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AN UPDATED CATALOG OF 318 SOCIAL SURVEYS OF RESIDENTS' REACTIONS TO ENVIRONMENTAL NOISE (1943-1989)

James M. Fields

Georgia Institute of Technology, GTRI/ASTL
Atlanta, Georgia

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Langley Research Center
Hampton, Virginia 23665-5225

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SUMMARY

This report identifies all social surveys of residents' reactions to environmental noise in residential areas which have been described in English language publications from 1943 to 1989. A total of 318 surveys are described. The surveys are indexed by country, noise source and date of survey. The publications and reports from each survey are listed in a bibliography. Twenty-four surveys are listed which are available for secondary analysis from a data archive.

INTRODUCTION

Social surveys have been widely used since the early 1960's to assess the impact of environmental noise in residential areas. These surveys have usually measured impact on each surveyed individual (respondent) with some type of standardized questionnaire. These questionnaires have usually been personally administered by an interviewer in the home. In most studies, environmental noise levels have either been measured or estimated for each respondent's residence.

The results from these surveys have not been utilized to their full potential. The large number of surveys and publications may have contributed to their underutilization. Researchers find it difficult to locate relevant publications and, once located, find it difficult to determine which surveys are being referred to in the publications. This catalog of social surveys of environmental noise contributes to a fuller utilization by identifying the surveys and their publications.

This report attempts to identify all social surveys of residents' reactions to environmental noise in residential areas which have been described in English language publications through December of 1989. A total of 318 surveys are described. The catalog was compiled with the goal of providing readers with access to all English language information about residents' responses to environmental noise. An attempt has been made to include both well-known and obscure publications and reports. Foreign surveys are included even if the only English publication is an English language translation of a foreign language report. Some surveys from English speaking countries have been included even though they have only appeared in unpublished reports. In spite of the effort to be broadly inclusive some surveys from English speaking countries are not included which have only appeared in Master theses or in reports which could not be located. Surveys from other countries have been excluded which have not been described in an English language publication. Some surveys which have been briefly mentioned in publications are not included in the catalog if basic information about the sample size, study location or study design has not been published.

A large number of published and unpublished sources were examined to identify surveys. Nine of the most important sources are the following: Journal of Sound and Vibration (Vols. 1-135), Journal of the Acoustical Society of America (Vols. 1-86), Noise Control (All issues), Sound (All issues), Noise Control Engineering (Vols. 1-33), INTERNOISE Proceedings (through 1989), NOISE-CON proceedings (through 1988), a Wyle report on social surveys (Wyle, 1977) and an article reviewing surveys (Schultz, 1978).

Some social surveys have also been conducted of reactions to noise in the workplace. The present catalog, however, only concerns the residential environment.

This catalog replaces and expands upon a previous NASA catalog of 200 surveys published through 1980 (Fields, 1981). With only a few exceptions, the original 200 surveys appear in the present catalog in the same form as they did in the previous catalog.

The first section of this report consists of the descriptions of the 318 surveys. These descriptions are ordered alphabetically by country. Later sections consist of indices in which the studies are ordered by noise source, country, data of survey and survey identification number. A bibliography of all of the associated publications and reports is provided. A listing is also provided of the 24 surveys which have been deposited in the ESRC Data Archive at the University of Essex, United Kingdom.

DESCRIPTION OF INFORMATION IN CATALOG

Each survey's entry in the catalog consists of a basic description and a list of the study's publications and reports. Although each description is brief, it provides enough information to positively identify the survey and the primary characteristics of the survey design. Although information is sometimes provided about study findings under the "Notes" heading, this catalog does not provide a systematic summary of study findings. Most studies have multiple findings. Any summary of these findings would have involved arbitrary judgements and have prohibitively increased the resources required for this catalog without relieving most readers of the necessity of consulting study reports.

Each study's entry consists of nine items of information:

Survey Identification Number: Each entry begins with a two-part alpha-numeric code. The first part is three letters which identify the country. The second part is a serial number from 001 to 318 which uniquely identifies the survey. (The three letters are only attached as an aid in locating the survey within the catalog). The first 177 serial numbers are approximately ordered by survey date.

Title: Each survey is identified with a unique, descriptive title. Any other widely used title for the survey follows in parentheses. The terms "pilot" or "preliminary" are used only when the authors used the terms. Some "pilot" surveys are larger than other "main" surveys.

Date: The dates given are the years and, if known, months in which the social survey data were obtained from respondents. Associated noise measurement programs, if any, may have been conducted during a different time period.

Source: The major sources of noise which are explored in the survey questionnaire are listed. All surveys are listed by their major noise sources in the noise source index. The four most often studied noise sources are aircraft, road traffic, railway and community noise. Other less frequently studied sources are grouped under the headings of sonic boom, impulsive noise, interior noise, industrial noise, construction noise and miscellaneous. The "community" category is often not precisely defined and includes some studies which use a vague phrase such as "noise in this neighborhood" without clearly specifying the source.

Place: The country and city or airport where the survey was conducted are named.

Sample size (N=): This is the number of questionnaires used in the survey analyses. For studies in which some respondents were reinterviewed, the number of respondents is reported separately. Sample size information is usually presented separately for any supplementary studies of special groups (eg. complainants).

Noise: When noise exposure levels at respondents' residences were available, the level of grouping of the noise estimate is indicated. If one-decibel or finer distinctions are made, the noise level is labeled "continuous". No attempt has been made to evaluate the quality of the noise level information.

Report: The authors and dates of all known reports and publications are listed for each study. The complete reference for each publication is included in the bibliography section of this report. The availability of English translations is noted in the bibliography. Preliminary reports and short papers presented at professional meetings are included even though other reports are more complete. Publications which contain only discussions or reviews of previously published work are not usually included.

Notes: Information is presented about any unusual aspects of the survey. A comment is included if the survey departs from the modal methodology in which residents' opinions were obtained at a single point in time through face-to-face interviews using a fixed-format, interviewer-administered questionnaire. Any unusual aspects of the surveys are described. Close linkages with other studies are noted. Where the study has been previously listed by Schultz (Schultz, 1978) this is noted. Findings are briefly noted for some surveys.

SURVEY CATALOG

The surveys are ordered by the full six-character, alpha-numeric identifier. As a result, surveys are grouped by country. Most multi-national surveys are reported separately for each country. In a few instances, however, a single catalog entry is made for the multi-national survey. In those instances, the survey is cross-listed under all of the countries in the country index.

The catalog begins on the next page.

CATALOG

AUL-036 1969 Sydney Airport Noise Survey
Date: 1969
Source: Aircraft
Place: Australia: Sydney Airport
N=: 296 main sample (20 complainants interviewed)
Noise: Available
Report: Mather, 1971
Notes: The study includes a separate subsample of 20 complainants.

AUL-209 1979 Hornsby Rifle Range Survey
Date: 1979 (November)
Source: Rifle Range
Place: Australia: Hornsby (Suburb of Sydney)
N=: 201
Noise: Available (continuous)
Report: Bullen and Hede, 1982; Bullen and Hede, 1983b; Hede and Bullen, 1981; Hede and Bullen, 1982b
Notes: Alternative noise indices for assessing residents' responses to shooting ranges are evaluated.

AUL-210 1980 Australian Five-Airport Survey
Date: 1980 (February to August)
Source: Aircraft
Place: Australia: Five airports (Sydney, Adelaide, Perth, Melbourne and Richmond Air base)
N=: 3575
Noise: Available (continuous)
Report: Bullen and Hede, 1983a; Bullen and Hede, 1983b; Bullen and Hede, 1986; Bullen, Hede and Kyriacos, 1986; Hede and Bullen, 1982a
Notes: Noise indices are assessed. Personal, demographic, and attitudinal factors which affect annoyance are identified.

AUL-211 1979 Sydney Airport Study of Type of Noise Reactions
Date: 1979 (June)
Source: Aircraft
Place: Australia: Sydney airport
N=: 100
Noise: Available (continuous)
Report: Hede, 1980; Hede, Bullen and Rose, 1979
Notes: Annoyance is the main component in reaction to aircraft noise, but other reactions are also important.

AUL-214 1978 Leichhardt Municipality Complaint Comparison Survey
Date: 1978 (October, November)
Source: Community
Place: Australia: Leichhardt Municipality in Sydney
N=: 148
Noise: Not available
Report: Avery, 1982
Notes: The sample survey data are compared with telephone complaints from the same area. The complaints underestimated the annoyance rates and do not correctly rank order the annoyance from different noise sources.

AUL-226 1974 Brisbane S-E Freeway Study
Date: 1974 (August, September)
Source: Expressway traffic
Place: Australia: Residents near a 2 km section of a freeway
N=: 288
Noise: Available (continuous) for 142 respondents
Report: Brown, 1980a; Brown and Law, 1976; Brown and Law, 1978
Notes: Only a narrow range of low noise levels (52 to 65 dB(A) L_{eq}) are included.

AUL-227 1975-76 Australian Three-City Roadway Study
Date: 1975 (October to December), 1976 (April, May)
Source: Road traffic
Place: Australia: 19 areas near roads in Brisbane, Sydney, and Melbourne
N=: 818
Noise: Available (continuous)
Report: Brown, 1978; Brown, 1980b

Notes: NONE

AUL-244 1979 Sydney Airport Pilot Study
Date: 1979
Source: Aircraft
Place: Australia: Sydney airport
N=: 160
Noise: Available for nominal NEF zones
Report: Hede, 1980
Notes: This was a pilot study for the 1980 Australian Five-Airport Survey (AUL-210).

AUL-247 Victoria Australia Entertainment Center Study
Date: 1984 Publication (Survey date not reported)
Source: Entertainment noise
Place: Australia: Victoria (residents near hotels, large music venues, restaurant, roller skating rink, reception center, recording studio)
N=: 27
Noise: Available (Measurements were made during the interview both inside and outside.)
Report: Parris, 1984
Notes: Residents also rated the noise during ten minutes of their interviews.

AUL-248 1983 Melbourne, Australia Simon and Garfunkel Concerts
Date: 1983 (February)
Source: Outdoor concerts by Simon and Garfunkel
Place: Australia: Melbourne
N=: 442
Noise: Available for regions around the concert site
Report: Parris, 1984
Notes: Residents of the area were interviewed by telephone in the three evenings following the concerts.

