

GIS Based Assessment and Mapping of Noise Pollution in Coimbatore District

S.D.Anitha SelvaSofia, Divyabharathi. S, Backya. P, Swetha. S, Balamithra. A

Abstract : A standout amongst the most unwanted symptoms of inappropriately arranged industrialization is the contamination of our condition and resulting debasement of the personal satisfaction. Commotion contamination is a huge ecological issue in numerous quickly urbanizing zones. This issue is legitimately not perceived regardless of the way that it is relentlessly developing in creating nations. Commotion discharged in nature from each source is a bothersome result of our cutting edge lifestyle and is heightening at a high rate. In the previous thirty years, commotion in all territories, particularly in urban zones has been expanding quickly. Coimbatore City, known for its quick urbanization and industrialization, is appearing disturbing ascent in the commotion levels and consequently, an endeavor has been made to contemplate the ecological clamor levels in Coimbatore city. This investigation reports the natural commotion levels estimated at different areas inside the city containing business, private, mechanical and quiet zones. An Advanced Sound Dimension Meter (Make:Larson and Davis) was utilized for the examination. Every one of the estimations were taken amid the pinnacle hours and under standard conditions. Different Commotion Control measures were recommended for the hazard zones.

Keywords: Noise Pollution, GIS, Hotspot.

I. INTRODUCTION

Sound is a type of vitality which goes as waves. The waves are made when atoms in air experience pressure and rarefaction then again. Sound waves move outward from the vibrating source. Subsequently, they debilitate with the separation from the source. The human ear is touchy to the recurrence scope of 20 Hz to 20000 Hz. Sounds with recurrence underneath 20 Hz are not identified by the human ear and are called infrasonic though sounds having recurrence over 20000 Hz is called ultrasound. Frequencies between 2000 Hz and 8000 Hz are viewed as most irritating while those beneath 500 Hz or over 10000 Hz are less irritating. Clamor is viewed as an ordinary marvel.

Activity plans and ensuing acoustical arranging are not truly considered in numerous pieces of the world. This will assist people in general with realizing the dimensions of clamor that they are presented to and to create components for decreasing the commotion to allowable dimensions. A geographic data framework (GIS) is a PC based data framework that empowers the information, the executives, investigation, yield and spread of spatially referenced, land related information and data at all scales. Commotion maps give great spatial introductions of acoustic circumstances. GIS gives great representation apparatuses of commotion proliferation and helps with structure a spatial choice emotionally supportive network that can be utilized in the basic leadership process. Clamor maps worked in GIS can in this manner be utilized for such investigation and the executives forms. Since clamor has some mental and social ramifications and influences the prosperity and personal satisfaction in our condition, there is a requirement for commotion to be imagined and appeared at influenced parties. GIS can encourage such presentation and perception and can prompt discoveries which may be important to advise framework arranging, guarantee profitability in different work environments or think about, and to execute or uphold consistence to any current commotion guidelines

Coimbatore City, known for its fast urbanization and industrialization, is appearing disturbing ascent in the commotion levels and thus, an endeavor has been made to ponder the ecological clamor levels in Coimbatore city. This examination reports the natural commotion levels estimated at different areas inside the city including business, private, modern and quiet zones. A Computerized Sound Dimension Meter (Make: Larson and Davis) was utilized for the investigation. Every one of the estimations were taken amid the pinnacle hours and Non top hours under standard conditions. The deliberate clamor levels were contrasted and the Commotion Guidelines prescribed by the Clamor Contamination (Guideline and Control) Tenets, 2000 and the commotion chance zones were recognized.

II. OBJECTIVES

The objectives of the present study are as follows,

1. To assess and compare the noise levels at residential, commercial and silent zones in Coimbatore city with respect to prescribed noise limits mentioned in CPCB, India
2. To analyze the impact of traffic volume on noise pollution
3. To evaluate the noise levels at different day timings (lean and peak hours) and night timings.

Revised Manuscript Received on 30 May 2019.

