

# THE BOTTOM RUNG

Noise: the challenges, trends, technologies, politics and opportunities

Looking forward; seeking solutions

Winter 2022

## 90% OF LONDONERS ANNOYED BY NOISE

A new report has found that only eight per cent of Londoners are never bothered by noise. *Turning Down the Volume* from the respected think-tank Policy Exchange and published in late 2021 is based on polling by Deltapoll.

Sirens topped the poll for both the most annoying type of noise and the frequency by which people are disturbed. The report cautions, though, that when the level of disturbance is factored in noisy neighbours and aircraft noise come top. (30% of people report that they are annoyed by aircraft, with 14% annoyed by neighbours). In both cases some of the people can be severely annoyed. This is backed up by national surveys. The report outlines some creative solutions which we detail on the next page.

### Top 11 most annoying types (per cent bothered by this type of noise):

1. Sirens: 54%
2. Private Motorbikes and Scooters: 52%
3. Loud Music played from vehicles: 51%
4. Engine revving: 48%
5. Vehicle alarms: 48%
6. Shouting: 47%
7. Vehicle horns: 46%
8. Vehicle accelerating: 46%
9. Modified exhausts: 44%
10. Helicopters: 42%
11. Renovation at nearby properties: 42%

### When looking at the frequency with which people are disturbed by different types of noise, our polling finds the following top ten annoying sources of noise (average number of times per year disturbed):

1. Sirens: 440
2. Normal driving: 362
3. Vehicles accelerating: 359
4. Vehicle horns: 348
5. Vehicles starting: 332
6. Aeroplanes: 315
7. Loud Music played from vehicles: 301
8. Neighbouring children: 277
9. Neighbours footsteps: 271
10. Neighbouring teenager and adult voices: 262

## Noises not captured elsewhere

The value of this polling is that it details people's attitudes to day-to-day noises which are not always captured in more conventional polling. Usually research breaks down noise into more general categories: neighbour, traffic and aircraft noise. It is not often we see the detail of the different noises people hear as they go about their daily lives.

The UK Noise Association gets few complaints about noise from sirens. It is over quickly and there is recognition the noise serves a vital purpose.

Over the years we have had persistent complaints about loud music played in vehicles, 'super cars' and motorbikes. We ran a campaign about it but found that the Police showed little interest. However, it continues to be a significant problem in particular areas of London.

The report captures the noises we hear as we go about our daily business in a way more traditional research does not

Another area where we get complaints is around music in public places. This was a particular problem last summer. Maybe people felt a release from lockdown but at times you felt that there was a band at virtually every corner in Central London and people playing stereos loudly in just about every park.

It is welcome that the report is calling for higher fines for breaching a Public Spaces Protection Order and that the Police should be given equal statutory powers to local authorities for dealing with noise and should set up a non-emergency hotline for noise complaints.

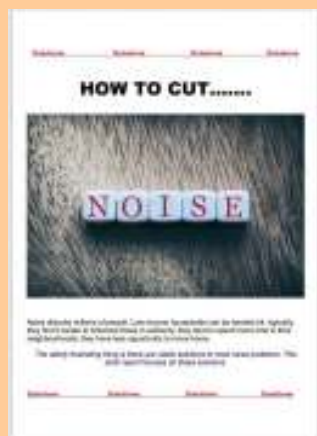
Overall the report provides welcome confirmation of how noisy London is and of the need to tackle it.