AUL-249 1983 Melbourne, Australia David Bowie Concert
Date: 1983 (November)
Source: Outdoor concert by David Bowie
Place: Australia: Melbourne
N=: 402
Noise: Available for regions around the concert site
Report: Parris, 1984
Notes: Residents of the area were interviewed by telephone in the three evenings following the concert.

AUL-264 1980 Brisbane Traffic Noise Reduction Survey
Date: 1980 (November) to 1981 (April)
Source: Road traffic
Place: Australia: Three locations in Brisbane
N=: 152 (Most analyses exclude 11 new in-migrants.)
Noise: Available (continuous)
Report: Brown, Hall and Kyle-Little, 1985
Notes: Three groups of residents are compared: (1)49 experimental group residents living where the noise level had decreased by approximately 10 dB(A) L_{10} (12hr) following the opening of a bypass, (2)40 residents living at noise levels matching the experimental group noise levels and (3)52 residents living at noise levels matching the experimental group's before-change noise levels. This was part of a broader study of all environmental forces associated with living near a roadway. Part of the questionnaire was interviewer-administered and part was left for the respondent to complete.

AUL-265 1980 Brisbane Traffic Noise Increase Survey
Date: 1980 (October), 1981 (May), 1982 (June)
Source: Road traffic
Place: Australia: One roadway in Brisbane
N=: 20 (60 interviews)
Noise: Available (continuous)
Report: Brown, 1987

Notes: All 20 respondents were interviewed two weeks before the traffic increased and at 7 and 19 months after the increase.

AUL-285 1986 Australian National Noise Survey
Date: 1986 (February)
Source: Community
Place: Australia: National survey
N=: 2332
Noise: Not available
Report: Community Response..., 1988
Notes: The six noise questions in this general-purpose, national omnibus survey found that noise is one of the most serious pollution problems in residential communities. Traffic noise and domestic noise are the biggest problems.

AUL-286 1986 Brisbane Noise Survey
Date: 1986 (March to May)
Source: Community, Road traffic, Aircraft
Place: Australia: Brisbane (27 sites spread over 6 noise area categories)
N=: 1,350
Noise: Not available (Sites classified by type of noise area using density of transportation and extent of commerce and industry)
Report: Duhs, Eddington and Renew, 1988
Notes: Road traffic noise is the most often mentioned noise problem. The study utilizes a probability sample.

AUL-287 1986 Toowoomba Community Noise Survey
Date: 1986 (May to December), 1987
Source: Community
Place: Australia: Toowoomba
N=: 600 (Approximate)
Noise: Not available (Sites classified by type of noise area using density of transportation and extent of commerce and industry)
Report: Eddington and Eddington, 1988
Notes: Road traffic noise is the most annoying noise in all types of noise areas. The probability sample was drawn from 6 strata based on noise contours.

AUL-306 1988 New South Wales Power Station Survey
Date: 1988 (Winter)
Source: Power station
Place: Australia: Two power station sites in New South Wales
N=: 301 respondents in 12 areas
Noise: Available (continuous)
Report: Job and Hede, 1989
Notes: The response to power plant noise is similar to the reaction to aircraft noise at the same noise level in a previous study (AUL-210).

AUL-307 198? Sydney Aircraft/Road traffic survey
Date: 1989 Publication (Survey date not reported)
Source: Aircraft, Road traffic
Place: Australia: near Sydney airport
N=: 420 (Approximate)
Noise: Available (continuous)
Report: Lawrence and Putra, 1989
Notes: Aircraft noise annoyance is affected by road traffic noise levels. Face-to-face interviews were conducted with 110 residents. Approximately 300 respondents were surveyed with a mail questionnaire.

AUS-014 1964 Vienna Road Traffic Noise Survey
Date: 1964
Source: Road traffic, aircraft, railway, trolleys
Place: Austria: Vienna
N=: 400 (265 residents, 100 office workers, 35 teachers)
Noise: Available for road traffic
Report: Bruckmayer and Lang, 1967
Notes: Annoyance was the same in residences and offices at the same

noise levels and thus the two types of ratings are not separated in the published tables. All respondents were employees or otherwise associated with the Vienna Technological Industrial Museum. The data were discussed in a multisurvey comparative analysis (Schultz, 1978).

AUS-093 1973 Vienna Road Traffic Noise Survey
Date: 1973
Source: Road traffic
Place: Austria: Vienna
N=: 2624
Noise: Available
Report: Lang, 1975; Lang, 1976; Lang, 1977; Lang, 1978
Notes: Respondents are more annoyed if their most important rooms are on the noisy side of the house. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

AUS-178 1977 Austrian Road Traffic Survey
Date: 1977
Source: Road traffic
Place: Austria: 49 measurement points in both rural and urban areas
N=: 462
Noise: Available
Report: Lang, 1978; Lang, 1980
Notes: Respondents in rural areas were more likely to be in single family homes, to have gardens, to be along highways, and to be less annoyed by noise than urban respondents at the same noise levels.

BEL-107 Preliminary Leuven Traffic Noise Survey
Date: 1976 Publication (Survey date not reported)
Source: Road traffic
Place: Belgium: Leuven
N=: 247
Noise: Available
Report: Gambart, Myncke and Cops, 1976
Notes: The survey was conducted to design two traffic noise surveys (BEL-122, BEL-137).

BEL-122 1975 Antwerp Traffic Noise Survey
Date: 1975 (May to October)
Source: Road traffic
Place: Belgium: Antwerp
N=: 1319
Noise: Available
Report: Cops, Myncke, Gambart and Steenackers, 1978; Myncke, Cops and Gambart, 1977; Myncke, Cops and Steenackers, 1977; Myncke, et al., 1977
Notes: Respondents who volunteered to take part on the basis of a request letter (about 14% response rate) filled out a self-completion questionnaire. The study is quite similar to the 1976 Brussels study (BEL-137). Some questions were different in the two questionnaires. These data were cited in a multisurvey, comparative analysis (Schultz, 1978).

BEL-137 1976 Brussels Traffic Noise Survey
Date: 1976 (May to October)
Source: Road traffic
Place: Belgium: Brussels
N=: 494
Noise: Available
Report: Myncke, Cops and Gambart, 1977; Myncke, Cops and Steenackers, 1977; Myncke, Cops et al., 1977
Notes: Respondents who volunteered to take part on the basis of a request letter (9% response rate) filled out a self-completion questionnaire. The study is quite similar to the 1975 Antwerp study (BEL-122). Some questions were different in the two questionnaires. These data were cited in a multisurvey, comparative analysis (Schultz, 1978).

CATALOG (Continued)

BEL-151 1977-78 Belgium Four-Airport Noise Survey
Date: 1977, 1978
Source: Aircraft
Place: Belgium: Four airports (Helchteren, Grimbergen, Deurne, Middelkerke)
N=: 150
Noise: Available (continuous)
Report: Myncke and Cops, 1978
Notes: The four airports include one military airfield, one general aviation airport and two airports with both commercial and general aviation movements.

BEL-288 1980's Brussels International Airport Noise Survey
Date: 1980 (June to November), 1986 (February, March)
Source: Aircraft
Place: Belgium: Brussels (clusters around 11 measurement locations)
N=: 677 (1,400 were asked to participate)
Noise: Available (continuous)
Report: Jonckheere, 1984; Jonckheere, 1987; Jonckheere, 1988; Jonckheere, 1989; Jonckheere and Swalens, 1981
Notes: In 1980, 540 residents from the 1000 sampled addresses participated. Residents at rural sites are somewhat less likely to be affected.

CAN-055 1971 Dorval Aircraft Noise Survey
Date: 1971 (June to August)
Source: Aircraft
Place: Canada: Dorval Airport in Montreal
N=: 1000
Noise: Available (appears to be continuous)
Report: Community Reaction to Airport Noise, 1972
Notes: Interviews were completed with approximately 800 randomly selected residents and with subsamples of approximately 150 specially identified complainants and 150 anti-noise organization members.

CAN-076 1972 London and Woodstock Community Noise Survey
Date: 1972-1973
Source: Community
Place: Canada: London and Woodstock (Ontario)
N=: 800
Noise: Available
Report: Foreman and Dickinson, 1973; Foreman, Emmerson and Dickinson, 1974
Notes: Two forms of the questionnaire were used to study methodological issues.

CAN-077 1972 Edmonton Community Noise Survey
Date: 1972 (Summer and early Fall)
Source: Community
Place: Canada: Edmonton
N=: 4214
Noise: Noise measurements are not analyzed in conjunction with the interviews
Report: Bolstad Engineering Associates, 1973
Notes: The questionnaires were divided between 1201 personal interviews and 3013 self-administered questionnaires.

CAN-078 1972 Calgary Noise Survey
Date: 1972 (February to October)
Source: Community, Aircraft, Railway
Place: Canada: Calgary
N=: 1081
Noise: Available (continuous)
Report: Dunn and Jones, 1975; Dunn and Posey, 1974; Dunn, Hanington, Wilk, Wilson and Dunn, 1985; Jones, Li, and McKee, 1973
Notes: Self-administered questionnaires were used for the "winter" (N=504) and "summer" surveys (N=226). A different questionnaire was used for the personal, face-to-face interviews (N=351). In

addition to the residential data, information was collected in hospitals, nursing homes, schools and shopping areas.

CAN-079 1972 Toronto Community Noise Survey

Date: 1972 (March, April)
Source: Community
Place: Canada: Toronto
N=: 2454
Noise: Available (continuous)
Report: Bremner, 1973
Notes: Interviews were completed near the noise monitoring sites with both residents and some nearby workers who lived elsewhere.

CAN-120 1975 Western Ontario University Traffic Noise Survey

Date: 1975 (Summer and Fall), 1976 (May to September)
Source: Road traffic
Place: Canada: 47 sites in four cities (London, Toronto, Tillsonburg, Ingersoll)
N=: 1216 interviews with 1150 respondents
Noise: Available (continuous)
Report: Bradley, 1976; Bradley, 1979; Bradley, 1980; Bradley and Jonah, 1977; Bradley and Jonah, 1979a; Bradley and Jonah, 1979b; Bradley and Jonah, 1979c; Fields and Hall, 1987; Jonah, Bradley and Dawson, 1981
Notes: Sixty-six respondents were interviewed twice. The same interview form was used in two years in four locations to study five types of area characteristics.

