

# The city of Tartu noise abatement action plan for 2019-2023

## Information concerning the measures taken

### 1. Cost (in €) of the noise action plan

The total cost of the implementation of noise action plan is undefined. Most of the measures will be implemented according to each year's budget policy and financial possibilities.

As of 2018, the already planned financial instruments are the following:

- Transfer of transit traffic outside from city center: building of eastern bypass (1,935 mil. €);
- Construction and reconstruction of bicycle and pedestrian roads network (ca 5 mil. € in years 2018-2021);
- Investments in the reconstruction (including improving noise insulation) of living houses (2,26 mil. € in years 2018-2019).

### 2. Adoption date of the noise action plan

The action plan will be adopted 20.12.2018.

### 3. Completion date of the noise action plan

Completion date of the noise action plan is 31.12.2023

### 4. Number of people experiencing noise reduction

If most of the proposed general measures (incl. changing priorities and using policies that support noise reduction in general; promoting public transport and non-motorised transport modes; construction and reconstruction of bicycle and pedestrian roads network etc.) it is expected that majority of the habitants of Tartu (close to 100 000 persons) will experience some noise reduction in at least some period of the day or in some locations.

The general and long-time average noise reduction will be smaller than 5 dB (most likely in the 1-3 dB range).

Up to 3000 inhabitants near railway will experience noise reduction, if additional railway speed limits in the city area are implemented.

The estimated number of people experiencing considerable (more than 5 dB) noise reduction indoors in the process of renovation of buildings (incl. improving noise insulation) – 2000...3000.

### 5. Summary of the results of noise mapping (problems identified and situations that need to be improved)

Compared to the results of previous (2012) strategic noise mapping, the following changes were noted in the strategic noise mapping completed in 2017:

- The number of people affected by traffic noise ( $L_{den} \geq 55$  and  $L_{night} \geq 50$ ) has increased;
- The number of people affected by particularly high traffic noise levels ( $L_{den} \geq 70$  and  $L_{night} \geq 60$ ) has decreased;
- The number of people affected by railway noise ( $L_{den} \geq 55$  and  $L_{night} \geq 50$ ) has slightly decreased;

- The number of people affected by industrial noise ( $L_{den} \geq 55$  and  $L_{night} \geq 50$ ) has not changed significantly.

People are mostly affected by high level of traffic noise, which is very hard to mitigate. Most effective mitigation measures are still noise walls, but building walls in city landscape is problematic. Other measures (changing priorities etc.) will have slow impact in the coming years and may be hard to notice by city people in the near future.

Regarding the compilation of strategic noise maps: assigning certain “hard number” of habitants to one definite noise zone is always problematic and may lead to overestimation of the number of affected people.

#### 6. Summary of the results of public consultations organised in relation to the action plan

The questions and proposals received during the public display of the noise action plan mainly concerned railway noise in some specific areas, traffic noise (in specific areas and also in general), noise from several technological equipments (which are not the official research objects of the study), noise from the entertainment establishments (also not the official research objects of the study) and noise coming from the process of cleaning the streets with noisy equipment (in early mornings).

Public consultations show that people's expectations regarding noise action plans are not always related to actual objectives of strategic noise mapping and noise action plans. People are more concerned about local and very specific noise problems and less with the idea to improve general and long-term noise situation of the city.

People are also not satisfied with using only long-time average noise indicators. It is quite common that some short-time and quite rare noise events are the most disturbing ones.

#### 7. Summary of noise management actions, including measures to preserve quiet areas, also including related budget and targets

- Changing priorities and using policies that support noise reduction in general – significant effect is expected in the long-term, no specific budget is needed;
- Taking noise into consideration regarding planning and development processes – significant effect is expected in the long-term, no specific budget is needed;
- Traffic management and reorganisation, traffic control measures and better information for people (incl. truck drivers) – mostly long-term effect, but significant effect locally in some places. Investments: building of eastern bypass (1,935 mil. €);
- Promoting public transport and non-motorised transport modes. Construction and reconstruction of bicycle and pedestrian roads network (ca 5 mil. € in years 2018-2021). Long-term effects expected;
- Promoting the use of low-noise motor vehicles – long-term effect expected, additional financial resources needed;
- Reconstruction and maintenance of existing road network – significant effect locally in some areas;
- Construction of road traffic noise walls (in most sensitive areas) – locally very effective measure, additional financial resources or co-financing needed;
- Improving noise insulation for most critical buildings – locally very effective measure, additional financial resources or co-financing needed. Investments in the reconstruction (incl. improving noise insulation) of living houses (2,26 mil. € in years 2018-2019);
- Prioritising the reservation of quiet areas and establishment of new quiet areas through expanding greenery, foliage and building noise walls if necessary. Taking noise into consideration regarding planning and development processes near quiet areas or potentially quiet areas.

#### 8. *Summary of the long-term strategy*

Long-term strategy is targeted towards changing priorities and using policies that support noise reduction in general. Important part of strategies is promoting public transport and non-motorised transport modes. Construction and reconstruction of bicycle and pedestrian roads network is also one of the main goals.

Prioritising the reservation of quiet areas and establishment of new quiet areas through expanding greenery, foliage and noise walls if necessary. Taking noise into consideration in planning and development processes near quiet areas or potential quiet areas.

#### 9. *Summary of provisions envisaged for evaluating the implementation and results of the action plan*

Tartu city municipality will annually monitor the implementation of the noise abatement measures described in the noise action plan.

Tartu city will review and renew the Strategic Noise Map and Noise Reduction Action Plan every 5 years.

Most important indicator of the results of noise action plan is the change in the number of people affected by noise.

#### 10. *Web links to the full noise action plan*

The noise action plan will be available for public on Tartu city website:

<https://www.tartu.ee/et/valdkondlikud-arengukavad>

<https://www.tartu.ee/et/valdkondlikud-arengukavad#V%C3%A4lis%C3%B5hus-leviva-keskkonnas%C3%BCra-v%C3%A4hendamise-tegevuskava>