

THE BOTTOM RUNG

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

Looking forward; seeking solutions

Winter 2023

WIND FARM NOISE FEARS RETURN AS GOVERNMENT LOOKS TO REVERSE BAN ON ONSHORE TURBINES

The Government's decision to hold a consultation on ending the virtual moratorium on onshore wind turbines that has been in place for some years in England has raised real noise concerns. The Government has said that a wind farm will only go ahead if it has majority local support but that has failed to reassure noise campaigners or residents whose lives have been blighted by wind turbine noise. These fears are heightened by the fact that the Labour Party backs onshore wind farms and that, if it wins the next election, the Minister likely to be in charge of implementing them is Ed Miliband, an enthusiast for them. When Labour was last in power in the late 2000s, it was Miliband's rush to install them that caused considerable noise misery for countless people. Those most impacted were low-income, isolated, rural communities without the resources to fight back against the powerful wind industry, backed by the Government.

The decision to allow onshore turbines has been prompted by the energy crisis. It has also led to plans for an expansion of nuclear power, the quietest energy source. The UK Noise Association has long called for an audit of all energy sources so that noise is not overlooked when decisions are made.

The decision to allow onshore wind farms should also pose questions for the climate movement. In the late 2000s many within the movement sought to dismiss or downgrade noise impacts in their enthusiasm for what they regarded as a key measure to tackle climate change. At the foot of page 6 we outline how that attitude still remains in the thinking of at least some climate campaigners.

This issue carries an in-depth interview with Robert Rand, a leading American acoustician and an expert on energy noise. He is very clear that wind turbine noise can be deeply disturbing. He stresses that wind turbines faced a particular problem: because of the location of the turbines they can't be encased in any way. There were multiple reliable ways to lessen the noise from all the other sources: silencers; lagging of pipes, enclosing machinery, insulate buildings. With wind, there was only one mitigation measure: distance from the turbine. His detailed comparison of energy sources makes clear nuclear is the quietest noise source. You can read the interview on pages 3-6, plus access the video link of the full interview.

BACKGROUND MUSIC

What background music?



Normally I try to avoid background music. But the library lounge in The Standard Hotel, opposite Kings Cross Station in London was different. I was there to have coffee with Marion Marincat, the CEO of Mumbli (pictured, right). He explained to me that the venue had given a lot of thought to sound. Carpets, bookcases, rugs on the walls, space between the tables, its ceilings, all helped to create a good acoustic feel. Conversation was easy. The music was not intrusive. We agreed that, if it had been turned up too loud, the atmosphere would change as it would come to dominate the venue. Mumbli is looking to work with a range of venues that



could be 'verified for sound'. They would then be publicised so that people could be confident that measures had been taken to create a good acoustic climate. Most of these venues would still have music playing. Marion said that many people might find a place dull if it did not have music but, equally, most people wanted venues where the music was at a tolerable level and the overall noise of the place was not intrusive. Sound in venues has long been neglected. All that might be about to change with Mumbli's innovative plans to verify for sound.

https://www.standardhotels.com/en-GB/london/features/standard_london_the_library_lounge

INTERVIEW WITH ROBERT RAND

One of America's leading acousticians talks exclusively to us about energy noise

Energy is the word on everybody's lips. Energy shortages. The cost of it. Its impact on our environment. What better time to speak with Robert Rand, a man with decades of experience in acoustics and a leading expert on energy noise.

Today Rob runs Rand Acoustics which provides acoustic and environmental services to clients across the world. He has been a member of the Institute of Noise Control Engineering since 1993 and is a member of the Acoustical Society of America.

He studied electrical engineering in the 1970s before branching out into acoustics. He then spent over 15 years working in a senior capacity on noise and vibration at the engineering corporation, Stone & Webster, before branching out on his own.



He told me that it was while at Stone & Webster that he learnt the knack of talking about noise and acoustics, often very technical subjects, in lay-person's terms. He had to persuade clients that it was in their commercial interest to adopt effective noise control policies. That required clear, non-technical explanations. He found most companies understood that having measures to reduce noise brought them goodwill, though he is not sure that is the case with the renewable industries today.

Wind Turbines

Rob became aware of the noise impacts of wind turbines with the opening of the Mars Hill wind farm in his home state of Maine in 2006. He saw the noise from the turbines was driving people out of their homes and questioned where the noise controls were.