CAN-121 1975-76 Southern Ontario Community Survey

Date: 1975 (May to July), 1976 (Summer)
Source: Community (especially road traffic)
Place: Canada: Hamilton, Burlington and Mississauga, Toronto area
N=: 1786
Noise: Available (continuous)
Report: Hall, 1979; Hall, Birnie and Taylor, 1978a; Hall, Birnie and Taylor, 1978b; Hall, Palmer, and Taylor, 1983; Hall and Taylor, 1976a; Hall and Taylor, 1976b; Hall and Taylor, 1977; Hall, Taylor and Birnie, 1977; Hall, et al., 1977; Taylor, Birnie and Hall, 1978; Taylor, Gertler and Hall, 1978; Taylor and Hall, 1977; Uptegrove, Hall, Taylor and Goulden, 1977
Notes: The questionnaire in the second year obtained more information about road traffic. Some sites had noise barriers. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

CAN-126 Toronto Railway Noise Survey

Date: 1975 Publication (Survey date not reported)
Source: Railway
Place: Canada: Toronto
N=: 170 (approximately)
Noise: Available (continuous)
Report: Hemingway, 1975; Hemingway, 1976
Notes: Ambient noise levels did not affect ratings of railway noise.

CAN-136 1976 Canada Impulse Noise Survey

Date: 1976 (June to October)
Source: Impulse noise from drop forging industrial plants
Place: Canada: Welland, Port Colborne and Windsor
N=: 607
Noise: Available
Report: Seshagiri, 1979; Seshagiri, 1981
Notes: Residents rated industrial noise which could be heard from their homes. The annoyance with drop forge noise is greater than with road traffic noise of an equivalent noise level.

CAN-168 1978 Canadian Four-Airport Survey

Date: 1978 (Summer), 1979 (Summer) repeated interviews

Source: Aircraft
Place: Canada: Four airports (Toronto, Buttonville, WaterlooWellington, Oshawa)
N=: 965 original interviews (212 repeated interviews in 1979)
Noise: Available (continuous)
Report: Birnie, Hall and Taylor, 1980a; Birnie, Hall and Taylor, 1980b; Hall, Birnie and Taylor, 1979; Hall, Dixit and Taylor, 1980; Hall, Palmer and Taylor, 1983; Hall and Taylor, 1982; Hall, Taylor and Birnie, 1980; Hall, Birnie, Taylor, and Palmer, 1981; Taylor, 1982; Taylor, 1984; Taylor, Hall and Birnie, 1979; Taylor, Hall and Birnie, 1980; Taylor, Hall and Birnie, 1981; Taylor, Hall and Birnie, 1987
Notes: In 1979, 212 respondents were reinterviewed in Toronto. Three of the airports were general aviation airports. Conclusions about the relative degree of annoyance at Toronto and a smaller airport differed for different noise impact indicators.

CAN-169 1978-79 Canadian Five Railway Yard Survey
Date: 1978-1979
Source: Railway
Place: Canada: Five railway yards in Ontario
N=: 544
Noise: Available (continuous)
Report: Dixit and Reburn, 1980; Hall, Dixit and Taylor, 1980
Notes: Annoyance with railway yard noise is greater than with road traffic or aircraft noise at the same noise levels.

CAN-174 1978 Canadian National Community Noise Survey (National Household Survey of Noise Exposure)
Date: 1978 (June to September)
Source: Community, Aircraft, Railway
Place: Canada: National sample as well as special samples near two airports (St. Hubert in Quebec: Waterville in Nova Scotia) and four railway sites (Truro in Nova Scotia; Grand Falls, St. Leonard and Edmunston in New Brunswick)
N=: 8838
Noise: Some noise data available for 150 respondents
Report: Data Base..., 1979
Notes: These data have not been analyzed but are fully documented.

CAN-181 1979 Canadian Three-Airport General Aviation Study
Date: 1979 (July)
Source: Aircraft
Place: Canada: Three general aviation airports (Oshawa, Buttonville, Maple)
N=: 30
Noise: Available (continuous)
Report: Taylor, Birnie and Hall, 1980
Notes: Some residents had also been interviewed in 1978 (CAN-168). A major study objective is to contrast three study methods; in-depth interviews, diary, and field experiment.

CAN-236 1981 Southern Ontario Community Survey
Date: 1981 (Summer)
Source: Road traffic, Railway, Aircraft
Place: Canada: Southern Ontario
N=: 406 (57 study sites)
Noise: Available
Report: Hall, Taylor and Birnie, 1983; Hall, Taylor, and Birnie, 1985; Taylor, Hall and Birnie, 1984
Notes: The probability of annoyance is predicted as a function of activity interference reports in a logit analysis.

CAN-262 Canadian Party Wall Insulation Pilot Survey
Date: 1982 Publication (Survey date not reported)
Source: Interior noise

Place: Canada
N=: 98 (49 pairs of adjacent neighbors)
Noise: Available
Report: Bradley, 1982; Bradley, 1983a; Bradley, 1983b
Notes: Annoyance with neighbors' noise is less in residences with greater transmission loss for the party walls.

CAN-279 1976 Toronto Freeway 401 Privacy Fence Survey
Date: 1976 (Spring and Autumn)
Source: Freeway traffic
Place: Canada: Four areas along the 401 freeway in Toronto
N=: 251
Noise: Not reported
Report: Andrew and Sharratt, 1976
Notes: Residents were interviewed about a privacy fence which had been erected in November 1974. No interviews were conducted before the installation of the fence. The survey was conducted at two times to contrast reactions to freeway conditions at two times of year.

CAN-280 1978 Etobicoke and Ottawa Noise Barrier Study
Date: 1976, 1978 (Autumn in both years)
Source: Freeway traffic
Place: Canada: Etobicoke (2 areas on Route 401 near Toronto) and Ottawa (near Queensway)
N=: 1194
Noise: Available for some locations near barriers
Report: Schliewinsky and Adams, 1979
Notes: Interviews were conducted before and after a barrier installation in areas near the barrier and in nearby control areas. Some respondents were reinterviewed. Noise levels decreased by 6 decibels in some locations. Results are not analyzed by noise level.

CHI-230 1975 Beijing Traffic Noise Survey
Date: 1975
Source: Road traffic
Place: China: 20 streets in Beijing
N=: Not known
Noise: Available (continuous)
Report: Chang, 1981
Notes: A self-administered questionnaire was sent to residents.

CZE-109 Bratislava Traffic Noise Survey
Date: 1974 Publication (Survey date not reported)
Source: Road traffic
Place: Czechoslovakia: 12 streets in Bratislava
N=: The survey was carried out for 340 apartments
Noise: (Availability of noise data not reported)
Report: Radulov, 1974
Notes: Annoyance is affected by the height of the apartment.

DEN-075 1972 Copenhagen Traffic Noise Survey
Date: 1972 (August, September)
Source: Road traffic
Place: Denmark: Copenhagen (27 study areas)
N=: 960
Noise: Available
Report: Kragh, 1977; Relster, 1975; Relster, 1981
Notes: The study was designed to test the effect of housing type (apartments compared to other types) on response to traffic noise. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

DEN-200 1979 Danish Railway Noise Survey
Date: 1979 (August, September)
Source: Railway
Place: Denmark
N=: 615
Noise: Available (continuous)
Report: Andersen, Kühl and Relster, 1980; Andersen, Kühl and Relster, 1983; Andersen, Kühl and Relster, 1988;

Kühl, 1980; Reaktioner på togstøj, 1982
Notes: More than half reported that goods trains are a special problem.

FRA-016 1965 French Four-Airport Noise Study
Date: 1965 (November) to 1966 (April)
Source: Aircraft
Place: France: Four airports (Le Bourget (Paris), Orly (Paris), Marseilles, Lyon)
N=: Approximately 2000
Noise: Available (continuous)
Report: Alexandre, 1970; Association d'Anthropologie Applique's, 1967; Centre Scientifique..., 1968; Josse, 1969; Rylander, Sörensen, Alexandre and Gilbert, 1973
Notes: These data were included in a multisurvey, comparative analysis (Schultz, 1978).

FRA-017 1965 French Regional Sonic Boom Survey
Date: 1965
Source: Sonic booms
Place: France: both Eastern and Southwestern regions of France
N=: 2296
Noise: Not available
Report: de Brisson, 1966
Notes: The study included a subsample of people who had complained about sonic booms.

FRA-019 1965 Paris Expressway Noise Survey
Date: 1965
Source: Expressway traffic
Place: France: Paris area
N=: 420 (370 were used in the analysis)
Noise: Available (continuous)
Report: Lamure and Bacelon, 1967
Notes: These data were included in a multisurvey, comparative analysis (Schultz, 1978).

FRA-041 1969 Paris Road Traffic Noise Study
Date: 1969
Source: Road traffic
Place: France: Paris area
N=: 700
Noise: Available for 500 interviews
Report: Aubree, Auzou and Rapin, 1971
Notes: Noise annoyance is related to other evaluations of neighborhoods.

FRA-045 1970 French Sonic Boom Survey
Date: 1970 (November 11 to 16)
Source: Sonic booms
Place: France
N=: 2848 main study interviews, also 283 complainants
Noise: Not available, but frequency of booms is known
Report: Bremond, 1974; Centre d'Etudes..., 1971
Notes: The study includes a subsample of 283 complainants.

FRA-056 1971 Orly Aircraft Noise Survey
Date: 1971 (April 18 to May 17 for main study)
Source: Aircraft
Place: France: Orly airport (Paris)
N=: 4998 in main study. In-depth interviews were conducted with 39 respondents
Noise: Available (5 dB steps)
Report: Francois, 1972; Francois, 1975c; Francois, 1979b; Francois and Roche, 1973
Notes: The in-depth interviews are described in one publication (Francois, 1972).

