



Road Management Office

Round 4 Strategic Noise Mapping of Major Roads

Guidance and Specification

Road Management Office
June 2021



Document Control Sheet

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1 Introduction

The European Noise Directive (END) and European Communities (Environmental Noise) Regulations S.I. No. 549 of 2018 provide the legal framework under which environmental noise is assessed and managed in Ireland.

END aims to provide a consistent approach to avoid, prevent, and reduce the harmful effects of environmental noise exposure. A core requirement of the directive is the development of Strategic Noise Mapping to identify locations emitting high levels of environmental noise.

The Environmental Protection Agency (EPA) is the national coordinating authority tasked with delivering the requirements of the EU directive where Local Authorities (LA) as Noise Mapping Bodies under legislation are responsible for the collection and the provision of specified data and mapping roads in their jurisdictions. Further information can be found here: <https://www.epa.ie/our-services/monitoring--assessment/noise/noise-guidelines/>

The capture of various datasets on Regional and Local ‘Major Roads’ is required to create the Round 4 Strategic Noise Mapping of Major Roads. A Major Road is defined as ‘roads with a bi-directional traffic flow across all lanes during 2021 of more than 3 million vehicles equating to 8219 vehicles per average 24-hour period’.

The RMO has been tasked to coordinate, support, and provide ICT tools to the LA sector outside of the agglomerations of Cork, Dublin and Limerick in the data capture process. This document provides guidance on said process with the specification for data to be captured provided in Appendix 1.

2 Round 4 Process Overview

2.1 Process to Date

The EPA issued an advice note Noise Mapping Bodies in November 2020 setting out the process required for delivery of the Round 4 Noise Mapping on Major Roads Project. In summary the advice note has provided guidance on the following:

- LA responsibilities as Noise Mapping Bodies (NMBs)
- Requirements for the provision of a Round 4 Major Roads Forecast
- General data capture requirements for Major Roads classified as Regional or Local roads

After the publication of the advice note NMBs were required to provide an initial report to the EPA containing contact details for their Round 4 Noise Mapping Project Coordinator and the Forecast of Round 4 Major Roads i.e. roads where data is available or to be collected.

A second report is due from NMBs at the end of Q2 of 2021. The second report requires the provision of traffic flow and road infrastructure data to the EPA. Round 4 Noise Mapping Project Coordinators in each LA are to familiarise themselves with the EPA advice note, a copy is available from the RMO by sending a written request to contact@rmo.ie.

2.2 Process Going Forward

Following the publication of the EPA advice note and owing to the continued impacts of the Covid-19 pandemic the European Union (EU) has issued additional guidance around the timing of data capture and reporting. This has been further outlined in Department of Environment, Climate and Communications circular AQ 01 /2021. As a result of said guidance the reporting year has not changed

and remains as 2021. The RMO have been tasked with coordinating and supporting NMBs with the data capture process. Guidance on the data capture process and the specification of data required is provided in the following sections and appendices. The remit of RMO is to provide support to the following NMBs; see Table 1

| Local Authority | NMB Code |
|--|----------|
| Carlow | CW |
| Cavan | CN |
| Clare (outside of agglomerations) | CE |
| Cork (outside of agglomerations) | C |
| Donegal | DL |
| Dún Laoghaire-Rathdown (outside of agglomerations) | DLR |
| Galway | G |
| Galway City | GB |
| Kerry | KY |
| Kilkenny | KK |
| Laois | LS |
| Leitrim | LM |
| Limerick (outside of agglomerations) | LK |
| Longford | LD |
| Louth | LH |
| Mayo | MO |
| Meath | MH |
| Monaghan | MN |
| Offaly | OY |
| Roscommon | RN |
| Sligo | SO |
| Tipperary | TY |
| Waterford | WD |
| Westmeath | WH |
| Wexford | WX |

Table 1. Noise Mapping Bodies Coordinated by RMO

2.3 NMB Noise Mapping Manager

The RMO previously issued a notification (Ref NOTIF09) to each local authorities Director of Service, see Appendix 2. The notification outlines the process prior to the issue of this document and requests that the RMO is provided with the contact details (name, email) of each authority nominated Noise Mapping Manager to contact@rmo.ie .

