



Department
for Transport

WebTAG - Noise

HCNF 14th March 2018



What is WebTAG?

- ▶ Department for Transport's suite of guidance on how to assess the expected impacts of transport policy proposals and projects
- ▶ Well-established approach for estimating noise impacts, approved by other central government departments and bodies, for example Defra and Public Health England
- ▶ The guidance covers various transport modes including; rail, road, aviation, walking and cycling
- ▶ Designed for use by government, the guidance can be used by others, as all of WebTAG is publically available. WebTAG includes:
 - guidance documents
 - excel tools
 - excel data books





- ▶ For each decibel change in average noise level, a monetary value is assigned for the change in the following health impacts:
 - Amenity (annoyance)
 - Acute myocardial infarction
 - Dementia
 - Stroke
 - Sleep disturbance

- ▶ These values are based on the latest evidence on the link between noise exposure and health impacts
- ▶ WebTAG is regularly reviewed to consider how new evidence and methodologies should be incorporated
- ▶ Monetised using Leq, average noise level over a period of time. If there is a period of respite then it will bring down the average noise level



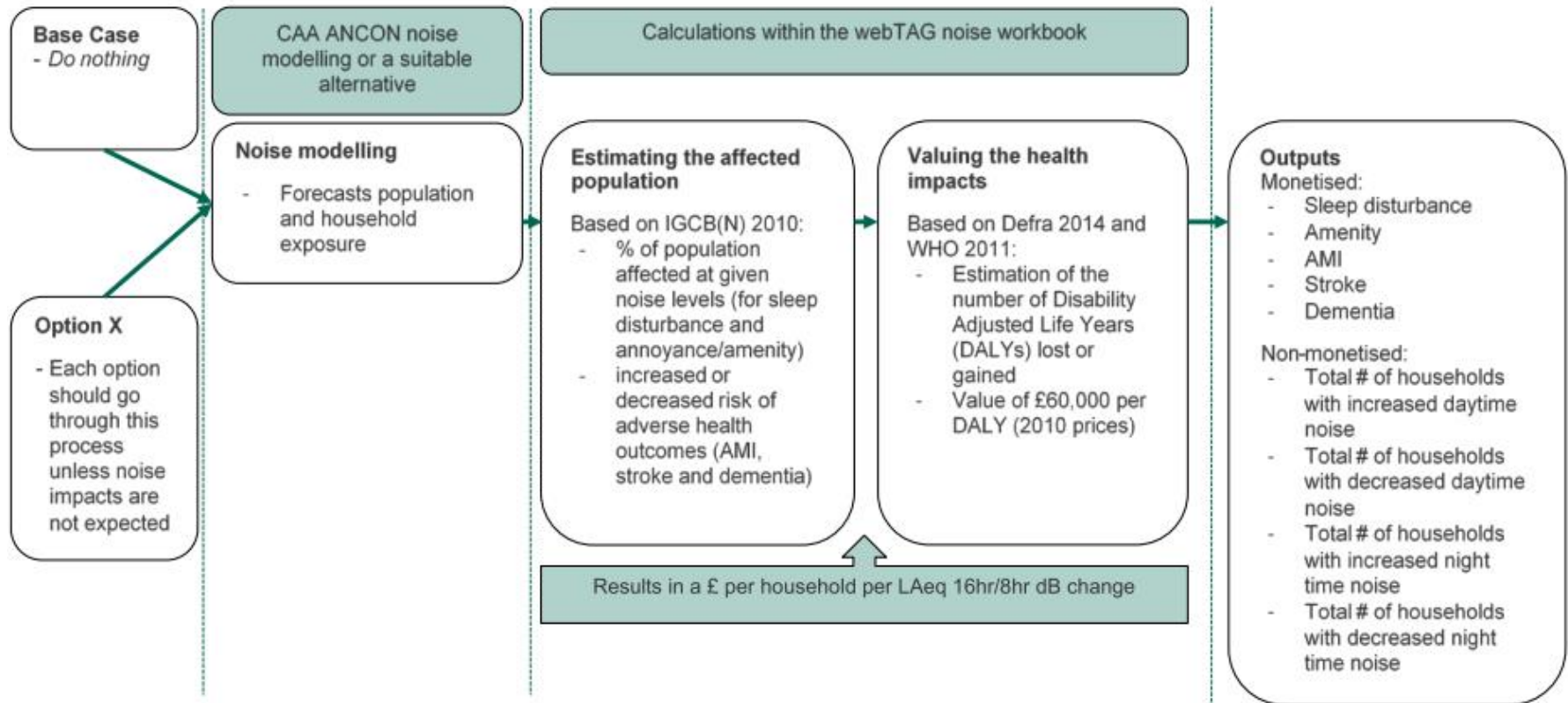
How does WebTAG calculate a value for health impacts?

- ▶ Calculation is based on the probability of experiencing a negative impact from one of the health outcomes
- ▶ We use evidence based probabilities to measure the likely impacts on a population. As the noise exposure increases so does the probability of negative health impacts
- ▶ For each policy/scheme option that is assessed, the noise tool is able to produce a monetised value based on the total number of households that experience changes in noise exposure compared to what would happen if there was no change





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Noise Workbook - Worksheet 1

Proposal Name: Hypothetical webTAG example

Present Value Base Year

Current Year

Proposal Opening year:

Project (Road, Rail or Aviation):

| | |
|---|---|
| Net present value of change in noise (£): | <input type="text" value="-£28,315,621"/> |
| | <small>*Positive value reflects a net benefit (i.e. a reduction in noise)</small> |
| Net present value of impact on sleep disturbance (£): | <input type="text" value="£0"/> |
| Net present value of impact on amenity (£): | <input type="text" value="-£25,922,110"/> |
| Net present value of impact on AMI (£): | <input type="text" value="£390,098"/> |
| Net present value of impact on stroke (£): | <input type="text" value="-£1,104,598"/> |
| Net present value of impact on dementia (£): | <input type="text" value="-£1,679,011"/> |

Quantitative results

| | |
|--|-------------------------------------|
| Households experiencing increased daytime noise in forecast year: | <input type="text" value="284750"/> |
| Households experiencing reduced daytime noise in forecast year: | <input type="text" value="143800"/> |
| Households experiencing increased night time noise in forecast year: | <input type="text" value="n/a"/> |
| Households experiencing reduced night time noise in forecast year: | <input type="text" value="n/a"/> |

Qualitative Comments:

Data Sources:



Assessing Current Noise Impacts

- ▶ WebTAG is not designed to measure current impacts, its purpose is to monetise the change in noise impacts resulting from a new scheme or policy
- ▶ WebTAG requires a baseline (base case) in order to assess the expected change from a policy proposal or scheme
- ▶ To assess current impacts you need to select a baseline to monetise the change. For example:
 - Noise impacts in a previous year: 1, 10 years ago etc.
 - A different level of aviation noise, for example no noise