FRA-063 1972 Paris Area Railway Noise Survey
Date: 1972 (April)
Source: Railway
Place: France: Paris area
N=: 350
Noise: Available (continuous)
Report: Aubree, 1973; Aubree, 1975; Gilbert, 1973

Notes: These data were included in a multisurvey, comparative analysis (Schultz, 1978).

FRA-087 1973 St. Cyr L'Ecole General Aviation Noise Survey
Date: 1973 (October)
Source: General aviation
Place: France: Six areas around St. Cyr L'Ecole airport
N=: 401
Noise: Available (continuous)
Report: Francois, 1975a
Notes: The study was designed to be compared to the 1971 Orly Study (FRA-056).

FRA-092 1973 French Ten-City Traffic Noise Survey
Date: 1973 (September, October), 1974 (January), 1975 (September)
Source: Road traffic
Place: France: 10 cities
N=: 1200
Noise: Available (continuous)
Report: Aspects de la Gêne..., 1976; Vallet, Maurin, Page, Favre and Pachiaudi, 1978
Notes: After the first set of interviews (in 1973 for nine sites and January, 1974 for Lyon Villeurbanne) two of the sites (Nimes and Bourg) were revisited for 200 additional interviews (September 1975). Interviews were not necessarily conducted with the same respondents.

FRA-098 1974-75 Roissy Airport Before-After Opening Noise Survey
Date: 1974 (February 19 to 25), 1975 (March 17 to April 3)
Source: Aircraft
Place: France: Charles de Gaulle airport (Roissy area near Paris)
N=: 1174 interviews from 690 respondents
Noise: Available
Report: Francois, 1975b; Francois, 1977c; Francois, 1979b
Notes: Interviews were conducted with the same residents just before and one year after opening Charles de Gaulle airport with 484 people. The airport opened on March 8, 1974. The study was especially designed for comparison to 1975 Orly (FRA-113) and 1974 French National Aircraft survey (FRA-099). Information is available on 80 people leaving the area in the first year of the airport's operation.

FRA-099 1974 French National Aircraft Noise Survey
Date: 1974 (December 9 to 20)
Source: Aircraft
Place: France: Probability sample of France
N=: 1000
Noise: Not available
Report: Francois, 1975b; Francois, 1980
Notes: This study was designed to be compared to the 1975 Orly (FRA-113) and 1974-75 Roissy studies (FRA-098)

FRA-113 1975 Orly Airport Noise Study
Date: 1975 (March 3 to 15)
Source: Aircraft
Place: France: Orly Airport (Paris)
N=: 997
Noise: Available
Report: Francois, 1975b; Francois, 1977b; Francois, 1977c; Francois, 1979b; Francois, 1980
Notes: The study was designed to be compared to the 1974 French National Aircraft Noise Survey (FRA-099) and the Roissy Airport Before-After Opening Noise Survey (FRA-098).

FRA-124 1975-76 l'Hay les Roses Barrier Survey
Date: 1975-76 (October)
Source: Motorway traffic
Place: France: l'Hay les Roses (South of Paris)

N=: 700
Noise: Available (continuous)
Report: Vallet, Abramowitch and Lambert, 1977; Vallet, Abramowitch and Lambert, 1979
Notes: Residents were interviewed six months after the barrier was built about their evaluation of the noise before and after the barrier was built.

FRA-131 1976 Orly Medical Effects Pilot Study
Date: 1976 (June)
Source: Aircraft
Place: France: One high noise area around Orly and two comparative samples from low noise areas
N=: 150
Noise: Not available
Report: Francois, 1977a
Notes: The standard interview is supplemented by a self-administered questionnaire and by a medical examination. The study was designed to test the methodology for a medical effects survey. The study examined the possibility that some of the variation in attitudes could be related to physical characteristics of respondents.

FRA-146 1977 French Light Aircraft Study
Date: 1977 (May 25 to June 22)
Source: Light aircraft
Place: France: Four Paris-area airports (Chavenay, Guyancourt, St-Cyr-l'Ecole, Chelles-le-Pin)
N=: 800
Noise: Available
Report: Bremond, 1979b; La Gêne Causée..., 1978
Notes: Aircraft noise annoyance is greatest on weekends.

FRA-150 1977 Roissy Airport Survey
Date: 1977 (October 24 to November 21)
Source: Aircraft
Place: France: Roissy
N=: 943
Noise: Available (four-decibel width steps used in the analysis)
Report: Francois, 1979a
Notes: Of the 943 respondents, 218 had also been interviewed in 1974 and 1975. The study was designed to be compared to an earlier Roissy study (FRA-098).

FRA-189 1971 French Concorde Sonic Boom Study
Date: 1971 (May)
Source: Sonic booms from Concorde
Place: France: Three areas from previous sonic boom study (FRA-045)
N=: 1202
Noise: Numbers of sonic booms and the relationship to the Concorde flight path is known. Measurements for Concorde or regularly occurring booms are not reported.
Report: Bremond, 1971
Notes: Three booms occurred from Concorde in the week preceding the interview. Respondents regularly heard other sonic booms. Respondents compared reactions to booms in the previous week to booms normally heard.

FRA-197 1979 French Behavioral Effects of Road Noise Study
Date: 1979
Source: Road traffic
Place: France: 15 areas in Lyon and Marseille
N=: 1486
Noise: Available (continuous)
Report: Lambert and Plouhinec, 1985; Lambert and Simonnet, 1980; Lambert, Simonnet and Vallet, 1983; Lambert, Simonnet and Vallet, 1984
Notes: The study measured behavioral reactions (eg. closing windows, location of activities in the home and use of out-of-doors space) at different noise levels. In-depth interviews and observations were

completed with 40 people in five of the sites after the main survey.

FRA-218 1975 Strasbourg Airport Noise Survey
Date: 1975
Source: Aircraft
Place: France: Strasbourg airport
N=: 405 interviews (9 other in-depth interviews)
Noise: Available (continuous)
Report: Francois, 1974; Francois, 1975d
Notes: The study was designed to be compared to an earlier study at Orly (FRA-056). Detailed information is available about nine in-depth exploratory interviews conducted in December 1974.

FRA-239 1984-1986 French Combined Aircraft/Road Traffic Survey
Date: 1984 (September) to 1986 (May)
Source: Aircraft, road traffic
Place: France: around Orly, Roissy, Nice and Antibes
N=: 1032 (570, Orly; 281, Roissy; 101, Nice; 80 Antibes)
Noise: Available
Report: Diamond and Walker, 1986a; Diamond and Walker, 1986b; Vallet, et al., 1986; Vallet, et al., 1988
Notes: This survey was jointly designed under Commission of European Communities auspices to be compared to a Glasgow Survey (UKD-238) and a Schiphol Survey (NET-240).

FRA-252 1982-83 CEC Impulse Noise Field Study (French Survey)
Date: 1982-1983 (Sometime between Sept 1982 and April 1983)
Source: Impulse noise (Shooting range, Shunting Yard, Building Site)
Place: France: Athis-Mons, Antibes, Saint-Denis
N=: 451
Noise: Available
Report: de Jong and Commins, 1983; Groeneveld, 1986; Groeneveld and de Jong, 1984; Groeneveld and de Jong, 1985a; Groeneveld and de Jong, 1985b; Miedema, 1987; Rabrait, 1984
Notes: This is part of a coordinated Commission of European Communities joint study in Germany (GER-253), Ireland (IRE-254) and the Netherlands (NET-355). The results support at least a 15 decibel penalty for impulse noise.

FRA-289 1986-87 French National Transportation Noise Survey
Date: 1986, 1987
Source: Community, Road Traffic
Place: France: Probability sample of the French population
N=: 2010
Noise: Available (continuous) for 375 respondents
Report: Lambert, Maurin, Boscher and Lebart, 1988; Maurin, Lambert and Alauzet, 1988; Maurin, Lambert, Alauzet and Chapuy, 1988
Notes: Noise is the nuisance which is most often mentioned by the French population.

GER-034 1969 Munich Airport Noise (DFG Aircraft Noise Study)
Date: 1969 (February to June)
Source: Aircraft
Place: Germany: Munich Airport
N=: 660 main social survey interviews (also 115 repeated interviews, 152 migrant interviews)
Noise: Available (continuous)
Report: Deutsche Forschungsgemeinschaft, 1974; Finke and Martin, 1974; Finke, et al., 1975; Martin, Rohrmann, Finke, 1973; Rohrmann, Schümer, Schümer-Kohrs, Guski, Finke 1973
Notes: This survey was one part of a multi-disciplinary study. In addition to 660 main interviews, 152 migrants were interviewed, 115 retests were performed, 375

people had special psychological and physiological tests, and 392 had medical tests. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

GER-037 1969 Meppen Sonic Boom Field Experiment
Date: 1969 (September)
Source: Sonic booms
Place: Germany: Meppen
N=: 39
Noise: Available (continuous)
Report: May, 1971a; May, 1971b; May, 1972
Notes: People rated every sonic boom which they heard as they went about their normal activities.

GER-114 1975 German General Aviation Survey
Date: 1975 (April)
Source: Aircraft
Place: Germany: Four airports (Egelsbach, Bonn-Hangelar, Karlsruhe-Forchheim, Braunschweig)
N=: 398
Noise: Not available
Report: Rohrmann, 1975; Rohrmann, 1976
Notes: It is concluded that disturbance is greater (for the same noise level) at small airports than at large airports.

GER-134 1976 Hamburg Urban Noise Survey
Date: 1976 (August, September)
Source: Road, Railway, Industrial, Aircraft, Construction
Place: Germany: Hamburg
N=: 643
Noise: Available (continuous)
Report: Finke, Guski and Rohrmann, 1980; Guski, 1985; Guski, Wichmann, Rohrmann and Finke, 1978; Rohrmann, 1978; Rohrmann, Finke and Guski, 1980; Rohrmann and Scharnberg, 1981
Notes: This is part of an interdisciplinary study which included several other data collection techniques.

GER-135 1976 Stuttgart Railway and Road Noise Survey
Date: 1976 (Summer)
Source: Railways, Road traffic
Place: Germany: Stuttgart
N=: 1125
Noise: Available (continuous)
Report: Heimerl and Holzmann, 1978
Notes: Railway noise is less annoying than road traffic noise at the same noise level.

