

---

**Director of Engineering Memorandum****DEM 164/17****DEM TITLE: Noise Insulation Regulations (NI) – Guidance on  
TransportNI approach to the Calculation of Road Traffic  
Noise (CRTN)**

---

|                              |   |
|------------------------------|---|
| <b>Author :</b>              | Paul Braniff                            |
| <b>Version :</b>             | 1                                       |
| <b>Implementation Date:</b>  | To be effective from the 'Date Issued'. |
| <b>Date issued to users:</b> | 10 March 2017                           |

|   |  |
|---|--|
| <b>Level 1 (Title / Key Words) :</b>                  | Noise, Compensation, NIR (NI) 1995, Calculation of Road Traffic Noise (CRTN) |
| <b>Level 2 :</b><br>(Directorate/Owner):              | Engineering  |
| <b>Level 3: (TNIHQ or HoBU<br/>Managed Function):</b> | ES – Safety, Health, Environment and Pavement Engineering (SHEPE)            |
| <b>Level 4 : (Work Areas)</b>                         | Highway Design, Contracts  |

**Purpose**

The purpose of this Guidance Note is to ensure that a consistent approach is adopted on TransportNI projects with respect to the Calculation of Road Traffic Noise (CRTN), future year, as required under the Noise Insulation Regulations, Northern Ireland, 1995 (NIR).

**Scope**

This guidance note applies to all TransportNI schemes when Road Traffic Noise is to be calculated.

**Background**

To qualify for mitigation in the form of noise insulation provision the following conditions should be satisfied:

- i. a relevant noise level not less than the specified level (i.e. 68 dB LA10,18h); and
- ii. the relevant noise level is greater by at least 1 dB(A) than the prevailing noise level; and
- iii. noise caused or expected to be caused by traffic using or expected to use the said road makes an effective contribution to the relevant noise level of at least 1 dB(A).

**Implementation**

This guidance should take effect from the date of issue.

## **Policy**

CRTN shall be carried out in accordance with Annex 1 of the NIR (NI). The future year noise levels shall be determined through *measurement* of traffic flows at that particular point in time and these survey figures used to determine the 'relevant noise level' and subsequently the 'noise impact' of the of the 'said' road, through subtraction of the noise attributed to surrounding roads. It is important to note that no further deduction is to be made at this stage, to account for natural traffic growth.

## **Equality**

No Section 75 equality issues arise from the introduction of this Memorandum as it addresses an internal procedural matter covering a technical issue.

PB. Doherty  
Director of Engineering  
10 March 2017

All enquiries or comments to: Stephen Tweed (SHEPE):  
[stephen.tweed@infrastructure-ni.gov.uk](mailto:stephen.tweed@infrastructure-ni.gov.uk)