* Correspondence Author

S.D.Anitha SelvaSofia*, AP(Sr.Gr), Department of Civil Engineering, Sri Ramakrishna Engineering College. Coimbatore,India

S.Divyabharathi, UG Student(III Year),Department of Civil Engineering, Sri Ramakrishna Engineering College. Coimbatore,India

P. Backya, UG Student(III Year),Department of Civil Engineering, Sri Ramakrishna Engineering College. Coimbatore,India

S. Swetha, UG Student(III Year),Department of Civil Engineering, Sri Ramakrishna Engineering College. Coimbatore,India

A.Balamithra, UG Student(III Year),Department of Civil Engineering, Sri Ramakrishna Engineering College. Coimbatore,India

© The Authors. Published by Blue Eyes Intelligence Engineering and Sciences Publication (BEIESP). This is an [open access](http://creativecommons.org/licenses/by-nc-nd/4.0/) article under the CC-BY-NC-ND license <http://creativecommons.org/licenses/by-nc-nd/4.0/>

III. NOISE AND NOISE MAPPING

Commotion estimation is an essential analytic device in clamor control innovation. The goal of commotion estimation is to make precise estimation which gives us an intentional demonstration of looking at clamors under changed conditions for evaluation of unfavorable effects of commotion and receiving reasonable control procedures for clamor decrease.

Clamor contamination has many negative physiological and social ramifications and influences the prosperity and personal satisfaction in our condition. Commotion contamination irritates rest, builds pressure, causes diversion, uneasiness and denies significant serenity. It exasperates understudies, is a risk to the matured and the debilitated and is an indication of disregard to the network on the loose. Long introduction to commotion can cause clamor prompted hearing misfortune. High clamor levels can likewise add to cardiovascular impacts. Commotion can effect sly affect creatures as well, for example, startling creatures out of their characteristic natural surroundings. Other minor mental issues, for example, strain, crabbiness and trouble in concentrating are additionally apparent from commotion. While having delayed presentation, commotion will have broad adverse impacts; additionally, combined with the inexorably urbanized condition portrayed by a high thickness of living in tall structure living arrangements, the capacity of clamor contamination to influence a bigger extent of individuals likewise builds; personal satisfaction is likewise undermined, particularly amid evening time. Other negative effects that are identified with the personal satisfaction incorporate undue modifications in the ordinary conduct of people; precedents incorporate keeping the utilization of local locations, for example, galleries and basic regions because of unreasonable commotion levels just as the closing of windows in homes to counteract clamor outflow.

IV. NOISE LEVEL SAMPLING AND DATA COMPUTATION

The testing approach utilized is neighborhood managerial units combined with land use class. Each land use was distinguished at the structure impression level for example in view of the utilization of the specific landed structure. Consequently, private, instructive, traffic and business land utilizes were incorporated into the examining. Table 1 subtleties the land use classifications included the GPS directions and areas of information gathering. Sound weight esteems in decibels – Db (A) for example decibels in A-weighted scale were recorded for three times of the day – morning, evening and night. The information was gathered between July sixth 2019 and September first 2019, on Mondays, Wednesdays and Saturdays, consolidating working days of the week and ends of the week. The commotion evaluation was directed amid morning (7-9 am), evening (12-2pm) and evening (5-7pm). These are; Leq-m, Leq-n and Leq-e: hourly A-weighted equal sound dimension throughout the first part of the day, early afternoon and night time frame; • NI: commotion record, and Lmin and Lmax: least and most extreme clamor level amid the inspecting time frame.

V. NOISE POLLUTION

Central Pollution Control Board (CPCB) has the responsibility to regulate and control sources of Noise Pollution with the objective of maintaining the ambient air quality standards. Ambient noise values are compared with the standard prescribed limits as per Environmental Protection Act, 1986.Noise limits are given by Noise Pollution (Regulations & Control) Rules, 2000 for different locations mentioned in Table 1.