GER-164 Düsseldorf Traffic Noise Survey
Date: 1973
Source: Road traffic
Place: Germany: Düsseldorf (8 streets)
N=: 274
Noise: Available (continuous)
Report: Buchta and Kastka, 1977a; Buchta and Kastka, 1977b; Kastka and Buchta, 1977; Kastka, Buchta, Paulsen and Ritterstaedt, 1984
Notes: The study examined the different sources of annoyance.

GER-192 1977-1983 German Road/Railway Noise Comparison Study
Date: 1977-1978 1983 (Winter, 1977 or Summer' 1978 for most sites) Some sites added in 1983.)
Source: Road traffic, Railway
Place: Germany: 26 areas
N=: 1651
Noise: Available (continuous)
Report: Interdisziplinäre..., 1983; Knall and Schümer, 1983; Möhler, 1988; Möhler and Knall, 1983; Möhler, Schümer, Knall and Schümer-Kohrs, 1986; Schümer, Kasubek, Knall and Schümer-Kohrs, 1981; Schümer and Schümer-Kohrs, 1983; Schümer, Zeichart and Schümer-Kohrs, 1988; Schümer and Zeichart, 1989a; Schümer and Zeichart, 1989b

Notes: Road traffic is generally more annoying than railway noise at the same noise level. Since the initial 1977-78 survey at 14 sites, additional sites have been added.

GER-231 Blast Furnace and Road Noise Study
Date: 1981
Source: Road traffic
Place: Germany: 2 areas
N=: Approximately 35
Noise: Available (continuous)
Report: Ritterstaedt and Kastka, 1981
Notes: The study compared reactions to road traffic noise and to less variable noise from a blast furnace.

GER-246 German Six-City Traffic Change Panel Study
Date: 1977-1978 (Autumn both years)
Source: Road traffic
Place: Germany: residential areas in 6 cities
N=: 3405 interviews (1709 before and 1696 after a change.)
Noise: Available
Report: Kastka, 1980; Kastka, 1981
Notes: Residents were surveyed both before and after changes had been made in traffic patterns for safety reasons. The mean change in noise level between the two phases was about one decibel (with accompanying changes in numbers and speed of vehicles) but there was a disproportionately large change in annoyance.

GER-253 1982-83 CEC Impulse Noise Field Study (German Survey)
Date: 1982-1983 (Sometime between Sept 1982 and April 1983)
Source: Impulse noise (Drop forges, Shooting ranges, Scrapyard)
Place: Germany: 6 towns (including Resse, Haan, Solingen, Plettenberg) which contained 24 noise zones
N=: 514 (321 in Groeneveld and de Jong, 1985)
Noise: Available
Report: de Jong and Commins, 1983; Groeneveld, 1986; Groeneveld and de Jong, 1984; Groeneveld and de Jong, 1985a; Groeneveld and de Jong, 1985b; Kastka and Langdon, 1985; Kastka and Ritterstaedt, 1984; Miedema, 1987; Ritterstaedt and Kastka, 1985
Notes: This is part of a Commission of European Communities coordinated joint study in France (FRA-252), Germany (GER-253), Ireland (IRE-254) and the Netherlands (NET-355). The results support at least a 10-decibel penalty for impulse noise.

GER-256 Berlin Nighttime Noise Survey
Date: 1985 Publication (Survey date not reported)
Source: Road traffic
Place: Germany: 222 residential areas in West Berlin
N=: 683
Noise: Available (continuous)
Report: Guski, 1985; Scharnberg, 1985; Scharnberg and Wühler, 1982; Scharnberg, Wühler, Finke and Guski, 1982
Notes: Daytime disturbance levels are related to annoyance. The placement of sleeping rooms and window closing seems to explain the low relation between noise level and sleep response.

GER-275 1986-87 Darmstadt Movers Survey
Date: August 1986 to November 1987 (approximate)
Source: Community
Place: Germany: Urban and suburban areas in Darmstadt
N=: 163 respondents providing approximately 400 responses
Noise: Not known
Report: Paechter, Rohrmann, Wertenbroch and Wetzel, 1988

Notes: The sample consisted of 92 movers who were looking for new homes and a control group of 71 people who were not looking. Both groups received an initial personal interview and a final telephone interview. Movers evaluated the noise at their new residence less favorably four months after moving in than they did before moving in.

GER-278 1980 German Shooting Range Survey
Date: 1980-1981
Source: Shooting, Road traffic
Place: Germany: Five shooting-ranges
N=: 400
Noise: Available (continuous)
Report: Buchta, 1984; Buchta, 1988; Buchta, Buchta, Koslowsky and Rohland, 1982
Notes: Results from this field survey indicate that shooting range noise is the equivalent of about 15 dB more annoying than road traffic noise. These findings are compared to a laboratory study which found a difference in reactions equivalent to approximately 6 dB.

GER-281 1976-1977 German Highway Noise Study
Date: 1976-1977
Source: Expressway traffic
Place: Germany: 5 sites in four towns with 2 to 4 study zones at each site
N=: 359
Noise: Measured (continuous)
Report: Kastka, Buchta, Paulsen and Ritterstaedt, 1984; Kastka, Hall and Noack, 1983
Notes: Distance from the highway has only a small effect on noise annoyance after controlling for noise level. Some of these sites were resurveyed in a later survey (GER-282).

GER-282 1979 Wuppertal and Düsseldorf Traffic Noise Barriers Study
Date: 1979
Source: Road traffic
Place: Germany: Wuppertal and Düsseldorf
N=: 138
Noise: Available (continuous)
Report: Kastka, Buchta, Paulsen and Ritterstaedt, 1984; Kastka and Paulsen, 1979; Langdon and Griffiths, 1982
Notes: The interviews were conducted after barriers had been erected in some areas where interviews had previously been conducted in 1976 or 1977 (GER-281).

GER-290 1981 German Military Training Area Survey
Date: 1981
Source: Cannon fire, Aircraft, Rifle fire
Place: Germany: 21 communities near five military training areas (Munster, Senne, Grafenwöhr, Bergen, Hohenfels)
N=: 427
Noise: Available (continuous)
Report: Buchta, 1988; Buchta, Buchta and Loosen, 1986
Notes: C-weighting correlated only slightly better with the annoyance scores than A-weighting. This study was designed for comparison to a road traffic and impulse noise study (GER-278).

GER-291 1984 German Part of Visual Context of Noise Survey
Date: 1984
Source: Traffic Noise
Place: Germany: Ratingen
N=: 240 (approximately) surveyed but fewer are used for many analyses
Noise: Available (continuous)
Report: Kastka and Noack, 1987; Kastka, et al., 1986
Notes: This is the German part of a German/Swiss survey (SWI-312) Both mail and personal

questionnaires were used in Germany. The streets of the Swiss town were judged to be more attractive. At the same noise level, there was less annoyance for residents in the Swiss than the German town.

HKG-125 1975 Hong Kong Fireman Environmental Noise Survey

Date: 1975 (April to October)
Source: Aircraft, Road traffic
Place: Hong Kong: 12 fire stations (10 are near Kai Tak airport)
N=: 522
Noise: Available (continuous) inside fire stations
Report: Ko, Kwan and Chan, 1976; Ko, Chan and Kwan, 1977
Notes: Firemen completed a self-administered questionnaire. Reactions to both home and fire station environments were obtained but noise measures are only available at the fire station. Firemen live at the station on alternate days.

HKG-187 Hong Kong Socio-Economic Area Road Traffic Survey

Date: 1980 Publication (Survey date not reported)
Source: Road traffic
Place: Hong Kong: Two neighborhoods
N=: 180
Noise: Available (continuous)
Report: Ko and Wong, 1980
Notes: Residents in the higher socio-economic neighborhood are more annoyed by noise at the same noise level.

HKG-208 Preliminary Hong Kong Fireman Noise Survey

Date: 1975 Publication (Survey date not reported)
Source: Road traffic, Aircraft
Place: Hong Kong: Two fire stations
N=: 68
Noise: Available (continuous)
Report: Ko, 1975
Notes: The interviewer translated the questions from English into Chinese during the interview. A comparison of these responses with some European data suggested greater annoyance for these firemen. The firemen live at the station on alternate days. This study preceded a larger scale study (HKG-125).

IRE-254 1982-83 CEC Impulse Noise Field Study (Irish Survey)

Date: 1982-1983 (Sometime between September 1982 and April 1983)
Source: Impulse noise (Shooting range, Shipyard, Scrapyard, Dairy)
Place: Ireland: Kileek, Rushbroke, Ringsend, Blackpool, Churchtown
N=: 454
Noise: Available
Report: de Jong and Commins, 1983; Groeneveld, 1986; Groeneveld and de Jong, 1984; Groeneveld and de Jong, 1985a; Groeneveld and de Jong, 1985b; Hayden, Whelan and Dillon, 1984; Miedema, 1987
Notes: This is part of a Commission of European Communities coordinated joint study in France (FRA-252), Germany (GER-253), and the Netherlands (NET-355). The results support at least a 10-decibel noise penalty for impulse noise.

IRQ-229 1980 Baghdad Street Noise Survey

Date: 1980 (Summer)
Source: Road traffic
Place: Iraq: Baghdad
N=: 329 residents and shopkeepers and 360 pedestrians were interviewed
Noise: Available (continuous)
Report: Al-Samarrai and Al-Jawadi, 1981
Notes: One type of interview was administered to pedestrians on the streets. Another type was used for residents and shopkeepers.

CATALOG (Continued)

ITL-318 1967 Ferrara Comparative Traffic Noise Study
Date: 1967
Source: Road traffic
Place: Italy: Ferrara
N=: 166
Noise: Available (continuous)
Report: Jonsson, Kajland, Paccagnella and Sörensen, 1969
Notes: This study was designed for comparison to the 1967 Stockholm Comparative Traffic Noise Study (SWE-025). In spite of a higher traffic noise level (measured indoors) in the Ferrara sample, those in the Stockholm sample were more annoyed. Residents living one story above street level were interviewed.

JPN-005 1953 Osaka and Amagasaki Industrial Noise Survey
Date: 1953
Source: Industrial noise when at home
Place: Japan: Osaka and Amagasaki
N=: 136
Noise: Available
Report: Osada, 1971; Shoji, et al., 1953; Yamamoto, Takagi, Hashimoto and Yoneda, 1970
Notes: Housewives were interviewed.