The Noise Mapping Manager will be the point of contact in this process and will be the individual that will receive access (username and password) to MapRoad PMS, Arc GIS WebApp and video tutorials to aid in the data capture process.

3 Data Capture Process

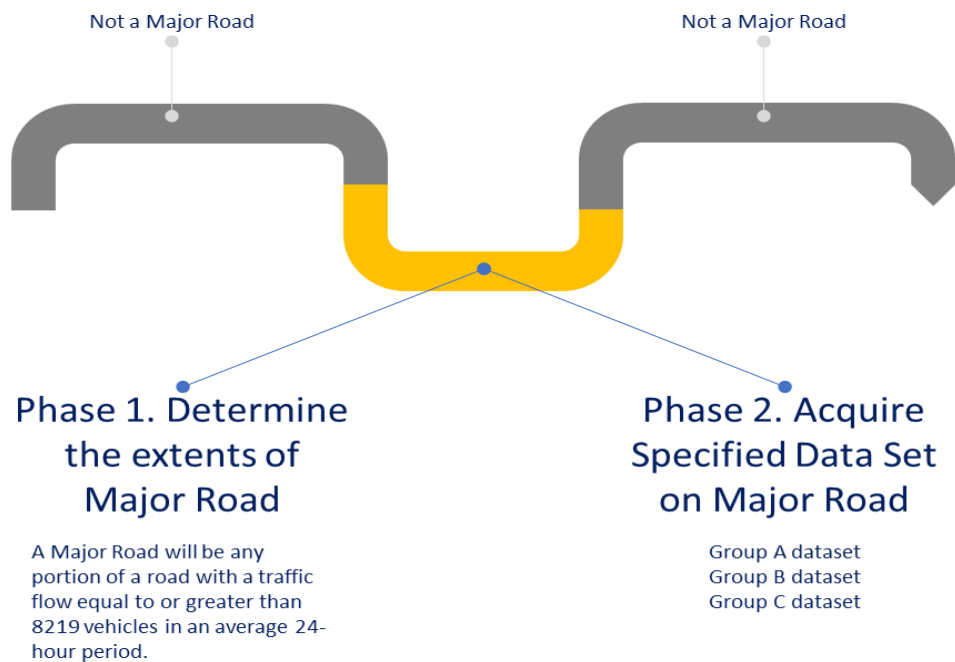


Figure 3-1 Data Capture Process Phases

3.1 Phase 1: Determine the Extents of Major Road

The first step is for the NMB to establish what sections of its Regional and Local road network requires data capture i.e. the extents of its Major Roads. A Major Road will be any portion of a road with a traffic flow equal to or greater than 8219 vehicles in an average 24-hour period.

There are several methods that can be used to identify a Major Roads. They are,

- Short period traffic counts: 6-hour, 12-hour, 24 hour or 7 days in length. **Note: short period counts will only give an indicative estimate of traffic**
- Localised Period Traffic Counts as outlined in TII publication **PE-PAG-02038 Estimating AADT on National Roads**. This method consists of the collection of a localized period count of at least 14 days in length and the application of an expansion factor
- The TII Traffic Data website presents data collected from the TII traffic counters located on the National Road Network <https://www.tii.ie/roads-tolling/operations-and-maintenance/traffic-count-data/>
- The NTA traffic survey database <https://mytrafficcounts.com/>
- In- house traffic count data

3.1.1 Baseline Data

The usage of a baseline dataset by the NMB is recommended to assist in establishing the number and length of each Major Road to be included in the Round 4 Noise Mapping data capture process. Round 3 Noise mapping data will serve as the baseline and will be made available to NMBs via the GIS WebApp Map (see section 3.2.1). The R3 layer will need to be switched on in the Layer List of the WebApp to display the extents of the Round 3 noise mapping in each Authority.