Table 1: Noise standards for Ambient Noise Level

Category of area	Limits in dB(A)	
	Day time(Peak Hour)	Night time(Non-Peak Hour)
Industrial	75	70
Commercial	65	55
Residential	55	45
Silence zone	50	40

A silence zone is defined as an area comprising not less than 100 mts around hospitals, educational institutions and courts.

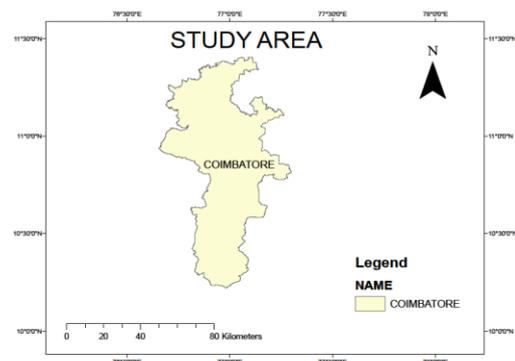
VI. EFFECTS OF NOISE POLLUTION

1. Hearing Problems.
2. Health Issues.
3. Cardiovascular Issues.
4. Trouble Communicating.
5. Effect on Wildlife.

Noise levels and traffic volume were measured at 35 different locations, covered under commercial, silence and residential zones in Coimbatore city. The noise levels were measured using noise meter software (mobile application).

VII. STUDY AREA

The study area selected is Coimbatore in the state of Tamil Nadu. Coimbatore is the second upcoming smart city in India and is called as Manchester of South India. The longitude of Coimbatore lies between 76°65' E – 77° 29' E. The latitude lies between 10 ° 22' N – 11 ° 41' N. The total area of Coimbatore is 471 Square kilometers. The study area is shown in Figure1 Fig. 1 Study Area



Selection of Sampling Points

In light of the land use design, 35 areas were chosen inside Coimbatore, for estimating the commotion levels. These areas were chosen to such an extent that they speak to private, business, modern and quiet zones, intersections, open and semi-open zones. The different areas picked for looking over are given in the Table 2.

Measurement Duration

Fitting and delegate inspecting interims ought to be chosen and legitimized. Ordinarily the common interims or "normal occasions" will be 15-30 minutes amid daytime, and 15 minutes amid evening time. These might be enhanced with shorter or longer inspecting span in specific cases. In a perfect world, testing over various days and at various occasions amid the day will guarantee that the overview is factually delegate.

In our study, the estimations were taken for a term of 30 min, amid the pinnacle hours. The pinnacle hours considered was 7.30 AM – 10.30 AM and 4.00 PM – 7.30 PM and every one of the estimations were taken amid the week days.

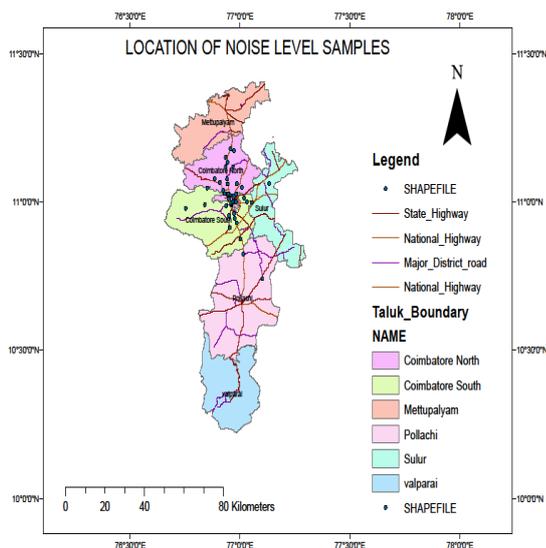


Figure2 Location of Noise level Samples

Placing of Sound Level Meter

The instrument is set with its mouthpiece pointed towards the sound source. Commonly natural commotion estimations are taken in free field, least 3.5m from façade. Since it is beyond the realm of imagination at all conditions, the accompanying method was received in our investigation.