JPN-018 1965 Osaka Aircraft Noise Survey
Date: 1965
Source: Aircraft
Place: Japan: 27 sites near Osaka airport
N=: 2700
Noise: Available (continuous)
Report: Kansai Toshi..., 1965; Osada, 1971
Notes: Most respondents were housewives.

JPN-046 1970 Yokota Air Base Study
Date: 1970 (July)
Source: Aircraft
Place: Japan: Yokota air base
N=: 991 interviews (from 1000 households)
Noise: Available (5 NNI steps)
Report: Kodama, 1971; Osada 1971; Tokyoto Kogai Kenkyujo, 1971; Tokyoto Kogai Kenkyujo, 1972
Notes: Housewives were interviewed.

JPN-062 1972 Akishima City Aircraft Noise Survey
Date: 1972 (September)
Source: Aircraft
Place: Japan: Ten areas in Akishima City near Yokota air base
N=: Approximately 1000
Noise: Available (continuous)
Report: Hayashi, Hayashi, Kodama, and Kondo, 1973; Hayashi, Kondo, and Kodama, 1974; Hayashi, Kondo, and Kodama, 1978; Kondo, Hayashi, and Kodama, 1975; Kondo, Hayashi, and Kodama, 1978
Notes: A Psychological Assessment of Aircraft Noise Index (PANNI) is described.

JPN-064 1972 Environmental Agency of Japan Shinkansen Noise Survey
Date: 1972 (November)
Source: High speed Railway
Place: Japan: The New Tokaido Shinkansen line
N=: 968
Noise: Available
Report: An Investigation..., 1973; Kumagai, Kono, Sone and Nimura, 1975; Nimura, Sone and Kono, 1981
Notes: Residents are the equivalent of 5-decibels more annoyed near the high-speed Shinkansen lines than near four regular railway lines (JPN-101).

JPN-065 1972 New Tokaido and New Sanyo Shinkansen Railway Noise
Date: 1972 (July)
Source: High speed railway
Place: Japan: The New Tokaido and New Sanyo Shinkansen routes
N=: 424
Noise: Available (continuous)
Report: Nimura, Sone, Ebata and Matsumato, 1975; Nimura, Sone and

CATALOG (Continued)

Kono, 1973; Nimura, Sone and Kono, 1981; Sone, Kono, Nimura, Kameyama and Kumagai, 1973
Notes: The study compares reactions to a newly opened route (four months old) and a more established route (eight years old).

JPN-094 1973-1974 Sendai Road Traffic Noise Survey
Date: 1973 (December), 1974 (January)
Source: Road traffic
Place: Japan: Sendai City (20 areas)
N=: 939
Noise: Available
Report: Shibuya, Tanno, Sone, and Nimura, 1975
Notes: Demographic and neighborhood characteristics which affect road traffic noise annoyance are studied.

JPN-101 1974 Sendai City Regular Railway Noise Survey
Date: 1974
Source: Railway
Place: Japan: Sendai City
N=: 717
Noise: Available (5 dB steps)
Report: Kumagai, Kono, Sone, and Nimura, 1975; Nimura, Sone and Kono, 1981
Notes: Residents are the equivalent of five-decibels less annoyed near four regular railways than at similar noise levels in a high-speed Shinkansen noise study (JPN-064).

JPN-123 1975 Yokohama Road and Railway Noise Survey
Date: 1975 (October to December)
Source: Railway, Road traffic
Place: Japan: Yokohama
N=: 356 (1975)
Noise: Available (5 dB steps)
Report: Tamura, 1978; Tamura and Gotoh, 1977
Notes: Another survey was carried out in this area in 1976.

JPN-138 1976 Kanagawa Ward Community Noise Survey
Date: 1976 (October, November)
Source: Community
Place: Japan: Kanagawa Ward in Yokohama
N=: 427
Noise: Not available in English publication
Report: Tamura and Gotoh, 1980
Notes: NONE

JPN-139 1976 Japanese Road and Railway Noise Study
Date: 1976 (December)
Source: Road traffic, Railway
Place: Japan
N=: 372
Noise: Not available in English publication
Report: Tamura and Gotoh, 1980
Notes: NONE

JPN-140 1977 Camp Fuji Noise Survey
Date: 1977 (October, November)
Source: Road traffic, Community, Artillery
Place: Japan: Area around Camp Fuji
N=: 342
Noise: Not available in English publication
Report: Tamura and Gotoh, 1980
Notes: NONE

JPN-152 1977 Atugi Military Aircraft Noise Study
Date: 1977 (November, December)
Source: Aircraft
Place: Japan: Residential areas surrounding Atugi Base
N=: 345
Noise: Not available in English publication
Report: Tamura and Gotoh, 1980
Notes: NONE

JPN-163 1972 Itami City Osaka Airport Noise Study
Date: 1972 (November) to 1973 (January)
Source: Aircraft
Place: Japan: Osaka Airport

CATALOG (Continued)

N=: 1209
Noise: Available (5 dB steps)
Report: Report on Investigation..., 1973; Report on the Effects..., 1973
Notes: NONE

JPN-177 1978 Kanagawa Ward Community Noise Survey
Date: 1978 (October, November)
Source: Community
Place: Japan: Kanagawa Ward in Yokohama
N=: 387
Noise: Not available in English publication
Report: Tamura and Gotoh, 1980
Notes: NONE

JPN-190 1956 Kyoto Traffic Noise Survey
Date: 1956
Source: Road traffic
Place: Japan: Kyoto
N=: 956
Noise: Available
Report: Aoki, 1959; Osada, 1971
Notes: Questionnaires were left at households and later collected.

JPN-201 1975 Shinkansen Railway Survey
Date: 1975 (March)
Source: Railway
Place: Japan: Shinkansen line in Nagoya City
N=: 1187
Noise: Available (5 dB steps)
Report: Yamanaka, et al., 1982
Notes: Self-completion questionnaires were used. Questions concerned only health. Community noise was not explicitly rated. Some of the 190 indicators of poor health were related to noise and vibration levels.

JPN-271 Japan Three-Site Construction Noise Survey
Date: 1984 Publication (Survey date not reported)
Source: Construction
Place: Japan: Abiko City, Tuchiura City, Misato City
N=: 689
Noise: Available (continuous)
Report: Sakai, 1984
Notes: Construction noise annoyance was less in the area with a higher ambient noise level.

JPN-292 Sapporo City Traffic Noise and Vibration Survey
Date: 1984 (September, October)
Source: Road traffic
Place: Japan: Sapporo City (8 high vibration areas, 5 low vibration areas)
N=: 219
Noise: Available (continuous) (Vibration levels were also measured)
Report: Sato, 1988
Notes: People are more annoyed by the same level of traffic noise in areas where there is greater vibration. The measured vibration levels are related to vibration annoyance.

JPN-293 Osaka Aircraft and Environmental Noise Survey
Date: 1987 Publication (Survey date not reported)
Source: Aircraft, Community
Place: Japan: Areas near Osaka International Airport including Northern Osaka, Sennan, Wakayama and Awaji
N=: 6,080 from 58 areas
Noise: Available (continuous)
Report: Hiramatsu, Takagi, Yamamoto and Yano, 1987
Notes: WECPNL values are estimated using government procedures. Environmental noise is averaged over five sites within each of the 500 meter square areas.

JPN-294 Nagoya City 1980's Cumulative Noise Survey
Date: 1982, 1983, 1984, 1985, 1987, 1988
Source: Community, Road Traffic
Place: Japan: Nagoya City
N=: 336 (as of 1988 publication)
Noise: Available (continuous)

Report: Hayashi, et al. 1987; Hayashi, Kuno, Oishi, Mishina and Ikegaya, 1987; Hayashi, Kuno, Oishi, Mishina and Ikegaya, 1988; Izumi, 1988; Kuno, Zheng, Takeda, Ikegaya and Mishina, 1984; Kuno, et al., 1987; Kuno, Ohara, Takeda and Mishina, 1986
Notes: Additional noise measurement locations and interviews were added at several times since the first survey in 1982. Residents in residential areas are slightly more annoyed by the same noise level than are residents in predominant industrial or commercial areas.

KOR-295 1987 Seoul Traffic Noise Survey
Date: 1987 (February)
Source: Road traffic
Place: Korea: Seoul
N=: 351 (144 industrial area, 207 residential area)
Noise: Available (continuous)
Report: Yu, 1987; Yu, 1988
Notes: Interviews were conducted with residents in both a residential and an industrial area.

NET-002 1950 Netherlands Sound Insulation Effects Study
Date: 1950 (April to July)
Source: Neighbors in apartment buildings
Place: Netherlands: Rotterdam, The Hague
N=: Approximately 1215
Noise: Sound insulation of dwellings is available
Report: Bitter and Horch, 1958; Bitter and van Weeren, 1955; van den Eijk, Kasteleijn, and Kosten, 1956
Notes: NONE

NET-013 1963 Schiphol Airport Survey
Date: 1963 (August, September)
Source: Aircraft
Place: Netherlands: Eight areas around Schiphol airport
N=: 1000
Noise: Available (continuous)
Report: Bitter, 1970; Bitter, 1972; Bitter and Schwager, 1964; de Jong, 1981b; de Jong, 1981c; de Jong, 1983b; Kosten, et al., 1967
Notes: This survey supported early Dutch aircraft noise regulations.

NET-106 1974 Dordrecht Home Sound Insulation Study
Date: 1974 (April), and 1976 (April)
Source: Highway Traffic
Place: Netherlands: Dordrecht, alongside Highway 16
N=: 383 (before insulation), and 376 (after insulation)
Noise: Available
Report: Bitter, 1979a; Bitter, 1979b; Bitter, Kaper and Pinkse, 1978; de Jong, 1983a; van Dongen, 1981a; van Dongen, 1982
Notes: The study compares two sound insulation situations: one before noise abatement; the second, two years after noise insulation measures were installed in the homes as a result of residents' strong opposition to changes in nearby road traffic. The study was designed to be compared to a similar later study (NET-238).