John Stewart  
Editor *The Bottom Rung*

# POLICY EXCHANGE REPORT

## RECOMMENDATIONS

- **There should be higher fines for breaching a Public Spaces Protection Order in London.** This would address the impact antisocial driving and loud motorbikes have in higher density areas, the high number of disruptive 'supercars' in London, and would make it feasible for more boroughs to invest in acoustic cameras.
- **The MPs should invest in drone technology that would allow them to reduce the use of helicopters over London** and the Mayor should liaise with the MPs to set a target for a reduction in helicopter usage by the police force over the next five years.
- In light of the collapse in advertising across TfL due to the pandemic, **TfL should redeploy unused advertising space to remind passengers to reduce unnecessary noise on public transport**, by for example reducing the volume of their headphones. TfL should also remind people of how to report illegal busking.
- **The Mayor should introduce trials to test whether the dB level of Emergency Service sirens in London could be safely reduced.**
- **Noise at protests should be regulated in relation to the size of the protest.**
- **More street trees:** The GLA should increase the number of centrally funded tree services and explore the creation of a London Carbon Offset Scheme.
- **Police should be given equal statutory powers to local authorities for dealing with noise complaints and should set up a non-emergency hotline for noise complaints.**
- **Noise at night regulations should be brought into effect from 10pm instead of 11pm.**
- **We need greater co-operation across Government on solutions for different environmental problems**
- **The Mayor should introduce a soundscape strategy** with regular reviews to assess how the soundscape across London is evolving, whether new regulation is required, and to help boroughs share best practice.



The UK Noise Association has published a report focusing on noise solutions. The 20 page report covers all aspects of noise. Its simple layout enables the reader to either go through the whole report or focus on the aspect of noise which most interests them.

*The utterly frustrating thing is there are viable solutions to most noise problems but they are not being taken up*

[http://www.ukna.org.uk/uploads/4/1/4/5/41458009/how\\_to\\_cut\\_noise\[5914\].pdf](http://www.ukna.org.uk/uploads/4/1/4/5/41458009/how_to_cut_noise[5914].pdf)

# ‘LITTLE NINJA’ INTERVIEW

An exclusive interview with David Smith who has become one of the most prominent and articulate opponents of Low Traffic Neighbourhoods (LTNs)

Low Traffic Neighbourhoods (LTNs), which have sprung up in many UK cities over the last two years, have caused considerable controversy. By blocking through-traffic on side roads, they have reduced still further the noise and air pollution on these roads; made them easier for cyclists and pedestrians and, generally more pleasant to live on (though some women in particular say they feel less secure due to their deserted nature). But they have pushed extra traffic on to many of the



adjacent roads, a lot of which are main roads. Most of these ‘main’ roads are also residential; and some of them are local high streets. It is these ‘main’ roads where traffic levels are already at their highest and noise and air pollution at its worst. LTNs are backed by many, perhaps most, environmental organizations. And groups such as the London Cycling Campaign and Living Streets (representing pedestrians) have worked closely with local authorities and national Government in promoting, planning and implementing them. During COVID the Government backed them as a way of encouraging active travel. They met opposition from many motorists but also from residents living on the boundary roads, including the main roads - with that opposition often led by members of the BAME communities

**‘Little Ninja’ is an environmentalist who doesn’t own a car; a non-driver who transports his children around in a cargo bike. I was intrigued to meet him.**

concerned about the impact of the extra traffic and increased air pollution on the health of their children. One of the most prominent of these voices is ‘Little Ninja’, an environmentalist who doesn’t own a car; a non-driver who transports his children around in a cargo bike. I was intrigued to meet him. I started by asking David Smith about the name ‘Little Ninja’. He told me Little Ninja represents his young son and the other children growing up

in highly-polluted areas. It was a sudden realization of what air pollution was doing his son’s health that brought David into campaigning five years ago, long before the current LTNs were in place.

David lives on the A3 in Wandsworth in South West London. He would take his son to Stockwell’s skate park. They would wait for a bus on the busy South Circular, move through its congested traffic to Lambeth Town Hall before walking along Brixton Road – regularly named the most polluted street in the UK – to the skate park, itself surrounded by heavily-trafficked roads.

One day it hit David – what are all these fumes doing to my little boy’s health? He had been oblivious to air pollution before that. What he did next was impressive. He contacted his local council for information about air pollution on the streets in his area. They couldn’t tell him. So he bought his own pollution monitor, at a cost of £6,500 (using the money saved for a family holiday). The results were dramatic. They showed that for the entire journey to the skate park pollution was 2/3 times over the legal limit.