He is very clear. The impact of wind turbine noise is very difficult to control. Because of the location of the turbines they can't be encased in any way. The only option is distance from the nearest property. And that has to be agreed before they go in as they will not be taken out to adjust for distance.

I asked Rob why it was so difficult to get people to take wind turbine noise seriously. He identified four reasons.

One, most people think wind turbines are silent. He partly put this down to very good marketing. Pictures are silent. They can't capture the noise. Wind turbines are usually sited in rural areas, where the background noise is low. It is the change in noise conditions, the difference between the background noise and the turbines is typically what annoys. This is not something people think about.

Two, politicians tend not to live in rural areas. And, if they do, they are not living beside noisy highways, railways or wind turbines.

Three, there is insufficient understanding of sensitivity to noise. In Rob's view, most politicians have little sensitivity to noise.

Four, large systems are corrupt. He argued that politics is a large system and as such is beholden to powerful lobbyists, including lobbyists from the wind industry. In contrast, the typical resident impacted is rural, often low-income, and lacks the power and influence of the lobbyists.

The result is most American states don't even enforce the wind turbine regulations which exist.

I asked if wind turbine noise was also being neglected by much of the environmental movement?

"It would seem so." Rob felt that the environmental movement as a whole was giving both wind and solar a pass. He said there could be two possible reasons for this.

One is ideology. There is the belief that wind is needed to tackle global warming. If that is the case, Rob believes the environmentalists are flying blind. There are no engineering studies to back them up.

The second is political. Non-profit organisations are very dependent on large donations. These donors can influence the stance the lobbying groups take on issues.

It is either ideology or capture by political and financial donors

Whatever the reason, Rob argues that the environmental groups lack of interest in the impact of wind turbines betrays an unusual lack of empathy for nature. Maine, where he lives, is known as 'vacation-land', a place where people go to get away from the noise yet its wilderness is being paved over.

I asked Rob if the type of noise, strong in low-frequency, made turbine noise a particular problem?

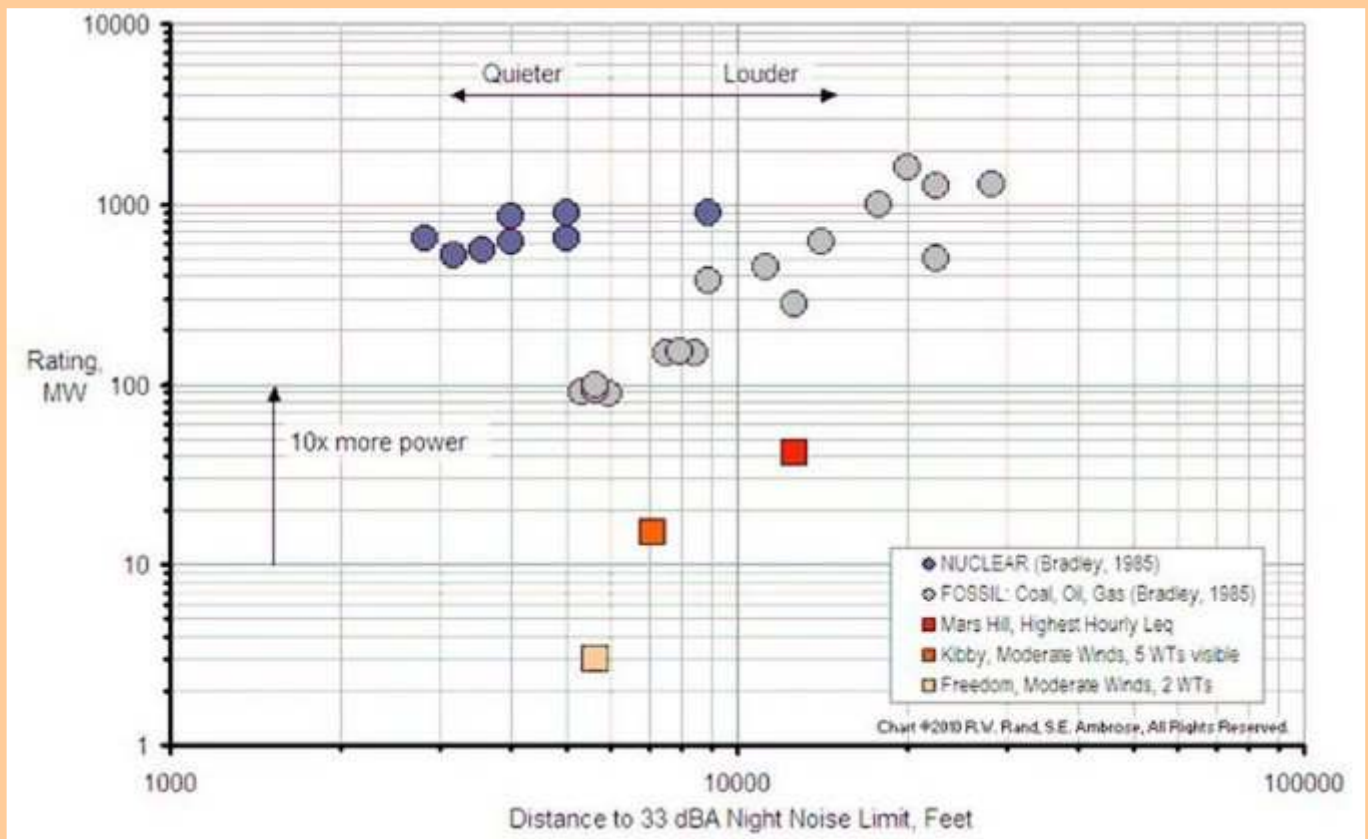
He said most people don't understand the impact of low-frequency noise. He cited the example of ten people travelling in a van to listen to the noise of a turbine. The noise with the chatter in the van would be 65-75 decibels. They get out and the turbine is pretty steady at 55 decibels. What's the problem, they conclude.