NET-115 1975 Schiphol and Marssum Aircraft Noise Insulation Survey
Date: 1975 (September)
Source: Aircraft
Place: Netherlands: Five areas around Schiphol and one (Marssum) near Leeuwarden Military Airfield
N=: 434 (376,Schiphol) (58, Marssum)
Noise: Available (5 dB steps)
Report: Bitter, 1980; Bitter and Willigers, 1979; de Jong, 1981b; de Jong, 1981c; de Jong, 1983b; Lingen and Voorn, 1979; Willigers, 1979
Notes: The noise annoyance relationship had not changed since the 1963 Schiphol survey (NET-013). The survey preceded sound insulation installation and can be compared with a post-insulation survey

(NET-149). The survey occurred during an unusually warm summer.

NET-149 1977 Schiphol and Marssum Sound Insulation Survey
Date: 1977 (September)
Source: Aircraft
Place: Netherlands: Five areas around Schiphol and one (Marssum) around Leeuwarden Military Airfield
N=: 353 (304, Schiphol) (49, Marssum)
Noise: Available
Report: Bitter, 1980; Bitter and Willigers, 1979; de Jong, 1981b; de Jong, 1981c; Lingen and Voorn, 1979; Willigers, 1979
Place: Interviews followed the installation of sound insulation in the same areas as a 1975 study (NET-115).

NET-153 1977 Netherlands Railway Noise Survey
Date: 1977 (October)
Source: Railway
Place: Netherlands: Twelve locations
N=: 671
Noise: Available (continuous)
Report: de Jong, 1979a; de Jong, 1983a; de Jong and Peeters, 1983; de Jong and Tukker, 1983; Peeters, 1981; Peeters, de Jong, Kaper, and Tukker, 1984
Notes: Inside noise measurements were made as well as outside measurements but did not correlate more highly with annoyance.

NET-193 1976 Netherlands Military Airfields Noise Study
Date: 1976 (August, September)
Source: Aircraft
Place: Netherlands: Areas near three military airfields (Soesterberg, Twente, Volkel)
N=: 867
Noise: Available (continuous)
Report: de Jong, 1980b; de Jong, 1981b; de Jong, 1981c; de Jong, 1983b; de Jong and Beers, 1980; de Jong and Groeneveld, 1983
Notes: This study is designed for comparison to three other studies, Schiphol, 1963, (NET-013); Schiphol/Marssum, 1975 (NET-115); and Schiphol/Marssum 1977, (NET-149).

NET-194 1976 Netherlands Railway Noise Survey
Date: 1976 (October)
Source: Railway
Place: Netherlands: 9 locations (5 near railways, 2 near tramways, and 2 near metro-tramways)
N=: 65 (45 near railways, 10 near tramways, 10 near metro-tramways)
Noise: Continuous
Report: de Jong, 1977a; de Jong, 1977b
Notes: Open, unstructured interviews were conducted as part of the planning for a larger railway survey (NET-153).

NET-195 1977-78 Netherlands New Railway Line Survey
Date: 1977 (March, September), 1978 (September)
Source: Railway
Place: Netherlands: Zoetermeer
N=: 960: 425 (before railway opened), 299 (4 months after opened), 221 (16 months after opened), 15 (new residents moving in between 4 and 16 months after opening)
Noise: Available (5 dB steps)
Report: de Jong, 1983a; van Dongen and van den Berg, 1980
Notes: Respondents were interviewed several times.

NET-196 1978 Dutch Homes for the Aged Environmental Noise Study
Date: 1978 (September)
Source: Road traffic, Airports, Railways, Industry

Place: Netherlands: 57 locations (37 near roads and 20 near airports, industries or railway tracks)
N=: 345 (228 road traffic, 117 other sources)
Noise: Available (5 dB steps)
Report: van Dongen, 1980a; van Dongen, 1980b; van Dongen, 1981b
Notes: People living in homes for the aged were interviewed.

NET-232 1980 Netherlands Industrial Noise Survey
Date: 1980 (January)
Source: Industry including railway shunting yards
Place: Netherlands: 20 industrial and 6 railway shunting yard areas
N=: 695
Noise: Available for 597 respondents in 23 locations
Report: Groeneveld, 1981; Groeneveld and Gerretsen, 1984; Groeneveld and Verboom, 1981; Vos, 1985
Notes: NONE

NET-240 1984 Schiphol Combined Aircraft/Road Traffic Survey
Date: 1984 (Autumn)
Source: Aircraft, Road traffic
Place: Netherlands: Schiphol airport
N=: 581
Noise: Available
Report: Diamond and Walker, 1986a; Diamond and Walker, 1986b; Miedema, 1987
Notes: This survey was jointly designed under Commission of European Communities auspices to be compared to an Orly Survey (FRA-239) and Glasgow Survey (UKD-238).

NET-255 1982-83 CEC Impulse Noise Field Study (Netherlands Survey)
Date: 1982 (September, October)
Source: Impulse noise (Shooting range, Shipyard, Scrapyard, Metal Working)
Place: Netherlands: (Bussum, Driebergen, Vught, Bolnes/Ridderkerk, H.I.Ambacht/Zwijndrecht, Sittard, Lekkerkerk, Raamsdonksveer)
N=: 389
Noise: Available
Report: de Jong and Commins, 1983; Groeneveld, 1984; Groeneveld and de Jong, 1984; Groeneveld and de Jong, 1985a; Groeneveld and de Jong, 1985b; Groeneveld, 1986; Groeneveld, van den Berg and de Jong, 1985; Miedema, 1987
Notes: This is part of a Commission of European Communities coordinated joint study in France (FRA-252), Germany (GER-253), and Ireland (IRE-254). The results support at least a 10 dB impulse noise penalty.

NET-257 1979 Netherlands Industrial Noise Pilot Survey
Date: 1979 (Summer)
Source: Industrial (including railway shunting yards)
Place: Netherlands: 50 locations
N=: 308
Noise: Not available
Report: Groeneveld, 1980
Notes: Interviews were conducted by telephone. This study was used as a pilot survey and as a basis for sample selection for the 1980 Netherlands Industrial Noise Survey (NET-232).

NET-258 1975 Amsterdam Home Sound Insulation Study
Date: 1975 (March), 1978 (November)
Source: Expressway traffic
Place: Netherlands: the Einsteinweg area (along National Road 10) in Amsterdam
N=: 622 (before insulation installed) 347 (after installed)
Noise: Available
Report: Bitter, Holst, Kandelaar, et al., 1982; de Jong, 1981c; de Jong,

1981e; van Dongen, 1981a; van Dongen, 1982
Notes: This study was planned to be compared to a similar earlier study (NET-106).

NET-259 1977 Netherlands Industrial Noise Pilot Survey
Date: 1977 (October, November)
Source: Industrial
Place: Netherlands: Eerbeek, Geleen/Stein, Hoogvliet, Wormerveer
N=: 40
Noise: Available
Report: Hentenaar, 1978
Notes: A variable format, unstructured interview was administered. This is a qualitative pilot study for the 1980 Netherlands Industrial Noise Survey (NET-232).

NET-260 1980-1981 Netherlands Pile Driver Impulse Noise Survey
Date: 1980-1981
Source: Industrial (Impulse noise from a pile driver)
Place: Netherlands: The Hague Wormerveer
N=: 56
Noise: Available
Report: de Jong, van den Berg and Stolk, 1981
Notes: This is a pilot study initiated by the European Economic Community.

NET-261 1977 Netherlands National Noise Survey
Date: 1977 (August 14 to September 14)
Source: Community
Place: Netherlands: Representative national sample
N=: 3974
Noise: Not available
Report: de Jong, 1980a; de Jong, 1981a; de Jong, 1981d
Notes: The study measures the extent of noise annoyance from a national probability sample of the population aged 16 and over.

NET-263 1982-1983 Netherlands New Dwelling Survey
Date: 1982-1983
Source: Equipment in homes
Place: Netherlands
N=: 193 (dwellings)
Noise: Available for some dwellings
Report: van Dongen, 1984; van Dongen, 1985
Notes: NONE

NET-269 1986 Netherlands Low-Level Military Aircraft Study
Date: 1986 (June)
Source: Military aircraft
Place: Netherlands: Overijssel Province
N=: 625
Noise: Available for some dwellings
Report: de Jong, 1986a; de Jong, 1986b; de Jong and Kok, 1987
Notes: Respondents were interviewed via telephone. The study compares the reactions of those living under low-level military flying routes with those at various distances from the routes and those living near a military airfield. Some 43% living under the routes are "very" annoyed. This is unsatisfactory according to Netherlands noise criteria.

NET-276 Netherlands Tram and Road Traffic Noise Survey
Date: 1983 (Summer)
Source: Trams, Road traffic
Place: Netherlands: Rotterdam, The Hague, Amsterdam
N=: 798
Noise: Available (continuous)
Report: Miedema, 1987; Miedema and van den Berg, 1985; Miedema and van den Berg, 1988
Notes: Noise annoyance is lower near straight track than near curves or junctions at the same noise level.

NOR-311 1989 Oslo Airport Survey
Date: 1989 (April, September)

Source: Aircraft
Place: Norway: Oslo (15 areas)
N=: 3337
Noise: Available (continuous)
Report: Gjestland, Liasjø and Bøhn, 1990
Notes: Residents were surveyed before and after a change in air traffic. The effect of flight-path location on annoyance is studied.

POL-184 Polish Railway Noise Survey
Date: 1979 Publication (Survey date not reported)
Source: Railway
Place: Poland
N=: 837
Noise: Available (continuous)
Report: Koszarny, Szata and Gorynski, 1979; Koszarny, Szata and Gorynski, 1980
Notes: NONE

POL-198 1974 Warsaw Aircraft Noise Survey
Date: 1974-75 (Winter)
Source: Aircraft
Place: Poland: Warszawa-Okecie Airport
N=: 511
Noise: Available (two groups 80-90 dB(A), 100-110 dB(A))
Report: Koszarny and Maziarka, 1975; Koszarny, Maziarka and Szata, 1976
Notes: Some indications of links between health and noise are reported.

PUR-188 San Juan Community Noise Survey
Date: 1970's (Year of survey not determined)
Source: Community
Place: Puerto Rico: San Juan
N=: 642
Noise: Not available
Report: Snyder, 19??
Notes: Both English and Spanish versions of the questionnaire were administered.