It is this which drives David. He told me that once you become so motivated, the option of remaining silent is not there. Initially, he was welcomed as a speaker by environmental organizations and local authorities. He spoke at schools (where he shared his comic strip creation – right); at meetings of local councils and at City Hall (the home of London’s Government); to groups like Extinction Rebellion and Global Action Plan. All unpaid. The other notable black speaker at many of these events was Rosamund Adoo-kissi-Debrah who created legal history when a judge ruled that the death of her young daughter, Ella, was partly due to air pollution from the South Circular. But when they started criticizing low traffic neighbourhoods the invitations simply dried up. He no longer fitted the agenda. There was a tendency to blame him for biting the hand that fed him. People unfollowed him on twitter. And some became abusive.



He spoke at schools, to councils and environmental organisations about air pollution but when he started criticizing low traffic neighbourhoods the invitations simply dried up.

**David tells his whole story with no malice at all but has powerful criticisms of the organizations which helped draw up the LTNs;** and of the London Cycling Campaign in particular. He cites the downsides of the LTNs which so many of their supporters choose to ignore. Poor & BAME communities are more likely to live, walk, wait for buses, learn and play on the ‘main’ roads where levels of traffic, noise and air pollution are highest. And he goes on to explain that people of colour are bearing the brunt of the respiratory diseases associated with air pollution, just as they have been disproportionately the victims of COVID.

David argues that the people behind LTNs largely designed them for people like themselves. It was not necessarily deliberate: it simply reflected their mind-set. He said that LTNs are largely promoted by people who may cycle but also retain their car. 80% of cyclists hold a driving licence. LTNs don’t require residents within them to change their lifestyle. They re-enforce it. They can have their cars and their bikes and now their deliveries without changing anything.

He asked: how many members of the London Cycling Campaign drive for a living? How many are carers who need to get about by car? How many within an LTN would be prepared to lose their car parking space, even to make room for a bicycle hangar?

He was also very clear that groups like the London Cycling Campaign were intent on pushing through LTNs come what may. He understood why and didn’t begrudge them better cycling conditions which for far too long had been far too poor. But the fact remained that those losing out were largely poor people, ethnic minority communities, and bus users. He speculated on how often an LTN resident, with a car and a bike, actually uses the bus.



Poor & BAME communities are most likely to live, walk, wait for buses, learn & play on the ‘main’ roads where levels of traffic, noise and pollution are highest

He went further, condemning the way some of the campaign groups and local authorities were now employing the unsavory techniques pioneered by the multinational oil and motor companies. Headlines were used that 'low traffic schemes benefit everyone' and 'low traffic schemes benefit the most deprived Londoners' when the research only looked at who benefited within LTNs, ignoring the impact they have on people on adjacent main roads and high streets where so many poor and BAME communities live. The headlines could only be justified by, very often, averaging out traffic figures and by glossing over the fact that some people were losing out badly. The groups knew most people were likely just to read the headline figures and the media to focus on them. People were therefore being intentionally misled.



*LTNs don't require people within them to change their lifestyle. They re-enforce it. They can have their cars and their bikes and now their deliveries without changing anything.*

**On twitter David had talked about racism in the LTN debate. I asked him about it.** He makes his argument carefully, without ever resorting to polemic. He cites some examples of where local authorities and campaigners have backed LTNs fully aware of their impact on BAME communities. But,

**In Greater London BAME people are 26.9% more likely to live on a main road or high street than white people**

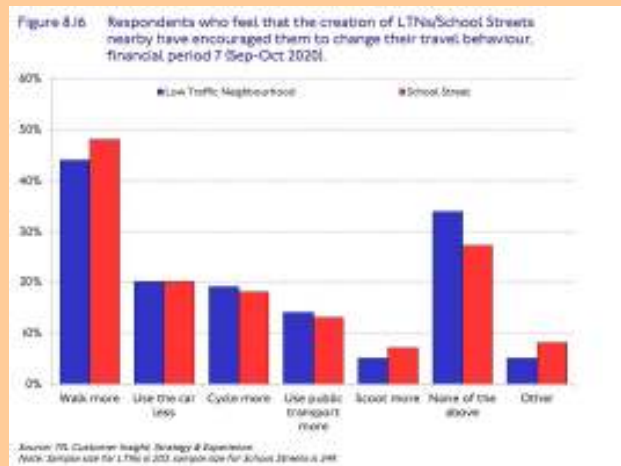
on the whole, he believes the tendency to exclude BAME voices more reflects a mind-set that hasn't thought it through rather than a deliberate policy. He believes much of it is systemic. He gave the example of a particular local authority that when discussing the issue invited Mums for Lungs, the London Cycling Campaign and Living Streets to the table. It meant that a borough where a high proportion of the population came from BAME communities was talking with organizations