What they don't do is stay overnight. At night a third to a half of the high-frequencies are chewed up by the blades swinging at different speeds, the whooshing and whining, the whacking sound. Studies have shown these can produce noise levels of 53 decibels, at least twice the background levels in many rural areas.

What makes it particularly disturbing is not just the fact the noise is always changing but that the frequency of it interferes with the part of the ear which is used for decoding speech. The front cortex recognises that the sound is wind turbine noise but the back cortex is confused. It can't decode it. The noise therefore has no meaning. That means the noise 'is guaranteed to capture the body's attention'. It is why people say they can 'feel' the noise. And these pulsations are stronger inside a building than outside. These pulsations have been felt by people in their homes over 30 miles from a turbine.

The low-frequency noise from the turbines at night interferes with the way the human ear decodes noise, resulting in our whole bodies becoming disturbed by the noise.

I asked Rob how noise from different energy sources compared



He referred me to the chart he had published. It covers noise from nuclear, wind turbines, oil, coal and gas. It is based on hundreds of surveys which were carried out. A 33dBA night noise limit was chosen (that is, when the noise averages out at 33 decibels). Rob felt it was about right as it only brought spasmodic complaints.

It is clear from the chart that nuclear is the quietest noise source.

Rob stressed that wind turbines faced a particular noise problem. There were multiple reliable ways to lessen the noise from all the other sources: silencers; lagging of pipes, enclosing machinery, insulate buildings. With wind, there was only one mitigation measure: distance from the turbine.

I asked about nuclear in particular.

He began by pointing to the linked grey circles. These were gas plants. Generally quieter than turbines but much more productive. He then turned to nuclear. It was 'a whole new magnitude' quieter and more productive. The noise from the cooling towers and pumps can be controlled. Only a water sound need remain which is not unpleasant.

Although the chart was compiled before the explosion of fracking in the US, I asked about it.

Rob said that fracking produced a range of different sounds and he was aware that there had been protracted complaints but this was largely because the regulation was lax in the US (possibly due to regulatory capture). But he said there is no technical reason why fracking from the site should be a problem. Barriers should work well to reduce community noise.

Rob said that one of the most effective controls is time management, so that, for example, the noisiest operations are not carried out at night.

Finally, I asked Rob if he was optimistic about the noise climate in the future

He said things tended to operate in cycles. In America more was being done about noise in the 1970s. But that came to an end with the closure of the Office of Noise Abatement in the 1980s. He believes that currently Europe is far ahead of the US. There are the WHO guidelines and the requirement to produce noise maps and other measures. In the US there is no real regulation of noise.

On the energy front, he felt hopeful nuclear would come into its own. Wind and solar had limitations: 'no solar at night; no wind when the wind doesn't blow.' Nuclear, by contrast, was highly reliable. He was hopeful that in 10/20 years small, modular nuclear plants would be in place. Systemic change was required where quiet, reliable power becomes commonplace; and the noisier, least reliable sources of power become idle over time.

