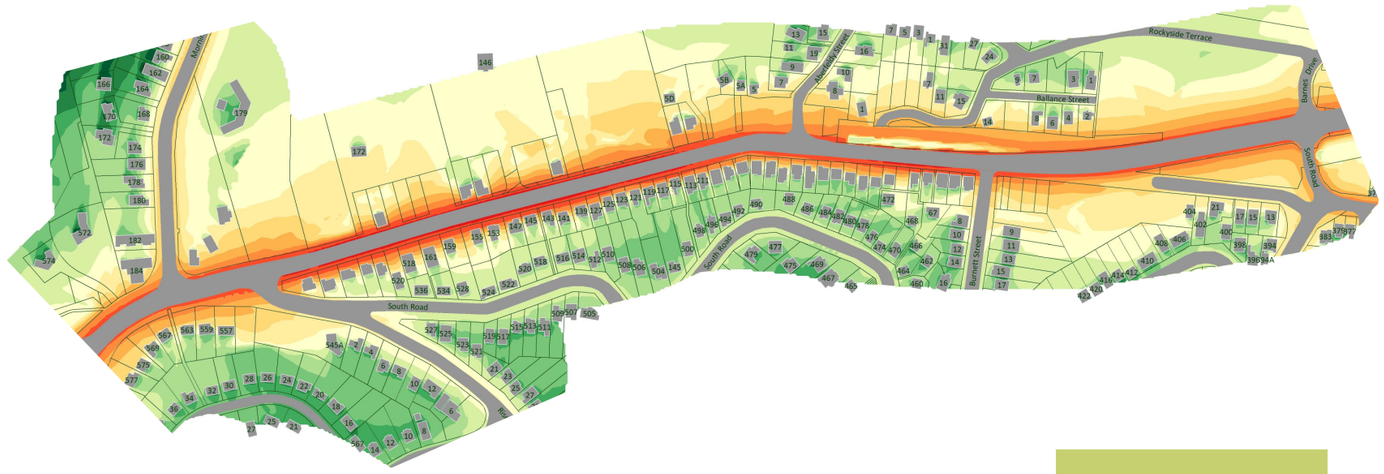
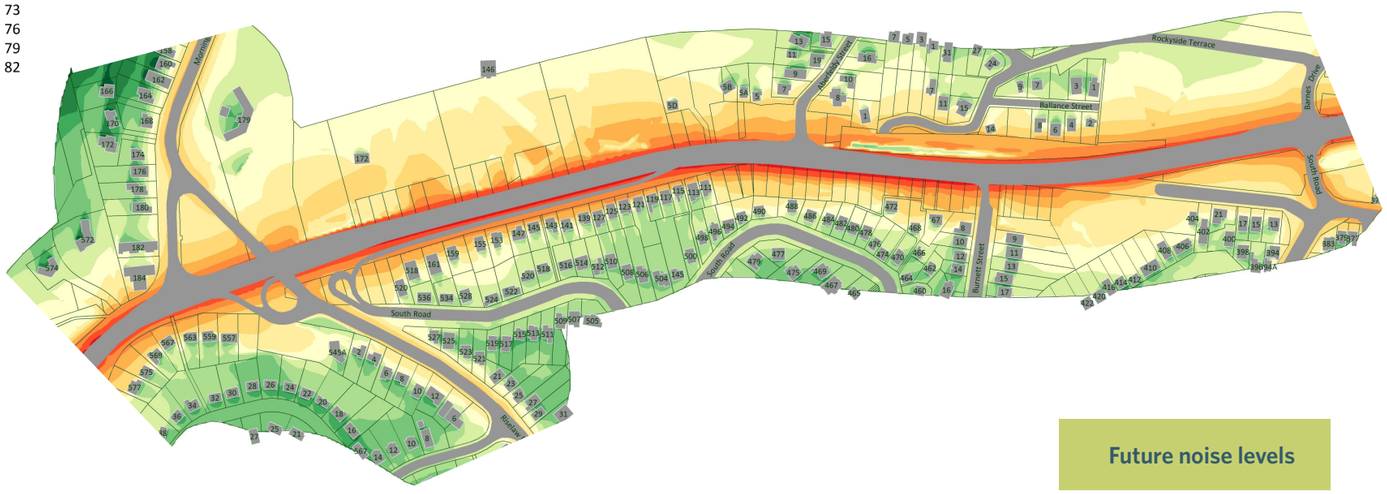
1 Caversham Valley Safety Improvements
Noise Levels



$L_{Aeq(24h)}$ dB

	<= 40
40 <	<= 43
43 <	<= 46
46 <	<= 49
49 <	<= 52
52 <	<= 55
55 <	<= 58
58 <	<= 61
61 <	<= 64
64 <	<= 67
67 <	<= 70
70 <	<= 73
73 <	<= 76
76 <	<= 79
79 <	<= 82

Existing noise levels



Future noise levels

Noise Level Information

These diagrams have been produced by modelling the noise generated by road traffic, and then modelling how that noise disperses across the adjacent terrain. The modelling includes the screening effect of houses and the topography of the terrain as the noise disperses.

Noise levels are shown as coloured contours in bands of 3 decibels (3 dB). Decibels are the units in which noise is measured. How people judge noise is variable, most people feel that noise levels are almost the same if the change is less than 3 decibels. If the change is between 3 and 6 decibels, then most people will feel there is a difference.

The noise levels shown are those calculated as the 24 hour 'equivalent' average noise level. To off-set the high variability in noise between the busiest day-time hours and quietest night-time hours, the noise measures are averaged in a special way that results in this equivalent noise level being just less than the typical noise levels for the busiest time of day.

The two diagrams show the 'before' and 'after' situations. Houses and buildings are shown as grey rectangles; and properties numbered with their street address. By comparing the differences in the noise contour bands between the two diagrams, it can be seen that overall there is little change in the road-traffic noise. Noise increases are generally limited to a few specific locations, and conversely there other locations where a reduction in noise levels is possible.