that were predominately white. This sort of approach means the environmental issues facing BAME communities can get overlooked. Thus systemic racism can lead to environmental racism. David argues that LTNs are a stark example of this. He does not brand the individuals as racist but believes that their decision-making can be part of systemic racism.

**I put to David the charge that is often levelled at opponents of LTNs – what is your alternative?** His very clear starting point was that LTNs are not part of the solution; they are damaging public health; they need to go. He said there is no-one size-fits-all solution but he carefully analysed what LTNs set out to achieve and came up with alternative solutions.

**He started with school streets.** A quarter of the traffic in the morning rush hour is doing the school run. He envisages a network of school streets and clean air routes which would operate for just an hour during drop-off and pick-up, Monday to Friday only, just during term. This would improve children's health without closing roads to through-traffic permanently. Where school streets have been introduced support has been around 90%. And they result in behaviour change. He outlined why he believes school streets reduce children's exposure to air pollution in contrast to LTNs which can make it worse. LTNs push extra traffic and more air pollution on to main roads at a time when many children are at school on these main roads or travelling to and from school.

**David moved on to speed.** Lower speed limits, traffic calming and cycle lanes, together with enforcement cameras, would make the side roads safe. Less car storage would make it easier to bring in these measures. He returned to the point that the creators of LTNs have refused to challenge the lifestyles of most of their residents. The car owners amongst them want safe streets, a shed for their bicycle *and* their car parking spaces. But where do you park your bike, far less a cargo bike, if you live in a flat or shared house on either a side street or main road? Councils refuse to tackle car parking on side roads, something under their control.



Although he outlined alternatives, David said: If a trial or experiment increased suffering for those least responsible and most at risk, you don't need an alternative. You end the trial.

**David was sceptical about the role of LTN's in tackling climate emissions.** LTN supporters argue that CO<sub>2</sub> levels will fall because traffic will be cut as more people will cycle and walk for short journeys. David doesn't dispute that some of that may happen but argues that is far from the full picture. LTNs are also forcing many car drivers to make longer journeys to reach their destinations. And they result in more idling and fuel burn as yet more traffic is diverted on to main and boundary roads. He says there is a danger of conflating more cycling with reduced climate emissions while ignoring the wider picture.

The results from this study indicate that during the monitoring period, across all schools, the children that walked to and from school through busy main roads were exposed to higher levels of air pollution (NO<sub>2</sub>) than those that chose to travel through back streets (Figure 11). Air pollution levels for PM<sub>2.5</sub> presented a similar pattern (Figure 12).

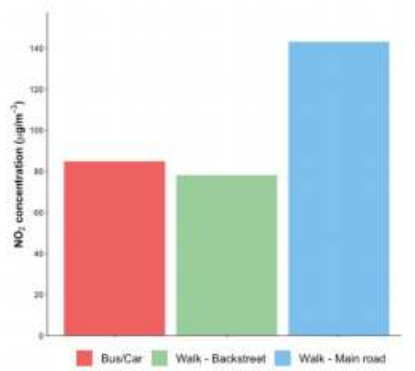


Figure 11. Average NO<sub>2</sub> concentrations across all schools, according to mode of transport.