You can see the full interview with Robert Rand here:

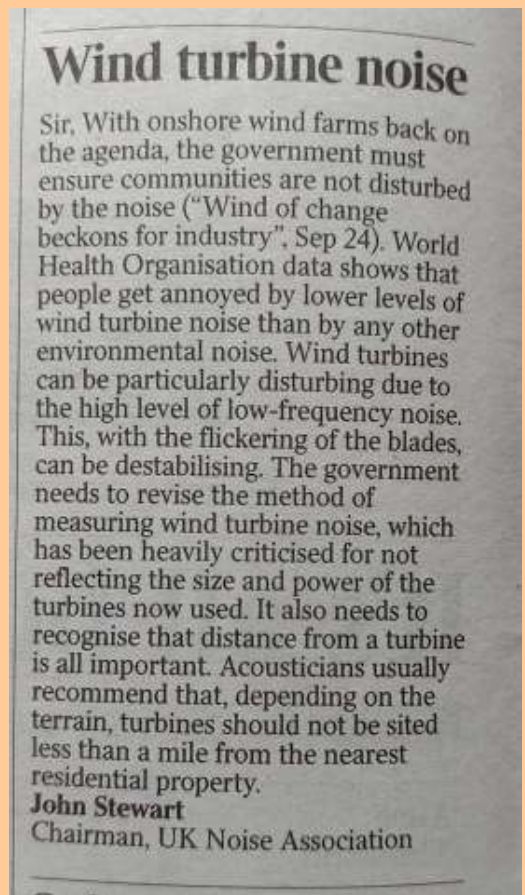
https://www.youtube.com/watch?v=UibDTfFM_gY

Robert Rand was interviewed by John Stewart, Chair UK Noise Association

Leading Green says it is OK to be concerned about noise from cars and planes, but not from wind turbines

Jon Fuller, a well-known environmental activist with 30 years experience who has worked in the direct action movement and also in traditional community campaigns, wrote:

'I was really surprised and concerned to see this letter in The Times today from my pal John Stewart. John expresses concern about noise from onshore wind farms and has previously expressed concern about noise from heat pumps. When I lived in France I could see 3 wind farms from my house and loved them. But I feel strongly that we have to accept some visual intrusion and noise from the renewables if we are to stop the hundreds of thousands being killed every year by climate breakdown turning into millions killed every year. Well informed people know hundreds of thousands are being killed every year in Eastern Africa due to unprecedented drought. The poorest people on the planet suffer terribly before death. We have to take a stand and stop this atrocity. That means ditching fossil fuels and embracing all renewables. It is not enough to 'accept' onshore and offshore wind, we must campaign for them. I ask everyone concerned about extreme noise to focus on the aviation industry, night flights in particular, and noisy motorbikes and cars. There are far greater risks to health from noise than wind turbines'.



John Stewart replies: What Jon is advocating takes the climate movement down a dangerous path. In the name of climate change, it is prepared to overlook the very real noise problems some people have right now. What else will it tolerate if it seems to contradict its agenda? Slave labour in China that produces components for solar energy? It is a slippery slope. And it confirms what Rob Rand told me in his interview: that its ideology can make it blind to other impacts.

NOISE TARGETS: ON THEIR WAY?

