

TRE/11

Hi my name is David I live in a flat at the end of Ottoman terrace quite close to the line and

I am representing about 2000 people in the central ward of Watford .

Water

- > Lane, Gladstone Road, Grosvenor Road, Stanley Road, Queens Place,
- > Ottoman Terrace, Ebury Road, Shaftesbury Road, Radlett Road Estate,
- > Queens Road, Woodford Road.

I am specifically dealing with an area of line that is already existing and in operation.

We are concerned by the proposed new rail line as it will increase noise level dramatically for everyone living close by.

I believe there is going to be an approx increase from about 6 trains per hour to 14 so that seems to us there is going to be an increase of noise incidents 150% an hour.

Also the trains will be eight carriages so the noise from each train will be greater than they presently are.

The trains will start earlier and finish later.

So we feel that we could possibly see an increase of noise of 300 % a train every 4 .2 minutes

Croxley Rail Link have done a limited noise survey which they say indicates that none of the areas will meet criteria under the current Noise insulation Regulations .

Of 63 / 68 db laq

So how do we come to have have these two so differing points of view.

What they do is take all the noise incidents over a period of time so for an 18 period and then average them out so you can imagine that although you have individual say maximum level reached at its height 80 decibel going on for 14 secs at a time 220 times a day which a person might find disturbing. say the sound of a vacuum cleaner at 1m taken as an average this will not amount to very much by this way of calculating.

51 minutes out of 1080 so for about 5 % of time an increase of 15db given there is a background noise of 50 increasing to 80 over a period of time = .75db increase

So although people might be disturbed by this it will never meet the criteria

In fact you would have to have about 1452 trains over the 18 hour period I train a minute

I see no evidence of what were the predicted noise levels for the receptors in their locations under present operations and how they compare to actual.

And I have no idea of the criteria that they use to predict the levels of noise and how sophisticated they have become.

I believe this is done by measuring the noise levels of a particular type of train on a track that is level with the ground.

And does not take into account all the varying factors, reflected noise, atmospheric conditions.

When you go on your walk around the routes of Watford I am sure you will see the extremely diverse relationships between residences and the railway.

There were only 11 sites which readings were taken, which does not portray the varying locations of The nearest one was Gladstone road , Where the track is raised a little from perspective of the house where as on the opposite side in shaftesbury road the track although further away is raised 10 -15 metres above ground

I dont think they can safely say that no houses fall under the criteria for assistance under the NIR regulations and believe that a more comprehensive/comprehensible survey should be done.

In fact Crl has conceded to place noise barriers at some locations because predicted increase to the noise levels will be greater than 5 decibels taking the sound level in one instance to 54.5dbL

Where as means the people who are already suffering say at a level of 56.1 dbL going up by 2.2 to 58.1 they dont receive any.

We would also like to point out that although they have upgraded the track to CWR and put down concrete sleepers and this has improved the noise from clatter, but even in the short period of time since ,with present loadings the noise , this has in fact increased. And we are concerned that the even increase in traffic will further exhasperate this problem.

The seems to have changed the noise to more severe vibrations and squeal.

Which we feel may be due may be due to the the design of the track or the substructure.

Which built in victorian times was not built to modern day codes of practise , evidenced by the work they will have to do in surveying and upgrading the bridges and viaducts .

In fact I heard a rumour that the reason they stopped running two trains over the viaduct was that under certain conditions the trains would could buffet each other off the track.

Also in the same way we are worried that the victorian buildings built so close to the linewere not built with deep enough foundations to cope with this . And again a more complete survey should be required .

In the past we have experienced an extreme lack of consideration by network rail and its contractors We have had little response in respect to such things as pruning vegetation overhanging to peoples property, repair of particulally noisy parts of the track. maintenance of trains running with flats, noisy contractors , one response from a contractor was in the case of leaving a vehicle running at night was "we can do what we want to."So we have little confidence in their operation procedures

For these reasons we believe that greater mititgation should be used to safeguard against periods of further degradation and noise polution

In the light of the european noise directive which requires all member states to prepare noise maps and action plans to reduce already existing noise polution from railways.

We would like to think that this new flagship rail link, which says it aims to improve the lives of people in watford would have automatchly implemented and budgeted for as much noise mitigation as possible along the entirity of the line .So that residents living near the line would not have to unduly suffer . We unfortunately through experience are not surprised of network rails attitude of "We are doing what we have to " under current regulations, and refusal to upgrade their part of the line, rather than try to set a high standard of consideration to people living in close proximity . . And would like the local council to be given powers to insist that

A more comprehensive noise/vibration survey is undertaken

Noise mitigation is put in place where ever possible

A monitored system of noise control is set up.