as loud" or "half as loud".*

To the north of Bramham, a large number of properties will benefit from a significant reduction in noise. Some small noise increases are predicted at properties on Bowcliffe Road. Most other areas of Bramham will experience neutral impacts.

In Bramham, 503 properties were assessed.

- 62 properties will experience at least a 1dB increase with the scheme. Of these, 10 would be perceptible (1<3dB) and 52 would be slight (3<5dB).
- 216 properties will benefit from at least a 1dB decrease in noise, 176 would be perceptible (1<3dB), 29 would be slight (3<5dB) and another 11 would experience moderate decrease (5<10dB) in noise.

*Additional mitigation which will contribute to a reduction in noise levels is also planned, although it is outside the scope of this scheme. Resurfacing, using low noise surfacing is planned in 2006/7 for the left and middle lanes of both carriageways of the A1 at Bramham. This will provide an additional reduction in noise levels over and above the noise levels shown on the plans. However, the outside lane does not currently need resurfacing and it will be undertaken in the future when maintenance is due. This is in accordance with current policy and represents best value for money.*