| R4 Major Road Data Capture Groups | | |
|--|--|---|
| Phase 1 | Phase 2 | |
| Group A. – Major Road General Details | Group B. – Major Road Traffic Count | Group C. Major Road Additional Details |
| Capture Timeframe | Capture Timeframe | Capture Timeframe |
| Q3-Q4 2021* | Q3-Q4 2021* | Q3-Q4 2021* |
| Data Parameter | Data Parameter | Data Parameter |
| <ul style="list-style-type: none"> Major Road ID Road Number Road Name Start/End Coordinates Length | <ul style="list-style-type: none"> Traffic Flow Vehicle Category Speed Direction of Travel | <ul style="list-style-type: none"> Surface Material ID Surface Material Age Junction Location & Type Gradient |
| Capture Methodology | Capture Methodology | Capture Methodology |
| Refer to Section 3.1.1 | Refer to Section 3.2.2 | Refer to Section 3.2.3 |

Table 2. Major Road Data Capture Groups

* Indicative timeframe provided. Data may be captured concurrently at the discretion of the NMB.

3.1.2 Group A Data Capture Methodology.

As part of this process each NMB will be allocated a username and password to their Local Authority portal on [MapRoad PMS](#) system.

Each NMB will now record the extents of any determined Round 4 (R4) Major Road in the MAPROAD PMS system. It is crucial for the data analysis process that the following steps are carried out.

Note: Access to Video Tutorials referred to in this document will be issued separately to the NMB nominated Noise Mapping Manager.

1. ID your Major Road. Each Major Road must be Identified as follows

R4MRLA Code, See Table 1 Number-Insert 1 if one-way system

For example

First Major Road Identified in Donegal = **R4MRDL01**

Second Major Road Identified in Donegal (*One-way System*) = **R4MRDL02-1**, etc

2. Record Major Road on MAPROAD PMS.

Please refer to Tutorial Video *Capturing a Major Road on MapRoad PMS*

Important: When digitizing (drawing) the Major Road feature in MapRoad always follow the direction of travel of a one-way system. i.e. increasing chainage in same direction as traffic flow.

Once the Major Road is recorded the following information will be recorded

- Major Road ID
- Major Road Number
- Major Road Name
- Major Road Start/End Coordinates
- Major Road Length

3.2 Phase 2. Acquire Specified Data Set on Major Road

Once the Major Roads have been established the NMB must determine if it already holds any of the data specified in Appendix 1 or if data for the Major Road needs to be captured.

The following criteria applies:

- *Data captured in 2019,2020 and/or 2021 that complies with the data specification requirements in Appendix 1 of this document can be used.*
- *Major Roads that have no data available compliant with the specification will require new data to be captured.*
- *Only data outlined within the specification, shall be included in Round 4 Noise Mapping*

3.2.1 R4 Noise Data Capture WebApp

All Phase 2 datasets will be recorded on the RMO developed R4 Noise Data Capture WebApp. Please refer to Tutorial Video *Capturing Data using the GIS WebApp* for further guidance. The WebApp is an ESRI ARGIS platform and enables the capture of data spatially on a map. This will provide a consistent approach to the data capture across all NMB's and ensure compatibility with modelling software.

Important: The drawing accuracy of polylines or points on the WebApp is imperative. Effort should be made to ensure any points or polylines (features) created follow/connect with the profile of Road Schedule edges as closely as possible. To this end functionality has been included in the WebApp to allow the user snap to nodes on the centreline linework to assist with accuracy of digitisation

3.2.2 Group B Data Capture Methodology

3.2.2.1 Field Data Capture

Group B data shall be field captured via temporary automated traffic counters, manual traffic counts or a combination of both options.