**He returned to his air pollution theme.** And to the fact that LTNs are harming children who use main roads and/or live or go to school on them – see chart, left, from *Breathe London*). These children spend a lot of time on main roads; the very roads where air pollution levels are most likely to be above safe levels. David reminded me of the words of Professor Munzel: “If the long-term exposure to air pollution and infection with the COVID-19 virus come together, then we have additive adverse effect on health....which leads to greater vulnerability and less resilience to COVID-19.” (1) How ironic that the Government backed LTNs in part as a way to combat Covid. A double whammy against many poor and BAME communities.

**He argued we need a solution based on social, environmental and climate justice.** LTNs which benefit some while sacrificing others, cannot be the way forward. He said that ‘good people’ supported them, often for the reason that ‘we must do something’. And for many people LTNs tick so many personal and campaigning boxes. But

if other voices – the voices of the little ninjas – had been invited to the table, the solutions would have been very different.

I've been around transport and environment for forty years. For many decades environmental organizations have debated the lack of ethnic minority voices within their ranks. It is ironic that when an environmentalist as passionate and articulate as David Smith comes along key environmental organizations push him away. It is their loss.

(1). <https://www.escardio.org/The-ESC/Press-Office/Press-releases/study-estimates-exposure-to-air-pollution-increases-covid-19-deaths-by-15-world>

# “Al Fresco” dining in Soho

Why failure to manage noise pollution is coming home to roost for Westminster City Council

by Tim Lord, Chair of the Soho Society



As the pandemic took hold at the beginning of 2020 the Government introduced a scheme for hospitality venues to use the outside spaces adjacent to their premises for outdoor drinking and dining - thus mitigating the business impact of health restrictions on serving customers inside. As the pandemic continued the schemes were extended into 2021, and plans exist for the scheme to be repeated again in the summer of 2022. Broadly, the schemes have been a success in many towns and cities with large numbers of people enjoying the new outdoor dining, and businesses grateful for the lifeline that the additional space provided.

In London's Soho however, the schemes for outside drinking and dining have proved controversial with many residents and other businesses objecting to the noise, waste and access restrictions caused by the schemes. Indeed, in November 2021 over 90% of residents that responded to a survey run by the Soho Society said any proposal to make the schemes permanent should be abandoned before any further damage is done to the credibility of the council.

*The schemes have been a success in many towns and cities but in London's Soho they have proved controversial, with over 90% of residents opposed to making the scheme permanent*

## So why would Soho's residents have such strong reactions against a permanent scheme?

**First, while Soho is a residential area it is a residential area unlike no other.** It is bounded by Oxford Street to the north, Charing Cross Road to the East, Regent Street to the west and either Shaftesbury Avenue or the north side of Leicester Square to the South (depending on whether you include China Town or not). It is about 1/4 of a square mile. It has approximately 3,500 residents, around 680 licensed premises, in pre-pandemic times hosted some 70,000 office workers and generates £200 million in business rates annually. As the centre of a global city the intensity of overlapping and potentially conflicting activity in such a tiny area exists nowhere else in the UK. This explains why residents and businesses, while supportive of the initial intervention in 2020, were very clear that any intervention must be temporary, well managed and consistent with the other existing land uses in Soho, particularly residential. In many respects the intensity of existing uses, the narrow streets and existing concentration of F&B usage made Soho uniquely unsuited for the wide scale use of its streets for drinking and dining at night.

**Second, the council's enthusiasm for the scheme and closeness to commercial property interests meant it significantly overplayed its hand in Soho.** It closed 14 streets to traffic and granted licences for over 2,000 additional covers in those residential streets from midday to 11 pm at the weekend and from 5 pm to 11 pm during the week for 6 months at a time. All other London boroughs restricted their much smaller schemes to 10pm. Multiple promises were made by the leader of the council that the scheme would be temporary and end on 30 September 2020 and would be "well managed". In fact the scheme was extended in 2020 through to 30 September 2021 without any consultation. Numerous problems with management occurred which damaged Soho's reputation, with international coverage of the crowds of drunken revellers enjoying a night out mid-pandemic. The promise that the scheme would be temporary was broken when the council announced in February 2021 that it would "consult" on making the scheme permanent from 2022. That consultation proved to be a travesty with unclear documents, drop in sessions that were poorly managed with insufficient space and descended into shouting matches between different interest groups. At the time of writing the council has missed its own deadline to report back on the consultation and is saying nothing.