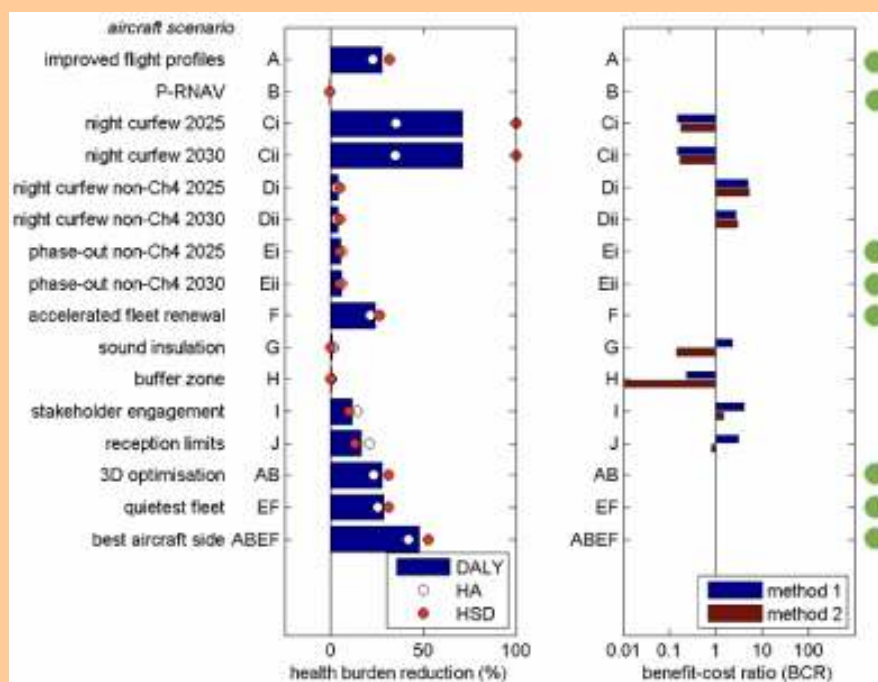
There is pressure on the European Union to revise its Noise Directive to include noise targets for the first time. Marco Paviotti, who has a senior noise role at the European Commission, told an international conference organised by UECNA, that a decision on whether to revise the Noise Directive will be taken in early 2023. There is at least a possibility it will include noise targets for the first time. The Air Pollution Directive has driven policy in member states because it included targets and timetables. This has not been the case with noise. Of course, since Brexit the UK is no longer subject to the EU directives but any move towards adopting targets could well influence the UK Government.



Marco Paviotti, keynote speaker at UECNA Conference

The UECNA Conference was about aviation noise but Marco Paviotti helpfully covered wider EU noise developments. He said that, as part of the EU's Green Deal programme, the objective was to reduce by 30% those chronically disturbed by noise by 2030. The focus is to cut the adverse health impacts of noise. This would be assisted by improving the EU noise-related regulatory framework on tyres, road vehicles, railways and aircraft.

Reducing Aircraft Noise



The aim is to find the most cost-effective ways to cut aircraft noise by 2030. The EU chart (left) which comes from the wide-ranging Phenomena Study (1) it commissioned shows that a night curfew would have the single biggest benefit on health but it would not be cost-effective. A green dot on the right indicates that the solution it estimated to provide an overall cost saving. The largest reductions occur for combined scenarios ABEF (improved operational practices; more flexible flight paths; the phasing out of the noisiest aircraft; and the renewal of the fleet).

Whether or not a revised EU Directive includes noise targets, in order to achieve a reduction of 30% of those chronically disturbed by noise by 2030, member states would need to adopt a noise reduction objective.

(1). <https://op.europa.eu/en/publication-detail/-/publication/f4cd7465-a95d-11eb-9585-01aa75ed71a1/language-en>

Marco Paviotti's full presentation: <https://youtu.be/xGDezV0q8Qs>

UECNA is the European body which acts as a voice for airport community groups. Its conference brought together people from four continents and over fifteen countries. The presentations and discussions are on its website: <https://www.uecna.eu/>

OVER 1 BILLION RISK HEARING LOSS FROM LOUD MUSIC

Experts believe an infatuation with unsafe volumes, beyond the permissible threshold of 80 decibels, risks a global health catastrophe amongst young people

This is an abridged version of an article by Joe Pinkstone that first appeared in the Daily Telegraph (16/11/22)

An entire generation of young people are facing a future plagued by hearing loss because of loud music listened to through headphones and at concerts, according to a new study.

Experts say unsafe listening practices are “highly prevalent” among young people at festivals, nightclubs and when listening on personal devices, with 1.3 billion at risk of damaging their ears.

Analysis of 33 studies, with data on almost 20,000 people, found that one in four young people have “unsafe listening” habits from their headphones, with one in two people endangering their long-term hearing by going to concerts.

The world now contains eight billion people and scientists from the Medical University of South Carolina estimate that there are 2.8 billion people aged between 12 and 35 years old. They say that 23.8 per cent of this group, or 665 million young people, are risking their hearing from having their headphones on too loud. Meanwhile, 48.2 per cent, or 1.35 billion people, are endangering their ears as a result of exposure to loud entertainment venues.

“Unsafe listening practices are highly prevalent worldwide and may place over one billion young people at risk of hearing loss,” the team writes in their study, published in the British Medical Journal. “There is an urgent need to prioritise policy focused on safe listening.”

The World Health Organization estimates that over 430 million people worldwide currently have disabling hearing loss and experts say young people are particularly vulnerable due to the generational infatuation with loud music, either at a venue or blaring through headphones. Previously published research suggests that people often have their headphones on too loud, with volumes exceeding 105 decibels.

