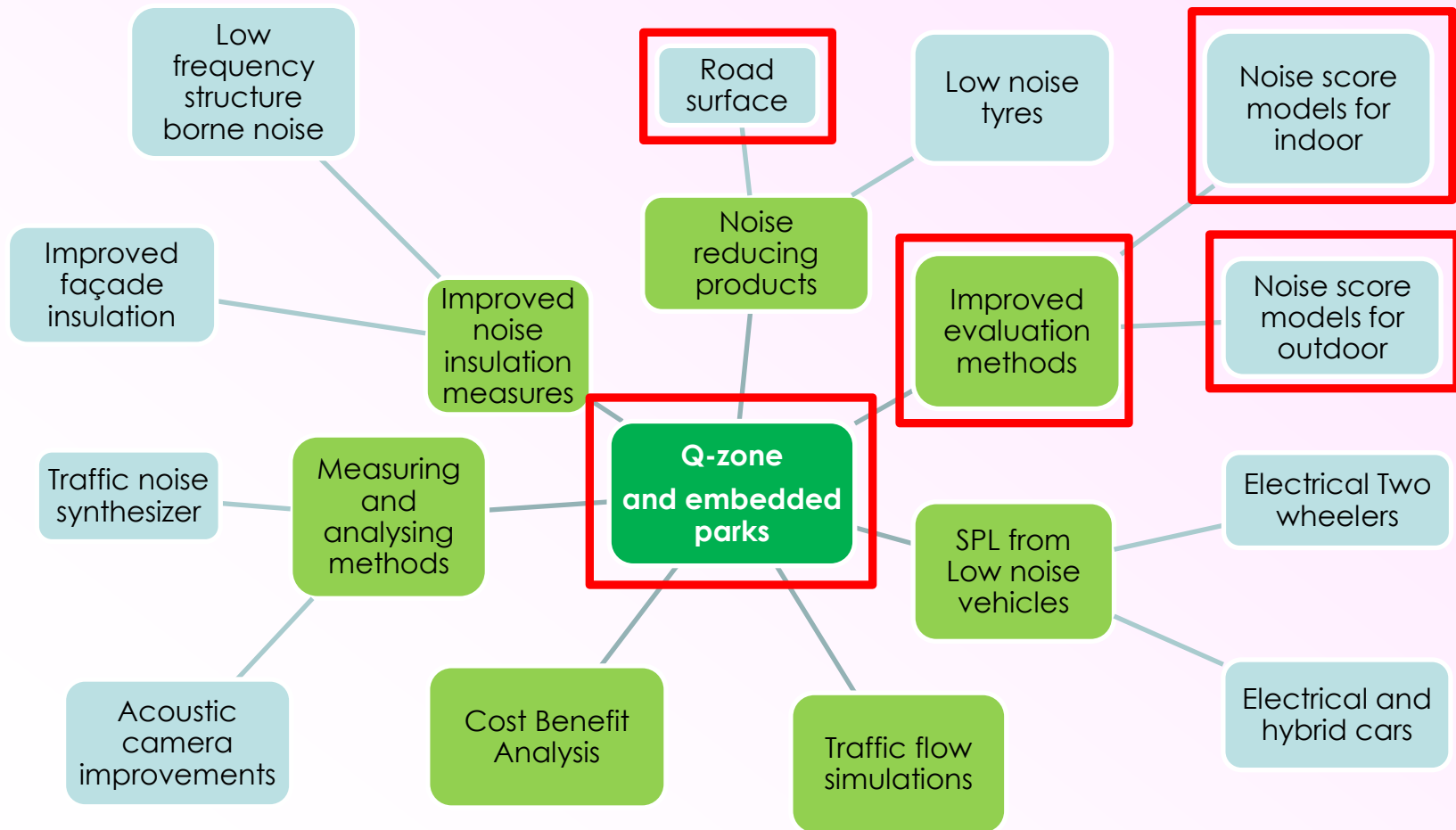


EU-project: CityHush – Summary

Stockholm, December 11, 2012
Presented by Martin Höjer (ACL, Tyréns)

Workshop subjects after lunch



Summary of Workshop

- How to create Q-zones
 - High LNVO within the Q-Zone is necessary
 - Small changes in fee amount does not change the traffic noise situation
 - A Q-zone has a minimum size to be effective
 - Measure to reduce negative effects outside the zone are needed.
- Embedded parks to reduce transport noise
 - Noise reduction > 10 dB can be achieved with the Q-zone concept
 - Negative consequences outside the zone needs to be handled
 - LNVO and spare road capacity are important

Summary of Workshop

- Stockholm's path to reduce transport noise
 - Many actions relate to reducing traffic in urban areas.
- Estimation of numbers of people affected by traffic noise at home and in parks
 - Improved noise score models
- How to define the optimal low noise road surfaces
 - Cost Benefit Analysis
 - Based on the performed study (in Belgium) single layer porous asphalt is an economic measure if studded tyres are forbidden.



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What is CityHush?

CityHush Acoustically Green Road Vehicles and CityAreas is a three-year research project co-funded by the European Commission, under the 7th Framework Programme.



The activity will support European noise policy to eliminate harmful effects of noise exposure and decrease levels of transport noise creation, especially in urban areas, deriving solutions that will ensure compliance with the constraints of legislative limits.

A major objective is to provide municipalities with tools to establish noise maps and action plans (Directive 2002/49/EC) and to provide them with a broad range of validated technical solutions for the specific hot-spot problems they encounter in their specific city.

CityHush newsletter 

News & Highlights

Final CityHush Newsletter available now!
The CityHush project is coming to an end, check out [more](#) of the results.

Reducing transport noise in cities: **Final CityHush event** ... [Registration & more!](#)

4th CityHush Newsletter available now!
... [more!](#)

3rd CityHush Newsletter available now!
... [more!](#)

CityHush at EURONOISE 2012
... [more!](#)

Results of First CityHush Seminar available
... [here!](#)

2nd CityHush Newsletter available now!
... [more!](#)

First CityHush Seminar!
Brussels, 23 November 2011 ... [more!](#)



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WP1 Acoustically green city areas – Q-Zones

WP 1.1	Tools for creating Q-Zones	Tools for creating Q-Zones, Selection of 5 reference sites for analysis	D010101_KTH_M06.pdf
		Identification of boundary conditions required to obtain Q-Zones	D010102_KTH_M30.pdf
		Boundary conditions - Annex	D010102_Annex_KTH_M30.pdf
WP 1.2	Embedded parks in Q-Zones	Boundary conditions and noise gains for parks embedded in Q-Zones	D010201_ACC_M24_w_Annex.pdf

WP2 Noise score rating models and annoyance

WP 2.1	Noise score rating method for the outdoors	Preliminary noise score rating model for the outdoors	D020101_TNO_M06.pdf
		Evaluation of outdoor noise in urban recreational areas	D020102_TNO_M30.pdf
WP 2.2	Development of the noise residents inside	Refined noise score rating model for residents	D020201_TNO_M24.pdf
		Improved noise score model for indoors integrated into noise mapping software	D020202_TNO_ACC_M24.pdf
		Estimating the insulation of exterior walls regarding traffic noise in the City of Stockholm, Sweden	D020203_ACL_M30.pdf
WP 2.3	Cost/benefit analysis of Q-Zones	Cost/benefit analysis of mitigation measures against potential benefits for local residents and park visitors	D020301_ACC_M24.pdf



Summary



Thank you for your attention

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