**A number of long term residents were driven out of their homes by the noise in the street 7 days a week that often ran well past midnight. Noise levels reached 93 decibels.**

**Third, it was incredibly noisy.** In 2021 a number of long term residents were driven out of their homes by the noise in the street 7 days a week that often ran well past midnight. Desperate residents asked the council to at least measure the noise levels at night but it refused to do so. The Soho Society did its own survey in May 2021 which found maximum noise levels of 81-93dB in some streets. If that was in a factory you would be required to wear hearing protection. The independent survey suggested: "that when assessing against WHO guidelines there is a serious risk of causing adverse health and wellbeing impacts to the residents of Soho if this continues, in the areas investigated during this survey."

Despite multiple requests, the council has refused to engage with any discussion on what an acceptable level of noise pollution would be in this residential area. The technology to monitor noise levels on a permanent basis is now relatively cheap and easily available and we can only hope that the council, at this very late stage, go down the route of measurement, analysis and mitigation rather than simply ignoring this significant public health issue. The tragedy is that the situation has been handled so poorly and trust so undermined that there is now little chance that a reasonable scheme will emerge despite the very real sympathy that many residents have for their local F&B businesses.

**More information on the impact of the street dining scheme on Soho is available at [www.thesohosociety.org.uk](http://www.thesohosociety.org.uk)**



# DRONE DELIVERIES TO BE TRIALLED IN SIX UK TOWNS



**Drone deliveries are to be trialled in Chelmsford, Wrexham, York, Stirling, Sevenoaks and Newbury.**

The trials are expected to start later this year. The trials are backed by the Transport Secretary Grant Shapps who has asked the CAA (Civil Aviation Authority) to clear the flight path for such schemes to take off in the UK. “Delivery drones are no longer the thing of science fiction, but have incredible potential to benefit communities, boost our economy and make an important environmental contribution,” Shapps said.

*Delivery drones could relieve congestion on our roads, cut emissions....make an important environmental contribution* UK Transport Secretary Grant Shapps

“We’re now working with industry and the CAA to test their viability. As world leaders in aviation technology we welcome this kind of innovation — which, if introduced properly, could relieve congestion on our roads, cut emissions and help deliver vital packages and medicines to remote areas.” So far the CAA has granted only ten BVLOS licences to commercial drone operators, mainly for aerial surveillance and inspection of hard-to-reach installations such as oil rigs and wind farms.