- The amplifier ought to be at any rate 1m far from façade or divider
- The receiver ought to be at a stature of 1.2 m over the ground.
- A windshield is put over the mouthpiece to prepare for wind impacts.
- To limit the reflections from the administrator, it is adequate if SLM is held at a manageable distance.

GIS Based Assessment and Mapping of Noise Pollution in Coimbatore District

Table 2 Location of Samples and their Weightage

Lat	Long	Location	Category	Peak Hour	Weightage	RISK -PH	Non-Peak Hour	Weightage	RISK-NPH
11.07721	76.9414721	Thudiyalur	Residential	81	2	High	69	1	Safe
11.024711	76.9518582	Saibabakovil	Residential	86	2	High	70	1	Safe
11.026699	76.9456305	Saibaba colony	Residential	82	2	High	70	1	Safe
11.03849	76.92401	Edayarpalayam	Residential	80	2	High	64	1	Safe
11.06517	76.90848	Kanuvai	Commercial	81	2	High	65	1	Safe
11.02098	76.96633	Gandhipuram	Commercial	85	2	High	73	1	Safe
11.0104	76.9499	R.S.Puram	Residential	81	2	High	72	1	Safe
11.02117	76.97617	100 feet road	Industrial	82	2	High	78	2	High
10.9887608	76.96204	Ukkadam bus stand	Industrial	81	2	High	76	2	High
10.9921222	76.9600184	Town hall	Industrial	87	2	High	77	2	High
10.9958065	76.960565	5 corner road	Commercial	86	2	High	74	1	Safe
11.0046035	76.971687	VOC Park	Commercial	78	2	High	70	1	Safe
10.9992309	76.9681468	KG	Commercial	78	2	High	69	1	Safe
10.99874	77.03198	Singanallur	Industrial	82	2	High	69	1	Safe
11.01262	77.01901	Upplipalayam	Residential	65	1	Safe	60	1	Safe
11.07815	76.88507	Ramanathapuram	Commercial	69	1	Safe	60	1	Safe
10.99828	77.05357	Ondipudhur	Industrial	63	1	Safe	60	1	Safe
11.11776	76.9355	Narasimhanaickenpalayam	Residential	80	2	High	72	1	Safe
10.87436	77.00175	othakalmandapam	Residential	75	2	High	65	1	safe
10.91372	76.95278	Madhukkari	Industrial	72	1	Safe	60	1	Safe
10.82248	77.01614	Kinathukadavu	Industrial	80	2	High	73	1	Safe
11.11783	76.96863	Idikarai	Industrial	79	2	High	64	1	Safe
11.0611	76.98524	Chinnavedampatti	Industrial	74	1	Safe	62	1	Safe
11.15101	76.9356	Periyanaichkenpalayam	Industrial	89	2	High	75	2	High
11.13246	76.94313	Thekkupalayam	Commercial	72	1	Safe	62	1	Safe
10.98992	76.84088	Thondamuthur	Residential	81	2	High	74	1	Safe
11.17206	76.97295	Veerapandi	Commercial	74	1	Safe	61	1	Safe
11.02824	76.93046	Velandipalyam	Commercial	85	2	High	75	1	High
10.74096	77.10216	PeriyaNagamam	Residential	73	1	Safe	67	1	Safe
11.04661	76.85151	Marudhamalai temple	Commercial	70	1	Safe	63	1	Safe
10.97881	76.75313	Isha yoga	Commercial	69	1	Safe	50	1	Safe
10.92891	76.98447	Eachanari	Commercial	86	2	High	76	2	High
10.94381	76.97727	Sidco	Industrial	88	2	High	78	2	High
11.02115	76.97439	Sidhapudhur	Industrial	89	2	High	77	2	High
11.05998	76.94414	GN mills	Industrial	85	2	High	74	1	Safe
11.0104	76.94899	R.S.Puram	Residential	86	2	High	75	2	High
10.9616	76.97295	Sundarapuram	Residential	87	2	High	76	2	High
10.95315	76.9514	Kuniamuthur	Commercial	78	2	High	68	1	Safe

