











Indicator	Value
TTNV	41.681
WTTNV	21.455
ATNV	0.032
WATNV	0.016
MV	-19.637
MWV	-19.637
SD	2.286

Table 2 - Results of the procedure applied to the Benevento UTP.

## 5 Conclusions and research prospects

In this paper a method for comparing the scenarios of an Urban Traffic Plan (UTP) *vis-à-vis* traffic noise was proposed and tested on a real case. The method, albeit unable to quantify the absolute traffic noise level of the area, gives useful information about the relative variation in traffic noise between two different UTP scenarios. It can be applied during the phase of UTP design to evaluate, together with other indicators (total travel time, emissions, consumption, etc.), the goodness of one scenario over another.

Tested on a real case, the method in question showed its applicability with limited additional computational effort; the main variables required (traffic flows and average speeds) are usually calculated to evaluate other UTP indicators. Future research will aim to test the proposed procedure with other traffic noise model and in other real-scale cases.

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