## **Our Comment:**

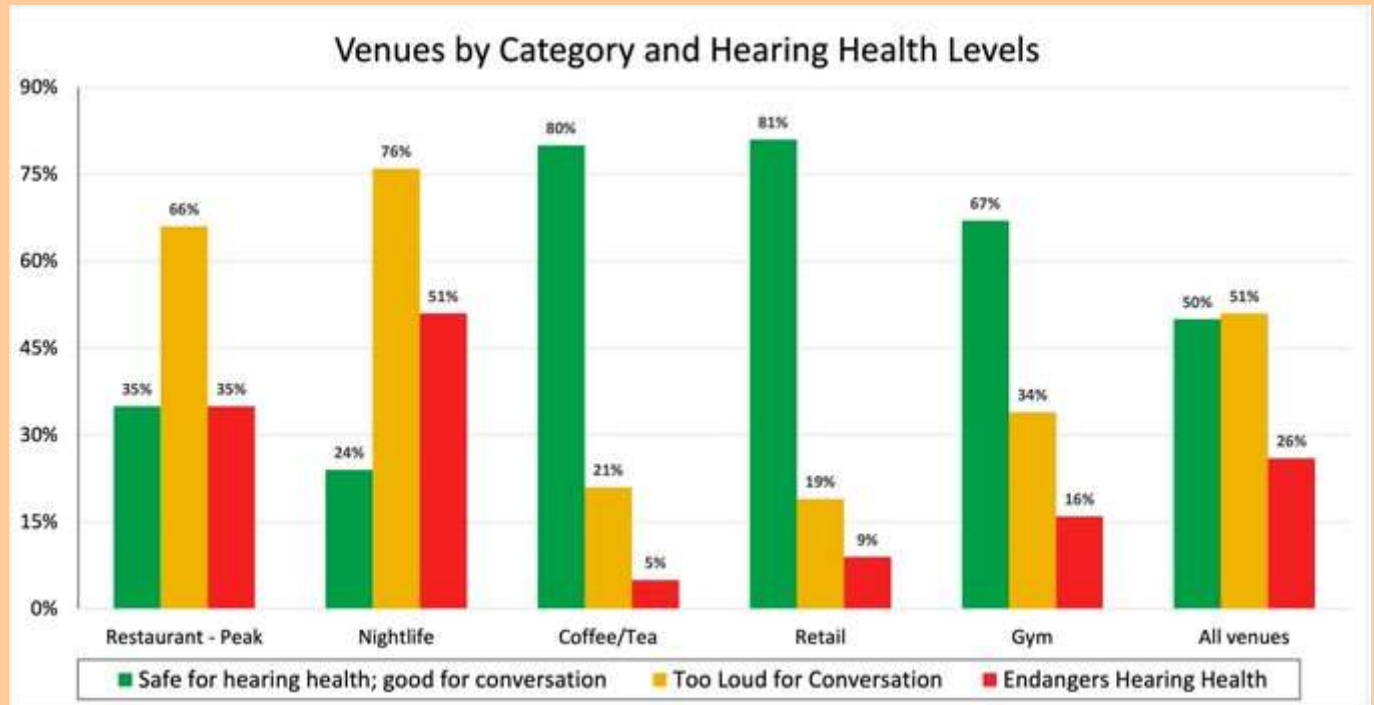
**The concern is that politicians are rushing to say what a good thing drone deliveries are before properly testing the noise impact they will have.** Grant Shapps in the quote above talks of the way they could relieve congestion on the roads and cut emissions. The European Commission in a consultation on drones which closed at the end of last year subtitled its paper ‘unmanned aircraft eco-system in Europe’. But some things are clear:

- We know drones will not be silent.
- We know the tone of the noise they produce is likely to be new and different.
- We know they will add to the already high noise levels in our towns and cities.
- We know there are other ways – such as road-user charging – of cutting congestion.

**Drones have a big role in delivering vital supplies in parts of the world where the terrain is difficult or to distant areas of the UK. But let Deliveroo deliver our pizzas and cargo bikes our groceries. New technology doesn’t just come in the form of mechanical birds in the sky.**

# SoundPrint Releases Groundbreaking Sound Level Data of Venues Worldwide

In December our friends in SoundPrint, based in New York, released their much-anticipated findings into noise levels in venues. We reprint their press release.



[SoundPrint](#), the singular crowdsourcing app enabling users to measure and submit venue noise levels completed its inaugural **Find Your Quiet Place Challenge** this October and established a critical benchmark based on sound level data captured worldwide. SoundPrint's study is the first of its kind to establish a universal sound level benchmark for venues including restaurants, bars, retailers, gyms and more. The data was collected from SoundPrint's global user base of over 160,000 along with over 25 participating hearing health organizations including the American Tinnitus Association, Alexander Graham Bell, Hearing Health Foundation, and the campaign's sponsor [ReSound](#).

The key findings revealed that 66% of Restaurants and 76% of Nightlife venues are Too Loud for Conversation. And that 35% of Restaurants and 51% of Nightlife venues Endanger the Hearing Health of employees and patrons. The decibel average (dBA) for Restaurants is 78.1 dBA and 80.9 dBA for Nightlife, exceeding hearing health safety thresholds. See data charts below.

Going forward, SoundPrint will track each year's newly submitted data against the benchmark to determine if the world is getting quieter or louder. Sound level data will be disseminated to the World Health Organization's World Hearing Forum, noise pollution activists, acoustic suppliers, restaurant and gym trade associations, and venue managers to raise awareness of the public's exposure to excessively high sound levels.