GIS based assessment and mapping of noise pollution in Coimbatore district

10.98785	76.93777	Perur main road	Commercial	85	2	High	72	1	Safe
11.02706	76.98303	Avarampalayam	Residential	79	2	High	70	1	Safe
10.9989	76.98221	Big bazaar	Commercial	85	2	High	75	2	High
11.04941	77.00937	Ganapathy	Industrial	89	2	High	77	2	High
11.06122	77.1327	Rasipalayam	Industrial	78	2	High	76	2	High
11.17829	76.9571	Press colony	Residential	83	2	High	76	2	High

VIII. SPATIAL ANALYST TOOL (IDW)

IDW gauges were made dependent on close-by known areas. The loads doled out to the adding focuses are the reverse of its separation from the addition point. Thusly, the nearby indicates are made-up have more loads (in this way, more effect) than removed focuses and the other way around. The realized example indicates are understood act naturally overseeing from one another (Robinson and Metternicht, 2006).

where $z(x_0)$ is the introduced esteem, n speaking to the all out number of test information esteems, x_i is the i th information esteem, h_{ij} is the partition remove between added esteem and the example information esteem, and B means the weighting power. The addition esteem changes from 2 to 3.99.

IDW is an ideal representation of the commotion disseminations in territories delicate to clamor. There ought to be prohibition on sounding of horns in local locations, quiet zones for example close schools and clinics, Proper upkeep of vehicles and streets. Clamor cushion zones ought to be made among structures and interstates. Appropriate authorization of traffic police to check the vehicles. Speed points of confinement ought to be kept up particularly in private and quiet regions. In the event of Silence Zones, the volume of traffic ought to be diminished by redirecting the traffic and utilization of horn ought to be limited. Open ought to be made mindful

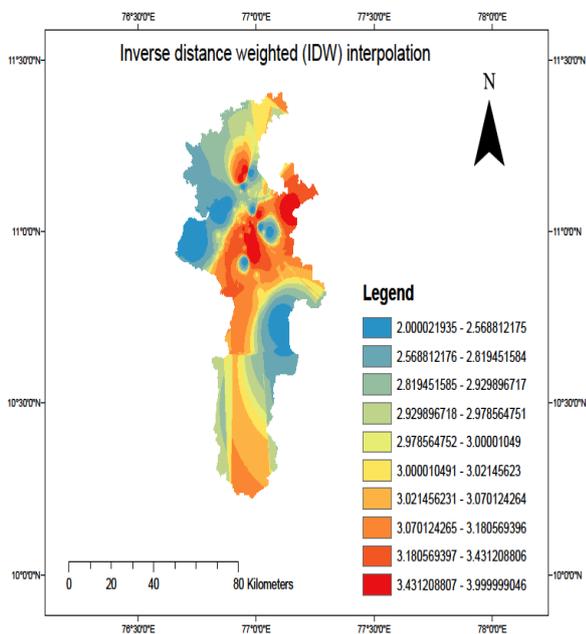


Fig. 3 Spatial Noise Mapping using IDW

of the unsafe effects of clamor contamination through TV, radio, web, and papers. Increasingly more estate of trees ought to be finished.

