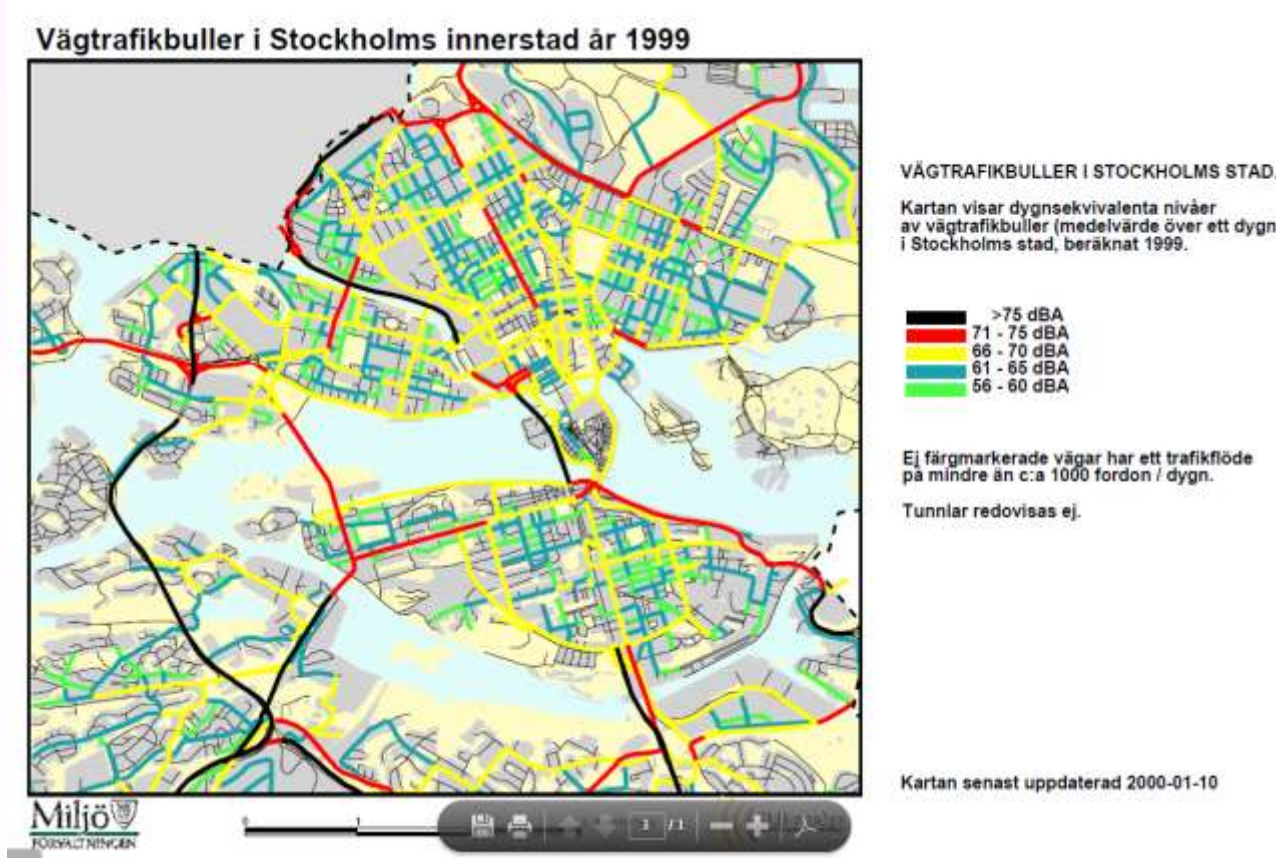


Stockholm's path to reduce traffic noise

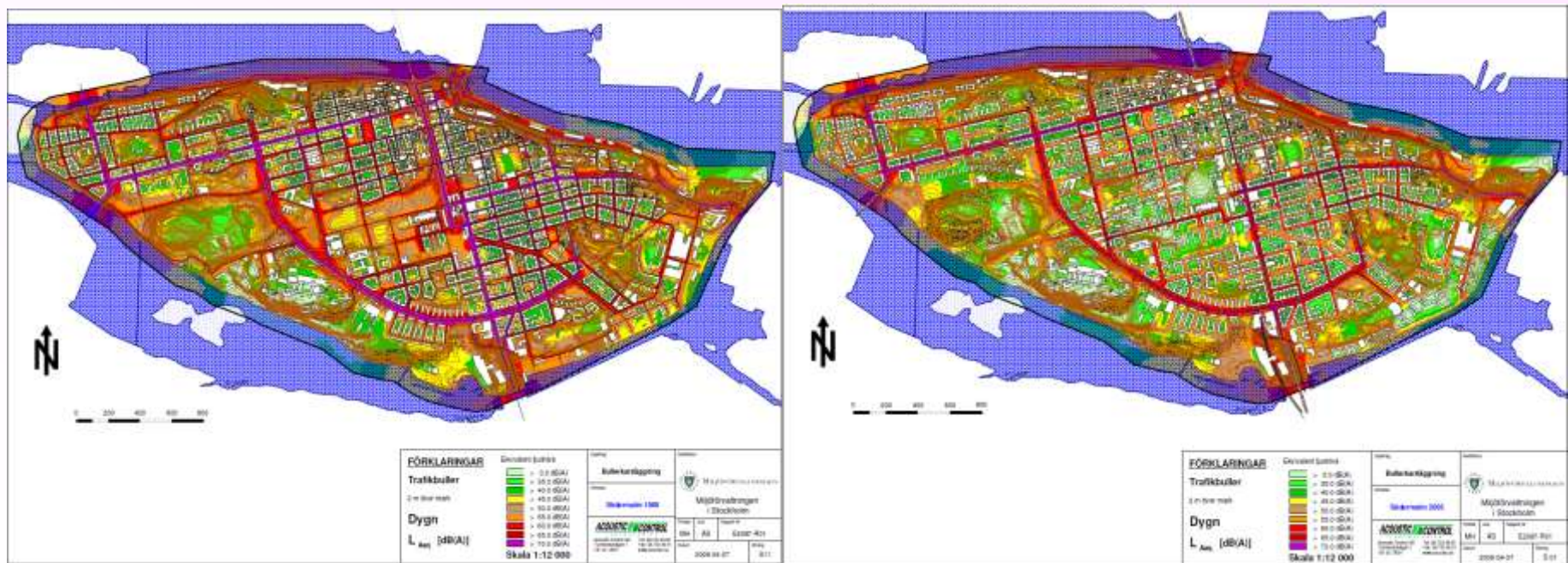
Stockholm, December 11, 2012
Workshop
Presented by Jörgen Bengtsson

Short history

✓ Calculation of “noise emissions”



Road traffic noise 1968 compared to 2005





Exposed to > 35 dBA L_{aeq} indoors

- ✓ 1970: 230 000 inhabitants
- ✓ 2008: Less than 30 000



Action plans according to END

- Present

Accessibility Strategy



✓ More space for buses and bicycles

A bus caught in traffic jam does not attract travellers

Parking places along the side of the street may have to be abolished.

Accessibility Strategy

- 3 More predictable traffic
- 3 You shall know how long time your journey will take, regardless of means of traffic
- 3 Street works shall be planned to interfere as little as possible with the traffic

Accessibility Strategy

- 3 Better facilities for pedestrians
- 3 Lights, cleaning, snow removal
- 3 The more people that walk, the more room there will be on the public means of transport

Accessibility Strategy

- 3 Decrease the negative effects of traffic
 - 3 Bypasses
 - 3 Extended tramways and new train tunnel for commuter trains
 - 3 The design of the streets shall promote buses, pedestrians and cyclists
 - 3 Improved guidance

Strategy for electric cars and plug-in hybrids

- 3 Nationwide procurement
- 3 Participation in different projects
- 3 Taking part in national regulations
- 3 public charging stations
- 3 Charging stations for the city's electric cars



Upcoming action plan

- 3 Berms
- 3 Road surfaces
- 3 Green areas
- 3 Noise in the city planning
- 3 Multiple sources

Upcoming action plan

- 3 Present noise screens
- 3 Traffic speed
- 3 Buses
- 3 Bumps
- 3 Cityhush and Hosanna
- 3 Noise reducing ventilators