SoundPrint founder Gregory Scott, a New Yorker with hearing loss, created the app after finding it increasingly challenging to find quieter venues for his dates. "SoundPrint was developed to give patrons an easily accessible list of conversation-friendly venues," said Scott. "We promote the quieter establishments to help empower users with an informed choice as to where to go and feel confident that communicating won't be difficult."

To read more: <https://blog.soundprint.co/soundprint-releases-groundbreaking-sound-level-data-of-venues-worldwide/> And you can catch Gregory Scott on one of our webinars. See next page.

# WEBINARS ON NOISE

## Webinars by the UK Noise Association

### HAVE A NOISE PROBLEM? WHAT DOES THE LAW SAY?

**1st FEBRUARY, 5-6pm** (free). Led by one of the UK's leading experts in noise law, Professor Frank McManus.



### NEIGHBOUR AND NEIGHBOURHOOD NOISE

**1st MARCH, 5-6pm** (free).

**Our President Val Weedon MBE tells her remarkable story** from Carnaby Street in the Swinging Sixties through severe noise problems in a Thamesmead council flat to her emergence as one of the leading anti-noise campaigners of her generation. **Followed by questions and discussion.**



### HOW TO DEAL WITH A NOISY VENUE

**12th APRIL, 5-6pm** (free)

**SoundPrint founder Gregory Scott** on the app you can use to record sound levels in venues.

**Nigel Rodgers, founder of Pipedown**, on muzac and Quiet Corners, the guide to places without background music.



If you would like to join any or all of the webinars, email [johnstewart2@btconnect.com](mailto:johnstewart2@btconnect.com) to get the Zoom links.

## Listen Out!

Our regular slot that gives you the chance to sound off!

### *I feel like a Brexiteer!*

I voted remain but became enraged when leading Remainers tried to overturn the result. They said Brexiteers didn't understand the issues; didn't really intend to leave Europe. What overweening arrogance!

I've now feel the same rage with some environmental campaigners. When low-income people in flats raise their concerns about the cost and noise of heat pumps, they are told not to worry their little heads: the cost will come down and noise will get sorted. And then they are guilt-tripped for not doing their bit for the climate. All this from well-paid people in quiet university towns. Just like the Remainers: how dare you disturb our comfortable and settled world view!

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**We are disturbing the worldview of the environmental elite and they don't like it**

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And then there are low traffic neighbourhoods (ltns). I contacted you after my heart jumped with joy when I heard about your article in the Sunday Telegraph criticising them. You didn't say this but I will. It is the same pattern as with the Remainers. The poor people on the main roads – and we are largely poor and very often black – who get the traffic spilling out from these ltns and who care deeply about its impact on our kids are told that we don't understand: the traffic will 'evaporate'; it's not really there; it's all for the wider good. Usually by paid professionals in comfortable jobs. We are intruding into their world. We are disturbing their best-laid plans. We are as inconvenient to them as those Brexiteers were to so many Remainers.

Let me tell you: Black Lives Matter too.

**A very concerned parent**

## Two Great Videos

Cities Are Not Loud: Cars Are Loud

from Notjustbikes

<https://youtu.be/CTV-wwszGw8>

How Noise Pollution is Ruining Your Life

from Niklas Christl

[https://youtu.be/kFh\\_OdMb5v8](https://youtu.be/kFh_OdMb5v8)

## Help! I've got a noise problem!

You can contact:

**The Noise Abatement Society**

<https://noiseabatementociety.org/>

Helpline on 01273 823 850;

email [info@noise-abatement.org](mailto:info@noise-abatement.org)

The Noise Abatement Society also carries out a range of activities including research and lobbying

Or contact **Noise Nuisance**

<https://noisenuisance.org/>



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*The Bottom Rung* is a quarterly journal published online by Cut Noise: [www.ukna.org.uk](http://www.ukna.org.uk).

We are always looking for contributions, be it articles or opinion pieces.

Email [johnstewart2@btconnect.com](mailto:johnstewart2@btconnect.com)

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