- The NMB shall select at a minimum one suitable location on the Major Road to capture traffic flow (please refer to Appendix 1 Data Specification Section 1.2 of the for further information on traffic flow).
- The data capture shall be in accordance with the specification outlined in Appendix 1
- Data capture is required at each of the following time periods: Daytime (7am -7pm), Evening-time (7pm to 11pm) and Night-time (11pm - 7am)
- **(Preferred):** Accuracy increases with duration of traffic count. A best practise model shall be employed by NMBs to collect Group B data by using local knowledge to avoid periods of time / known days of the week where traffic flows are abnormally high or low.
- **(Optional):** Short term counts with the application of expansion factors can be used however the preferred approach is longer duration data capture. The TII Generic Expansion Factor Method; PE-PAG-02039 Expansion factors for Short period Traffic Counts shall be used for short term traffic counts.

3.2.2.2 Desktop Data Capture

All relevant captured Group B field data shall be entered against an identified "Traffic Count Results" point feature on the WebApp by the NMB. The NMB will populate data fields against this point feature as in accordance with the specification outlined in Appendix 1

Please refer to Tutorial Video *Capturing Data using the GIS WebApp* for further guidance

3.2.3 Group C Data Capture Methodology

Group C data shall be established via a blend of visual and desktop surveys over the entire length of any identified Major Roads. The field or desktop study data shall then be entered against a location polyline or point (feature) identified on WebApp by the NMB. The NMB will populate data fields (attributes) against these features in accordance with the specification outlined in Appendix 1.

3.2.3.1 Surface Material ID and Age

1. Identify locations of surface material types of varying age in line with Table 2 Appendix 1.
2. Surface material should be viewed as the majority. Isolated small patch works should not be factored in as a change in surface type.
3. In tandem with a field survey MapRoad PMS can be used as a resource to identify Surface Type and Age.
 - By selecting the Chronology Tab in the project form for a previous identified MAJOR ROAD, there will be a return of historical completed pavement projects relevant to chainage over the extents of the identified Major Road.
 - By double clicking on a historical project, its subsequent project form will be activated.
 - Select the Works Tab and by expanding the works grid the surface material used will be displayed.

Please refer to Tutorial Video *Desktop analysis of Surface Material ID and Age on Major Road*

4. Use the WebApp to delineate the extend of the Surface Material location by digitising a polyline feature. Assign a Surface Material ID in line with Table 2 Appendix 1 and Surface Material Age in number of years.

Please refer to Tutorial Video *Capturing Data using the GIS WebApp* for further guidance.

Important: The extent of each different surface material must be drawn individually but must be contiguous, each polyline adjoining to the other, over the extent of the Major Road. When drawing the extents of each surface material using the WebApp please ensure that only one surface material option is selected.

3.2.3.2 Gradient

1. Identify extent of locations of where the gradient is $\geq 2\%$ along a Major Road, see figure 3-2 and as outlined in Table 2 Appendix 1
2. Use WebApp to delineate the extend of the Gradient location by digitising a polyline feature.

Please refer to Tutorial Video *Capturing Data using the GIS WebApp* for further guidance



Figure 3-2 Gradient locations

4 Data Capture Process Submission

Each NMB is required to inform the RMO that they have completed Phase 1 and Phase 2 of the Data Capture Process by submitting an email via;

contact@rmo.ie Subject '*R4 Phase 1 and Phase 2 Submission*'

To allow sufficient time to process all datasets, the return date for submissions has been set at the Friday the 12th of November 2021.

The data capture status reports will be collated and issued to stakeholders during the process.

Upon submission the NMB acknowledge that the required dataset has been captured in line with the specification and methodology outlined in this document and therefore the Data Capture Process is closed.

NMBs can contact the RMO at contact@rmo.ie if further clarity is required in all aspects of the process set out in this guidance and specification document.

APPENDIX 1

1 Data Specification

The Local Authority sector as Noise Mapping Bodies (NMB) have an obligation to capture and make available specific data to allow the delivery of The Round 4 Strategic Noise Mapping on Major Roads Project. The obligation is set out in the Environmental Noise Regulations (2018). The following sets out the data specification and requirements to achieve this objective.

