

# WOODBIDGE TOWN COUNCIL ORAL PRESENTATION

## ISH (12) – COMMUNITY MATTERS

By Councillor Robin Sanders of Woodbridge Town Council

Woodbridge Town Council's Written Representation ('WR') submission at Deadline 7 was primarily on the aspect of rail generated noise and I wish to report further on that issue.

Subsequent to the WR at Deadline 7, and previous WR's on this subject by Woodbridge Town Council, there has been publication of a very major study in the British Medical Journal on 8<sup>th</sup> September 2021. The paper in the journal is called "*Residential exposure to transportation noise in Denmark, and incidence of dementia: a national cohort study*" and a PDF version of that paper can be downloaded, see footnote.<sup>1</sup> It reports on the findings of a study of nearly 2 million people over a 13-year period who were subject to either road or rail noise. There are very few such extended studies on such a large cohort and the findings thus provides a major insight into the impact of rail and road noise on the range of medical conditions covered by the term dementia.

The paper reveals a significant link between dementia and road and rail noise and that there is significant impact, in terms of markedly raised incidences of dementia. The study reveals this occurs at noise levels between LOAEL (40dB) and roughly, as far as I can see about 55 dB, the Applicant's night-time average value before intervention occurs i.e. when noise insulation measures on individual properties will be undertaken. The impact is greatest in that noise range and there is no further detected increase in incidence above that later noise level.

This in Woodbridge Town Council's view is a very significant study and supports our previous WR contentions for the need for intervention at levels significantly below that the Applicant is proposing. We have previously referred to the recommended level of 44dB as given in the latest 2018 WHO guidelines on rail noise contained within its publication Environmental Noise Guidelines. Whilst that report relates to other impact on health due to sleep disturbance, such a level clearly would reduce the incidence of rail noise induced dementia from that which the Danish study indicates would occur with a level of up to 55dB as proposed by the Applicant.

WTC also wishes to raise a further point and this relates to the matter of vibration-induced noise which was discussed at ISH 8 where its representative Councillor Sanders was unable to attend. Mr Thorney-Taylor, on behalf of the Applicant, stated that the marked ground borne vibrations induced by the nuclear flask trains, that previously traversed the East Suffolk line,

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<sup>1</sup> [Residential exposure to transportation noise in Denmark and incidence of dementia: national cohort study \(bmj.com\)](https://www.bmj.com)

were caused by the lack of any suspension on the wagons and referred to the very high unsprung mass inducing such vibrations. Every photograph Councillor Sanders of WTC has seen shows that the nuclear flask train wagons did have a suspension and that is the recollection of Councillor Sanders of such trains passing along the line. WTC thus questions the accuracy of that response.