Average sound levels at entertainment venues range from 104 to 112 decibels, far in excess of the permissible threshold of 75 decibels for children and 80 decibels for adults. Previous studies have shown that it is only safe to exceed 100 decibels for 19 minutes, with any longer increasing the risk of damage. “Increased exposure to unsafe listening practices may be one cause of increasing prevalence of hearing loss in children,” the researchers say.

The study is the first of its kind to estimate the level of unsafe listening practices at the global level.



WHY WE OPPOSE LOW TRAFFIC NEIGHBOURHOODS

We should be cheerleaders for low-traffic neighbourhoods (LTNs). We have spent much of the past 20 years campaigning for traffic reduction. And yet, we oppose them.

We recognise their merits - less noise and air pollution, safer streets for walking and cycling, pleasanter places to live. But, this is at the expense of more traffic on the adjacent boundary roads, including main roads, and even on nearby roads not immediately adjacent. The main roads are already the most heavily-trafficked. To guide more traffic onto them goes against the EU objective: to reduce by 30% those *chronically disturbed* by noise by 2030. Those chronically disturbed live overwhelmingly on busy main roads.



Now come with us to a very different road (below). It is one of the noisiest, dirtiest roads in the country. It runs through East London from the Blackwall Tunnel to the Bow flyover, a distance of approaching two miles. Many of the wards it passes through are amongst the most deprived in the UK. We first came across it over thirty years ago: we were hit by a wall of fast-moving traffic as we walked along it. As we looked at the tower blocks, flats and estates within yards of the road and saw the children playing beside the roaring traffic, we thought nothing, but nothing, can justify this acoustic hell.

Recently we retraced our steps. The tower blocks have had a lick of paint. Some of the flats have been modernised. Some, indeed, were new. There seemed to be a few more noise barriers than previously. But the roar of the traffic was still there. We took a noise meter with us. The noise levels never fell below 60 decibels and frequently exceeded 85 decibels. The children were still playing within yards of the road. A mother and her young son, laden with their shopping, trudged along it to catch the bus. Some youths had a quick fag outside the chip shop before disappearing down a featureless underpass. Low Traffic Neighbourhoods direct more traffic on to roads like these. To its credit, the local authority in this area, Tower Hamlets, is removing its low traffic neighbourhoods. But, generally, any policy which directs

more cars and lorries on to these roads defies any notion of environmental justice. Of course main roads, by their very nature, will have a lot of traffic. They are through roads. But they are also residential roads. . In London 8.5% of the population lives on a main road; that is, about 720,000 people. Some have no choice but to live with the traffic noise



Green Lanes in North London may be a more typical main road than the Blackwall Tunnel Approach Road. It is the kind of road where people work, shop, socialise and go to school. Where they walk, cycle, wait for buses and jump into taxis. These are community high streets. Yet Low Traffic Neighbourhoods direct the traffic on to these roads so that the side roads, which typically already have much less traffic, noise and pollution, can be even freer of cars and lorries.



Many of us spend a lot of time on main roads but it is poorer people and those from the BAME communities who are most likely to

do so. Little money, and very often no car, means they leave their own neighbourhoods less often than wealthier people do. The residents of many of these main roads are rising up, really for the first time in decades, and saying 'enough is enough'. Many of campaigns are being led by members of the BAME communities. We interviewed 'Little Ninja', one of the leaders, in a previous issue.

There needs to be less traffic on all the roads in our towns and cities. There are ways of doing this: cheaper and more convenient buses, trains and trams; giving priority to buses and creating safer conditions for pedestrians and cyclists; tightening up on parking; incentivizing town centre rather than out-of-town developments; car sharing; special measures for clearly-defined rat-runs; school streets; road user charging (as long as it is fair). The objective should be to cut traffic on *all* roads, with the heavily-trafficked main roads a priority. What you don't do is create quiet Garden of Edens for selected residents at the expense of some of the most disadvantaged communities in the country. How many of those designing low traffic neighbourhoods live with the noise of the Blackwall Tunnel Approach Road? We confidently predict: not one. The acoustic hell of those roads is being designed in comfortable drawing rooms far away from the noise.