1.1 Data Required

| Field Name | Definition | Description | Data Capture Group |
|---|---|---|--------------------|
| Road Number | Road Number | As per the Guidelines for the classification and Scheduling of roads in Ireland (2013) published by the Department of Transport | A |
| Road Classification | Classification of Major Road | Regional (R), Local Primary (LP), Local Secondary (LS), Local Tertiary (LT) | A |
| Road Name | Textual Road Name where available | Road name from MAPROAD PMS | A |
| Annual Traffic Flow | Number of vehicle passes per year on a Major Road | Single carriageway road: this is the bi-directional flow on the section of Major Road (minimum flow threshold = 3,000,000 vehicles per year or above). Dual carriageway represented by a pair of OSi PRIME2 centrelines: this is the unidirectional flow on the carriageway of the section of Major Road (sum of both carriageways = 3,000,000 vehicles per year or above). | B |
| Length | Total length of Major Road in meters | Distance between start and end points of Major Road | A |
| Road Start / End Node (X1, Y1 & X2, Y2) | Geographical co-ordinates in meters. Latitudinal and Longitudinal location of the road start and end nodes. | Latitude; Longitude; Meters; ITM | A |
| Coordinate System | Coordinate system to be used | Irish Transverse Mercator (ITM) | A |
| Direction | Direction of traffic flow / travel | 0 = for regular 2-way road 1 = 1-way flow with direction of digitization of polyline -1 = 1-way flow against direction of digitization of polyline | A |
| Surface | Road surface Type | See table 2 for surface type index | C |
| Age of Surface | Age of road surface | Number of years since road surface was laid; 0 if unknown | C |
| Junction | Type of Junction | 1; Traffic Lights, 2; Roundabout | C |

Table 1: Data Specification Parameters

| Field Name | Definition | Description | Data Capture Group |
|---------------|--|---|--------------------|
| Vehs C1 Day | Vehicles per hour, Category 1*, Daytime | Light vehicles per hour, Daytime | B |
| Speed C1 Day | Average speed, Category 1, Daytime | Light vehicles km/h, Daytime | B |
| Vehs C1 Eve | Vehicles per hour, Category 1, Evening | Light vehicles per hour, Evening | B |
| Speed C1 Eve | Average speed, Category 1, Evening | Light vehicles km/h, Evening | B |
| Vehs C1 Ngt | Vehicles per hour, Category 1, Night | Light vehicles per hour, Night | B |
| Speed C1 Ngt | Average speed, Category 1, Night | Light vehicles km/h, Night | B |
| Vehs C2 Day | Vehicles per hour, Category 2*, Daytime | Medium heavy vehicles per hour, daytime | B |
| Speed C2 Day | Average speed, Category 2, Daytime | Medium heavy vehicles km/h, daytime | B |
| Vehs C2 Eve | Vehicles per hour, Category 2, Evening | Medium heavy vehicles per hour, Evening | B |
| Speed C2 Eve | Average speed, Category 2, Evening | Medium heavy vehicles km/h, Evening | B |
| Vehs C2 Ngt | Vehicles per hour, Category 2, Night | Medium heavy vehicles per hour, Night | B |
| Speed C2 Ngt | Average speed, Category 2, Night | Medium heavy vehicles km/h, Night | B |
| Vehs C3 Day | Vehicles per hour, Category 3*, Daytime | Heavy vehicles per hour, daytime | B |
| Speed C3 Day | Average speed, Category 3, Daytime | Heavy vehicles km/h, daytime | B |
| Vehs C3 Eve | Vehicles per hour, Category 3, Evening | Heavy vehicles per hour, Evening | B |
| Speed C3 Eve | Average speed, Category 3, Evening | Heavy vehicles km/h, Evening | B |
| Vehs C3 Ngt | Vehicles per hour, Category 3, Night | Heavy vehicles per hour, Night | B |
| Speed C3 Ngt | Average speed, Category 3, Night | Heavy vehicles km/h, Night | B |
| Vehs C4a Day | Vehicles per hour, Category 4a*, Daytime | Mopeds per hour, Daytime | B |
| Speed C4a Day | Average speed, Category 4a, Daytime | Mopeds km/h, Daytime | B |
| Vehs C4a Eve | Vehicles per hour, Category 4a, Evening | Mopeds per hour, Evening | B |
| Speed C4a Eve | Average speed, Category 4a, Evening | Mopeds km/h, Evening | B |
| Vehs C4a Ngt | Vehicles per hour, Category 4a, Night | Mopeds per hour, Night | B |
| Speed C4a Ngt | Average speed, Category 4a, Night | Mopeds km/h, Night | B |
| Vehs C4b Day | Vehicles per hour, Category 4b*, Daytime | Motorcycles per hour, Daytime | B |
| Speed C4b Day | Average speed, Category 4b, Daytime | Motorcycles km/h, Daytime | B |
| Vehs C4b Eve | Vehicles per hour, Category 4b, Evening | Motorcycles per hour, Evening | B |
| Speed C4b Eve | Average speed, Category 4b, Evening | Motorcycles km/h, Evening | B |
| Vehs C4b Ngt | Vehicles per hour, Category 4b, Night | Motorcycles per hour, Night | B |
| Speed C4b Ngt | Average speed, Category 4b, Night | Motorcycles km/h, Night | B |
| Vehs C5 Day | Vehicles per hour, Category 5*, Daytime | EV & HV per hour, Daytime | B |
| Speed C5 Day | Average speed, Category 5, Daytime | EV & HV km/h, Daytime | B |
| Vehs C5 Eve | Vehicles per hour, Category 5, Evening | EV & HV per hour, Evening | B |
| Speed C5 Eve | Average speed, Category 5, Evening | EV & HV km/h, Evening | B |
| Vehs C5 Ngt | Vehicles per hour, Category 5, Night | EV & HV per hour, Night | B |
| Speed C5 Ngt | Average speed, Category 5, Night | EV & HV km/h, Night | B |