IX. CONCLUSION

The paper has displayed the consequences of a clamor mapping study in Coimbatore city, concentrating on the CBD. The investigation found that the CPCB clamor levels change from a low of 61 db in the Maruthamalai to a high of 89db in the Ganapathy and that the greater part of the commotion can be credited to vehicular traffic. These outcomes show that commotion levels in Coimbatore are sufficiently high to warrant the consideration of the ecological specialists and further research. An expansion of this study to spread the entire city, with clamor levels saw at variation times, would be a prescribed route forward. Usage of GIS in clamor mapping contributed decidedly of the control commotion contamination. Numerous specialists currently think that its simpler to lead ponders on commotion levels. This has additionally helped urban organizers to improve city and towns pollution. The commotion guide of the examination zone at 6.30pm-8.00pm for workday circumstance demonstrates that clamor level fluctuates from 60dB (A)- 86dB (A) right now period. Structure the guide it can say that night commotion level is a lot higher than the morning and evening clamor levels. Commotion level is higher in the significant streets of the investigation zone and clamor level is lower in minor streets. NH 47 focal piece of Gandipuram shows higher commotion amid evening. Over half of the investigation zone is powerless against abnormal state of commotion (79 dB (A)- 89 dB (An)) and about 10% zone is presented to bring down dimension of clamor (60 dB-69 dB). Just 40% territory is having moderate clamor levels (73 dB (A)- 77 dB (A)).

REFERENCES

1. Banerjee D (2008), "Evaluation and analysis of road traffic noise in Asansol: an industrial town of eastern India", International Journal Environmental Research and Public Health, Vol 5, No 3, pp.165-171.
2. Nirjar R S (2003), "A Study of Transport related Noise Pollution in Delhi", IE(I) Journal-EN, Vol 84, pp. 6-15.
3. Krishnamoorthy V (2007), "Assessment of Traffic Noise Pollution in Banepa: a semi urban town of Nepal", Kathmandu University Journal of Science, Engineering and Technology, Vol I, No IV, pp. 1-9.
4. Ramachandria A (2000), "Environmental Noise Pollution", IE(I) Journal-EN, Vol 73, pp. 7-19.
5. Khitoliya R K, "Environmental Pollution", S.Chand and Company Limited, Newdelhi, 2004.
6. Ahluwalia V K and Sunitha Malhotra, "Environmental Science", Ane Books India, Noida, 2000.
7. Agrawal K C, "Environmental Pollution Causes, Effects and Control", Nidhi Publishers, Bikaner, 2001.
8. Alberto Mehar, Marshall Chasin, Margaret Cheesman, "Noise Control", Singular Publishing Group, California, 2000.
9. Singal S P, "Noise Pollution and Control", Narosa Publishing House, New Delhi, 2001.
10. www.krepublishers.com.
11. www.cseindia.org
12. www.cpcb.nic.in
13. www.ieindia.org
14. www.krepublishers.com.
15. www.cseindia.org

AUTHORS PROFILE



Anitha Selvasofia completed her U.G Degree in Civil Engineering in the year 2004 in Karunya Institute of Technology, Coimbatore. She completed her M.E Geo-Informatics in the year 2007 at College of Engineering, Guindy. She has published 11 papers in International Journals and 2 papers in International Conference and 3 papers in National conferences. She has organized 2 National Conferences. At present she is working as Assistant Professor at Sri Ramakrishna Engineering College of Technology, Coimbatore



Divyabharathi.S doing UG programme in Sri Ramakrishna Engineering College,Coimbatore. She attended 1 National Conference and presented project on SRISHTI 2019, Kerala.She has done projects on rehabilitation of structures.



Swetha doing UG programme in Sri Ramakrishna Engineering College,Coimbatore. So far she have done projects on Evaluation of traffic safety and analysis of water supply system.The other skills that I possess are MS-Excel,MS-office and English proficiency.



P.Backya pursuing her B.E- Civil Engineering in Sri Ramakrishna Engineering College, Coimbatore. She completed her research work on replacement of flyash bricks with different material compositions and Analysis of Noise level in Coimbatore. She attended 3 National Conferences. She is the best outgoing student of the department and received Sri Ramasamy Memorial award twice and Smt Dhanalakshmi Lingaraj Memorial award once for her academic excellence. She is also an active member of Indian Concrete Institute and Indian Geotechnical Society.



A.Balamithra doing UG programme in Sri Ramakrishna Engineering College,Coimbatore. So far she have done projects on Evaluation of traffic safety and analysis of water supply system.The other skills that I possess are MS-Excel,MS-office and English proficiency.