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NOISY, POLLUTING LEAF BLOWERS ARE FINALLY GOING ELECTRIC



Leaf blowers aren't just autumn's loudest hardware — they're also hurricanes of pollution. Blowing just one hour's worth of leaves with a gas-powered machine produces about as many smog-forming chemicals as driving 1,100 miles in a Toyota Camry, according to the California Air Resources Board. After years of pressure, those chemical (and audible) impacts are now pushing US municipalities to ban gas-powered tools, and presenting an opportunity for a new class of electric options. As those alternatives become more powerful and affordable than ever before, the American lawn is finally starting to go green. "It's a better way to do business — better for the environment, better for the guys, better for the clients," says Jared Kocaj, owner of Outdoor Digs, a small landscaping company in New Jersey.

A small cohort of noise and climate-conscious homeowners started switching to electric blowers and mowers years ago, but the most important shift will come from companies like Kocaj's: commercial landscaping crews that dominate lawn-gear purchases and keep their machines in constant use. The average commercial lawn mower, for example, runs 406 hours a year, or 17 straight days, according to the Environmental Protection Agency.

By some measures, the emissions from those machines are piling up even quicker than those clouding US highways and interstates. In 2011, the most recent year of data available, gas-powered lawn equipment accounted for 43% of the country's volatile organic compound emissions and 12% of its carbon monoxide, not to mention a cocktail of other nasty stuff like NO_x, benzene, butadiene, acetaldehyde and formaldehyde. California lawn and garden equipment was projected at the end of last year to surpass the state's cars and trucks in smog-forming emissions.

Over the past two years, Kocaj joined a wave of entrepreneurs starting to tackle that challenge, shelling out \$65,000 to electrify Outdoor Digs. He purchased two massive mowers from Mean Green Mowers that will handle a full day's work on a single charge, plus a truck full of smaller mowers, blowers, trimmers and saws from [Milwaukee Electric Tool Corp.](#) and [Stihl Inc.](#), each with batteries that his crew of

45 people swaps out two or three times per shift. If the new machinery lasts three years — the average life of Kocaj’s gas-powered tools — the electric investment will break even. And if the tools last a little longer, the battery-powered gear will actually be a cheaper option. “It just made sense,” says Kocaj, noting that high gas prices are making the economics even more favorable. (In a busy month, his crews used to burn 1,200 gallons.)

The noise level of a leaf blower is generally correlated to its cost. To date, much of the industry has been driven by two-stroke engines, which have few moving parts and are thus relatively cheap and easy to maintain. They are also far louder than more refined engines. Insulation adds to the price tag, so the unit itself often acts as an amplifier for the whirring machinery and tiny combustions happening inside. But the blowing part of the hardware is just a large, concentrated fan, which makes it relatively easy to run on a battery, or at least easier than a 7,000-pound SUV. A few years ago, even Elon Musk pledged to make a quiet leaf blower, before the Internet told him such a thing already existed. The most popular commercial model from Stihl is about as loud as an electric toothbrush, even as it pumps air out at a velocity of up to 154 miles per hour — literally tornado speed.

Stihl’s battery-powered leaf blower is as loud as an electric toothbrush

“We now have battery tools that rival the power of gas,” says Murray Bishop, Stihl’s director of sales. “On the pro side, gas is still king, but battery is growing quickly.” Stihl now sells four different battery platforms and an array of chargers, including a mobile charging cabinet that it rolled out last year. Electric machines currently account for just under half of the company’s overall sales and certain products, like Stihl’s hedge trimmers, can even run longer on a battery than they do on a tank of gas.

Writ large, the potential of quieter, cleaner lawn care is an enormous business opportunity, and an excuse for companies and weekend warriors alike to upgrade their gear. The companies making lawn equipment shipped some 38 million tools last year, according to the Outdoor Power Equipment Institute, a trade group of manufacturers. Just over half of those sales were of electric tools, but the bulk of battery-powered purchases were made by individual homeowners. That means manufacturers can still expect plenty of upside ahead as the commercial sector embraces new technology.

Writ large, the potential of quieter, cleaner lawn care is an enormous business opportunity, and an excuse for companies and weekend warriors alike to upgrade their gear.

There are about 121 million lawn and garden machines in the U.S., almost one per household. [Toro Co.](#), for example, is working with Home Depot on stocking some stores exclusively with electric tools. “Just buying a gas walk-power

mower from us, that may be [a consumer’s] only purchase,” CEO Rick Olson told analysts in March. “But when they buy a battery electric product from us, then there are 50 other attachments that we’re going to market to them as great solutions — whether it’s pole saws, trimmers, string trimmers, blowers ... so it provides an incremental boost.” A lawn worker inserts the battery into a hedge trimmer used by eco-friendly Outdoor Digs landscaping company.