* Vehicle category defined in Table 3

Table 1: Data Specification Parameters (ctd.)

| Surface | Description | Methodology | Data Capture Group |
|---------|--------------------------------------|--|--------------------|
| R_NL00 | NL reference road surface | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL01 | NL 1-layer ZOAB | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL02 | NL 2-layer ZOAB | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL03 | NL 2-layer ZOAB (fine) | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL04 | NL SMA-NL5 | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL05 | NL SMA-NL8 | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL06 | NL brushed down concrete | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL07 | NL optimized brushed down concrete | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL08 | NL fine broom concrete | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL09 | NL worked surface | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL10 | NL hard elements in herringbone | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL11 | NL hard elements not in herringbone | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL12 | NL quiet hard elements | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL13 | NL Thin layer A | RIVM proposed amendments to CNOSSOS-EU | C |
| R_NL14 | NL Thin layer B | RIVM proposed amendments to CNOSSOS-EU | C |
| R_IE01 | IE hot rolled asphalt (HRA) | TII road pavement acoustic performance | C |
| R_IE02 | IE old HRA* good condition | TII road pavement acoustic performance | C |
| R_IE03 | IE old HRA* poor condition | TII road pavement acoustic performance | C |
| R_IE04 | IE SMA-IE14 | TII road pavement acoustic performance | C |
| R_IE05 | IE old SMA-IE10 | TII road pavement acoustic performance | C |
| R_IE06 | IE old SMA-IE14 | TII road pavement acoustic performance | C |
| R_IE07 | IE old porous asphalt | TII road pavement acoustic performance | C |
| R_IE08 | IE new SMA with rubber filler (RARX) | TII road pavement acoustic performance | C |
| R_IE09 | Old IE-TSCS14 | TII road pavement acoustic performance | C |
| R_IE10 | IE Surface Dressing | Regional and Local Roads | C |
| R_IE11 | IE Surface Course Asphalt Concrete | Regional and Local Roads | C |

