

Transport Noise Action Plan (TNAP) 2024 to 2028 consultation response

30 January 2026

1. Do you consider there has been anything left out of the Transport Noise Action Plan?

We need to acknowledge that increased travel by bike, walking and wheeling helps reduce noise pollution. Pedal bikes are almost silent, compared with cars, lorries and motorcycles which produce between 70–100 decibels, plus the additional noise of revving and braking.

We ask that the Action Plan specifically references cycling as among the “quieter modes of transport” and also references that investment in safe cycling infrastructure is required to support more people to switch to cycling for transport. Research shows fear of road traffic is the number one reason more people don’t cycle.

As well as reducing noise pollution, enabling more cycling for transport helps reduce environmental pollution and improves air quality and health, helping to counter the negative impacts of noise pollution on health and wellbeing.

Enabling cycling helps reduce inequalities in terms of transport poverty and the impact of noise and air pollution on people living in the most deprived areas – who are more likely to live closer to heavy road traffic.

2. Is there anything you consider should be discussed at the Transport Noise Action Plan Steering Group during the next 5 year cycle for Round 5?

The inequalities of traffic noise pollution being focused on specific streets and along motorways and major roads, having a disproportionate impact on specific communities.

The number of large vehicles moving goods across the country is increasing and there is a disproportionate number of crashes involving people driving for work.

Encouraging sustainable options for the movement of goods and services, including a commitment to supporting solutions for ‘last mile’ deliveries, including through use of cargo bikes and e-cargo bikes.

3. Do you have any views on the long term opportunities to better address Scotland's needs for managing transport noise?

Cycling plays a key role in tackling noise pollution in our towns and cities.

Approximately 70% of all trips in Scotland are under 5 miles¹, which shows the opportunity for modal shift and reducing car use – and related noise, carbon emissions and congestion.

¹ <https://www.transport.gov.scot/media/myqdvkzv/chapter-11-personal-and-cross-modal-scottish-transport-statistics-2023.pdf>

Electrifying the HGV fleet will have additional benefits in reducing sources of noise pollution. Equally, it is vital to increase the transfer of freight to rail (which can help reduce noise pollution) and to ensure that new eHGVs meet improved visibility standards for road safety purposes.

Monitoring the impact of low emission zones can help provide additional data on the multiple co-benefits of work to tackle air pollution.

4. Are there any other comments you wish to provide in relation to transport noise or the Transport Noise Action Plan?

Reducing noise from transport is directly aligned with supporting more sustainable travel. Scottish Government state that “At the heart of the National Transport Strategy is the recognition that we need to make a step-change in behaviour and provide attractive, affordable, accessible and sustainable travel options.”