

## **NOISE ROAD- RAIL- AIR TRAFFIC**

**Area level:** Address-level (Disaggregated to PC6-level and PC4-level)

**Period:** 2000, 2004, 2007, 2008, 2010 and 2011

**Files**

- Noise Road Traffic (Address level in 2000).sav
- Noise Road Traffic (Address level in 2004).sav
- Noise Road Traffic (Address level in 2007).sav
- Noise Road Traffic (Address level in 2008).sav
- Noise Road Traffic (Address level in 2010).sav
- Noise Road Traffic (Address level in 2011).sav

### **Data**

The data on noise (geluidsbelasting) of road traffic were provided by Planbureau voor de Leefomgeving (PBL; [www.pbl.nl](http://www.pbl.nl)). The original reason to monitor noise over time was policy of the government to ensure a livable and safe environment and to improve the quality of the environment and to protect residents against noise and external security risks.

The PBL modeled daily mean noise of road traffic in the Netherlands in 2000, 2004, 2007, 2008, 2010 and 2011 by using the Empara Noisetool with a resolution of 25 by 25 meters. For their model calculations they used data from Goudappel Coffeng, Rijkswaterstaat en andere overheden). Noise is measured in Lden (Level day-evening-night) and is expressed in decibels (dB (A)). The measure Lden accounts for the fact that noise in the evening and the night are more annoying than during the day. The average noise levels during the day (7-19h), the evening (19-23h) and the night (23-7h) are calculated first and the levels of noise in the evening and the night are increased with 5 and 10 dB (A) respectively. Subsequently, the daily mean noise was calculated by dividing the noise levels during day, evening and night by 3.

The modeling of noise data accounts for several factors, including road traffic intensity (cars vs. trucks), pavement type and sound barriers. The noise data was coupled to all addresses that were included in the Basisregistratie Adressen en Gebouwen (BAG) in June 2015 by using GeoDMS software. The GeoDMS software was provided by Object Vision BV (Object Vision BV, Amsterdam, the Netherlands; <http://www.objectvision.nl/geodms/introduction>).

## Variables

Table 1 provides an overview of noise variables regarding road-, rail, and air traffic that are available.

Variable name	Description
PC6_Huisnummer	Address (6 digits zip code and house number)
PC6	6-digits zip code
PC6_with_space	6-digits zip code with space
PC4	4 -digits zip code
PC_letters	PC letters
Huisnummer	House number
Mean_Geluidsbelasting_Weg_2000	Etmaalgemiddelde geluidsbelasting van wegverkeer in dB(A) in 2000
Mean_Geluidsbelasting_Weg_2004	Etmaalgemiddelde geluidsbelasting van wegverkeer in dB(A) in 2004
Mean_Geluidsbelasting_Weg_2007	Etmaalgemiddelde geluidsbelasting van wegverkeer in dB(A) in 2007
Mean_Geluidsbelasting_Weg_2008	Etmaalgemiddelde geluidsbelasting van wegverkeer in dB(A) in 2008
Mean_Geluidsbelasting_Weg_2010	Etmaalgemiddelde geluidsbelasting van wegverkeer in dB(A) in 2010
Mean_Geluidsbelasting_Weg_2011	Etmaalgemiddelde geluidsbelasting van wegverkeer in dB(A) in 2011

## Source

The source of the data is Planbureau voor de Leefomgeving (PBL; [www.pbl.nl](http://www.pbl.nl)).

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**Terms and conditions**

Data over geluidbelasting worden onder een CC0 open data licentie aangeboden. Bronvermelding is niet verplicht, maar wordt wel op prijs gesteld door het PBL, ook in de acknowledgement-sectie.

PBL Planbureau voor de Leefomgeving. Geluidbelasting wegverkeer in Nederland 20002011.

Requested via:

[http://geoservice.pbl.nl/arcgis/rest/services/projecten/Geluidbelasting\\_wegverkeer\\_in\\_Nederland\\_20002011/MapServer](http://geoservice.pbl.nl/arcgis/rest/services/projecten/Geluidbelasting_wegverkeer_in_Nederland_20002011/MapServer). Last check: 3 November 2015.

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