Likewise, [Stanley Black & Decker Inc.](#) CEO Don Allan has called the trend towards battery-operated machines a “growth catalyst” for the company. “I really believe when we look back at this space five, six, seven years from now, we’re going to see that a radical shift has happened,” Allan said at a conference in June. A small cohort of noise- and climate-conscious homeowners started switching to electric lawn gear years ago, but the most important shift will come from commercial landscaping companies.

- ***This is a slightly abridged version of an article by [Kyle Stock](#) that first appeared in Bloomberg News on 1 October 2022***

SOME POSITIVES FROM 2022

Westminster Council backs down on “Al Fresco” dining in Soho

Following pressure from the Soho Society, backed by the UK Noise Association, Westminster Council backed down on plans to continue the Al Fresco dining in London’s Soho which had been introduced when the Covid restrictions had been lifted. The noise experienced by residents at times reached over 90 decibels. Many long-term residents were forced to move out of the area. Residents had always accepted there would be noise given they lived in the heart of London but argued that the noise from the outdoor dining was so excessive that it broke any unwritten agreement they had with the Council.



Roll out of traffic noise cameras



In the Autumn a nationwide trial of traffic noise cameras was rolled out. The cameras are intended to catch drivers with excessively loud vehicles, particularly ‘boom cars’. The launch received widespread coverage cameras. Our chair, John Stewart, featured on the One Show talking about them: <https://www.bbc.co.uk/news/uk-england-leeds-63291631>

Mumbli: an innovative way to reduce noise in venues

The UK Noise Association began its partnership with Mumbli, the company which works with venues to reduce the noise in the venues and so make them more attractive to customers and increase income for the owners. The results are already apparent, as in venues like Signorellis in East London, which we visited in the autumn. This year Mumbli plan a significant increase in the number of the venues which it will be assessing. It can only be of benefit to both the customers, few of whom like excessively loud places, and the venues themselves.



The Jack Pease Media Award

The UK Noise Association announced that it will present [The Jack Pease Media Award](#) each year to the journalist, newspaper or other media outlet or company which has contributed most to the noise debate in a particular year. The award is in honour of Jack Pease, the premier noise journalist of his time, who retired in 2022.

Listen and Watch!

A selection of watchable noise videos

<https://youtu.be/QKrFXZ-0E7w>

An outstanding video, shot in London, from our friends at Soundprint. How noisy are London neighborhoods Covent Garden and Soho? Is it safe to have a conversation in a busy food hall? Is the public aware of safe noise levels?

https://youtu.be/kFh_OdMb5v8

How noise is all around us and silence is hard to find. Refreshing, fun, watchable

<https://youtu.be/FDJY1EuhLwI>

Leaf Blowers

<https://youtu.be/f7DQ3SgSg0c>

Living 1600ft from a wind turbine

<https://youtu.be/gd-kOrHS-DM>

Traffic: noise from M8 in Central Glasgow

<https://youtu.be/NR1lLokkp28>

'Boom' cars in Manchester

<https://youtu.be/G2fDzqgg23Y>

Loud music ruins Soho Square in London (listen first with the sound off)

[Bradford noise-detecting camera to crack down on boy racers - BBC News](#)

Widespread coverage in papers on the roll-out of noise cameras.

<https://youtu.be/dBVCU8xuG9E>

When will we start taking noise pollution seriously?

<https://www.youtube.com/watch?v=OMGniph-uPo>

A fascinating discussion by campaigners from 4 continents discussing aviation noise. Part of UECNA's recent conference: www.uecna.eu

You'll find more videos on our website, including longer ones of the webinars we held.

You are welcome to send us videos

New Website Address

We have got a new website address:

<http://www.uknoiseassociation.com/>

With new features

Check it out!

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

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

Or contact **ASB Help**, a charity which aims to provide information and advice to victims of anti-social behaviour

<https://asbhelp.co.uk/noisy-neighbours-noise/>

Noisedirect
08453 31 32 30

Independent, impartial advice line from noise professionals

The Bottom Rung is a quarterly journal published online by Cut Noise: <http://www.uknoiseassociation.com/>

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

Email johnstewart2@btconnect.com

Our blog site is at:

<https://www.cutnoise2day.co.uk/>

Twitter: @cutnoise