Table 2: Road Surface Type Index

* Consideration should be taken to record the condition of Hot Rolled Asphalt as; HRA good condition or HRA poor condition where applicable

| Category | Name | Description | Vehicle category in EC | Data Capture Group |
|----------|-----------------------------|--|-------------------------------|--------------------|
| 1 | Light Motor Vehicle | Passenger cars, delivery vans ≤ 3.5 Tons, Sports utility vehicles, Multi-purpose vehicles | M1, N1 | A |
| 2 | Medium Heavy Vehicles | Medium heavy vehicles, delivery vans > 3.5 Tons, busses, motorhomes with 2 axles and twin tyre mounting on rear axle | M2, M3, N2 & N3 | A |
| 3 | Heavy Vehicles | heavy duty vehicles, touring cars, busses each with 3 or more axles | M2 & N3 with trailer, M3 & N3 | A |
| 4 | Powered 2 Wheel Vehicles | 4a: 2, 3 and 4 wheeled mopeds | L1, L2 & L6 | A |
| | | 4b: Motorcycles with / without sidecars, tricycles, quadricycles | L3, L4, L5, & L7 | A |
| 5 | Electric / Hybrid Vehicles* | Electric powered vehicles, plug in hybrid vehicles, self-charging hybrid vehicles | N/A | A |

* EV & HV vehicle counts will be most relevant to low speed roads, below approximately 40 km/h, at medium and high speeds EV & HV noise emission will be the same as Category 1 light motor vehicles.

Table 3: Vehicle Categories

1.2 Data Format

By using MapRoad and the purpose built GIS Web App the NMB will capture data in the required Format (ESRI Shapefile). Each NMB must use these tools to complete the R4 data capture process.

1.3 Coordination between adjoining NMBs

NMBs shall liaise with all adjoining NMBs to ensure that the mapping of Major Roads across authority boundaries is coordinated to provide continuity of coverage of the mapping and consistency of the traffic flow data / modelling data used.

1.4 Amalgamation of raw data by the RMO

All applicable Round 4 Noise Mapping data outlined in this specification is to be provided to the RMO by each NMB for their major roads. The RMO will amalgamate all major roads data into a single dataset and provide same to the Noise Mapping Modelers. Data is to be provided in electronic format as outlined in section 4 of the Data Capture Process Guidance document.

Appendix 2



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NOTIF 09/2021

18/05/2021

**RE: European Communities (Environmental Noise) Regulations 2018
Strategic Noise Mapping Round 4**

Dear Director,

Under the European Communities (Environmental Noise) Regulations 2018 and EC Directive 2002/49/EC (END), member states are required to prepare and publish strategic noise maps and noise management action plans.

Round 4 of this noise mapping and action planning cycle runs from 2020 to 2025. The Environmental Protection Agency (EPA) is the national coordinating authority tasked with delivering the requirements of the directive. It has been agreed at CCMA level that the RMO would coordinate directly with Local Authorities (LA's) (excluding the city council agglomerations) to provide support with respect to the data capture process.

The data collection process consists of capturing various datasets on any roads designated as Major Roads by the LA excluding national roads as this data will be collected directly by the TII. The LA is required to collect, process, and return this data to the RMO. The RMO will collaborate with the TII to provide the data in the format required to run the modelling. To assist with the data capture process the RMO is preparing guidance and specification documents with the aim to issue them in the coming weeks.

In order to initiate the process as set out above, can you please furnish the RMO with the contact details (name, email) of your Authorities nominated Noise Mapping Manager to contact@rmo.ie.

Please do not hesitate to contact this office if you have any queries.

Kind Regards,



Pavement Management Unit,
Road Management Office,
contact@rmo.ie

Cc: Senior Engineers

Please reply to: Milford Public Service Centre, Main Street, Milford, Co. Donegal F92 TD0P

Guthán/Tel: 074 91 53960 | Ríomhphost/Email: contact@rmo.ie