SAF-028 1968 South Africa Preliminary Aircraft Noise Survey
Date: 1968 (April)
Source: Aircraft
Place: South Africa: Jan Smuts airport
N=: 120
Noise: Available (5 unit steps of noise index [NI])
Report: Mauer, 1968; van Niekerk and Muller, 1969
Notes: NONE

SPA-272 1981 Valencia City-Wide Survey
Date: 1981 (January to July)
Source: Road traffic
Place: Spain: Valencia
N=: 400
Noise: Not available
Report: García and Fajari, 1982; García and Fajari, 1983; García, 1983; García, Romero and Alamar, 1988
Notes: Self-administered questionnaires were distributed through personal channels available to the investigators.

SPA-273 1982 Valencia Five-Site Survey
Date: 1982 (March to June)
Source: Road traffic
Place: Spain: Valencia (5 sites)
N=: 490
Noise: Available (continuous)
Report: García and Fajari, 1982; García, 1983; García, Romero and Alamar, 1988
Notes: Respondents completed a self-administered questionnaire. The survey was designed to estimate the relationship between noise level and annoyance.

SPA-274 1982 Valencia Single-Site Survey
Date: 1982 (October to December)
Source: Road traffic
Place: Spain: Valencia (one site)
N=: 200
Noise: Available (continuous)
Report: García and Fajari, 1982; García, 1983; García, Romero and Alamar, 1988
Notes: Respondents completed a self-administered questionnaire. The survey was planned to study

socio-economic and demographic differences in annoyance.

SPA-302 1986 Valencia Five-Site Survey
Date: 1986 (December) to 1987 (March)
Source: Community
Place: Spain: Valencia (five sites)
N=: 263
Noise: Available (continuous)
Report: García, Miralles, García and Sempere, 1988; García, Romero and Alamar, 1988; García, Romero, García and Arana, 1989
Notes: Satisfaction with the neighborhood is greater in the quieter than the noisier areas.

SPA-313 1984-85 Gandía Three-Site Traffic Noise Survey
Date: 1984 (Summer), 1984-85 (Winter), 1985 (Summer)
Source: Road Traffic
Place: Spain: Gandía
N=: 543
Noise: Available (continuous)
Report: García and Romero, 1987a; García and Romero, 1987b; García, Romero and Alamar, 1988; García, Romero, García, and Arana, 1989
Notes: Residents completed a self-administered questionnaire. Season of the survey does not affect response, even though there is more traffic and people are more likely to have windows open in the summer.

SPA-314 1987-88 Gandía Beach Resort Traffic Noise Survey
Date: 1987 (July-August), 1988 (July-August)
Source: Road Traffic
Place: Spain: Gandía (Near beach resort areas)
N=: 400
Noise: Available (continuous)
Report: Romero, García, and García, 1989
Notes: Vacationers staying in the resort city completed a self-administered questionnaire. Road traffic noise is the most important source of annoyance in this beach resort.

SPA-315 1988 Pamplona Five-Site noise survey
Date: 1988 (Spring)
Source: Road traffic
Place: Spain: Pamplona (five sites)
N=: 496
Noise: Available (continuous)
Report: Arana, and García, 1989; García, Romero, García, and Arana, 1989
Notes: Road traffic was the most annoying noise in some areas. Bars, pubs and discotheques were most annoying in other areas.

SPA-316 1983 Valencia Traffic Noise Survey
Date: 1983 (October, November)
Source: Road traffic
Place: Spain: Valencia, 26 streets
N=: 600 (725 were distributed)
Noise: Available (continuous)
Report: Díaz, et al., 1987; Manglano, Gaja, Estellés and Belmar, 1984
Notes: Residents were contacted who lived above the fourth floor of their buildings.

SPA-317 1984 Gandía, City-wide Traffic Noise Survey
Date: 1984 (April) to 1985 (February)
Source: Road Traffic
Place: Spain: Gandía
N=: 600
Noise: Not available
Report: García and Romero, 1986; García and Romero, 1987b; García, Romero and Alamar, 1988
Notes: Self-administered questionnaires were distributed through personal channels available to the investigators. This is a first of several studies in this coastal resort. Permanent residents were interviewed.

SWE-011 1963 Linköping Airport Noise Study
Date: 1963 (Spring), 1964 (September)

Source: Aircraft
Place: Sweden: Linköping Airfield
N=: 448 interviews from more than 272 respondents
Noise: Not available
Report: Berlin, Jonsson and Kajland, 1964; Cederlöf, Jonsson and Sörensen, 1967; Jonsson and Sörensen, 1970; Jonsson, Sörensen, Arvidsson and Berglund, 1975
Notes: Some of the original 272 respondents were included in the 176 respondents interviews in 1964 as part of an experiment on changing residents' attitudes toward noise. An experimental group receiving positive information about the aircraft was less annoyed than other residents. The area was later resurveyed as the Linköping I site in the Scandinavian Nine-Airport survey (SWE-035).

SWE-015 1964-1970 Karlstad Artillery Range Noise Study
Date: 1964-1970
Source: Artillery firing
Place: Sweden: Karlstad
N=: 427
Noise: Not available
Report: Jonsson, Sörensen, Arvidsson, and Berglund, 1975
Notes: The original 1964 study (334 interviews) was repeated in 1970 (93 interviews).

SWE-021 1966-67 Stockholm and Gothenburg Traffic Study
Date: 1966 (October, December), 1967 (August, September)
Source: Road traffic
Place: Sweden: Stockholm, Gothenburg
N=: 443 (1966), 221 (1967)
Noise: Available
Report: Fog and Jonsson, 1968; Kajland, 1970
Notes: The 1967 results are included as a non-clustering survey in the review by Schultz (1978: 395).

SWE-025 1967 Stockholm Comparative Traffic Noise Study
Date: 1967
Source: Road traffic
Place: Sweden: Stockholm
N=: 200
Noise: Available (continuous)
Report: Jonsson, Kajland, Paccagnella and Sörensen, 1969
Notes: This study was designed for comparison to the 1967 Ferrara Comparative Traffic Noise Study (ITL-318). In spite of a higher traffic noise level (measured indoors) in the Ferrara sample, those in the Stockholm sample were more annoyed. Residents living one story above street level were interviewed.

SWE-026 1967 Huddinge New Motorway Study
Date: 1967, 1968
Source: Motorway traffic
Place: Sweden: The Stockholm suburb of Huddinge
N=: 144 interviews from 84 respondents
Noise: Available
Report: Jonsson and Sörensen, 1973; Jonsson, Sörensen, Arvidsson and Berglund, 1975
Notes: Annoyance did not decrease between the initial interview with 84 residents (six months after a new motorway opened) and the reinterview with 60 of the same residents one year later. People who moved from the area during the year were no more annoyed than those remaining.

SWE-035 Scandinavian Nine-Airport Noise Study
Date: 1969, 1970, 1971, 1972, 1974, 1976
Source: Aircraft
Place: Sweden, Norway and Denmark: 38 Areas around 9 Airports
N=: 3746
Noise: Available

Report: Ahrlin and Rylander, 1979; Berglund, Berglund, and Lindvall, 1975; Berglund, Berglund, and Lindvall, 1987; Berglund, Berglund, Jonsson and Lindvall, 1977; Rylander, Björkman, Ahrlin, Sörensen, and Berglund, 1980; Rylander, Sörensen, Alexandre, and Gilbert, 1973; Rylander, Sörensen, and Kajland, 1972; Rylander and Sörensen, 1973; Sörensen, Berglund, and Rylander, 1973
Notes: The 1980 publication includes 846 interviews which were not included in the earlier reports. At least some aspects of the questionnaire were changed during the eight-year study period. This study was cited in the list of surveys used by Schultz (1978).

SWE-054 Trängslet Sonic Boom Study
Date: 1971 (June, July)
Source: Sonic booms from military aircraft
Place: Sweden: Trängslet
N=: 391
Noise: Available for military population
Report: Rylander, Sörensen and Berglund, 1972
Notes: The 179 questionnaires filled out by soldiers were self-administered. The 212 civilian questionnaires are from a mail survey. All booms occurred at night. Some of the military subjects indicated night-time disturbance by pushing buttons. There was also a "bed-indicator" which showed movements during sleep.

SWE-100 Kungälv Noise Barrier Study
Date: 1972, 1975
Source: Road traffic, Expressway
Place: Sweden: The Kungälv area of Gothenburg
N=: 161 (83 in Phase I and 78 in Phase II)
Noise: Not available
Report: Holmquist, Claesson and Tuvegran, 1975
Notes: Interviews were carried out in 1972 before, and in 1975 after a barrier was erected.

SWE-108 Burgsvik Sonic Boom Study
Date: 1972 (May, June)
Source: Sonic booms
Place: Sweden: Burgsvik on the island of Gotland
N=: Approximately 346 interviews from approximately 200 people
Noise: Available
Report: Rylander, et al., 1974
Notes: After the main study period 146 people were reinterviewed. This was part of a coordinated laboratory/field study.

SWE-142 1976 Stockholm, Visby, Gothenburg Traffic Noise Study
Date: 1976 (April, May)
Source: Road traffic
Place: Sweden: Stockholm, Visby, Gothenburg
N=: 1377
Noise: Available
Report: Ahrlin and Rylander, 1979; Rylander, 1977; Rylander, Ahrlin, Björkman, 1977; Rylander, Sörensen, Kajland, 1976
Notes: Peak noise levels from heavy vehicles are especially closely related to annoyance. Gothenburg results are not included in the 1976 publication.

SWE-165 1976 Gothenburg Tramway Noise Survey
Date: 1976 (April, May)
Source: Tramway, Road traffic
Place: Sweden: Gothenburg (6 areas)
N=: 464
Noise: Available (continuous)
Report: Ahrlin and Rylander, 1979; Rylander, Björkman, Ahrlin, and Sörensen, 1977
Notes: NONE

SWE-185 1975 Gothenburg Rifle Range Survey

Date: 1975 (April, May)
Source: Civilian rifle range
Place: Sweden: Gothenburg (9 sites in 4 areas)
N=: 323
Noise: Available (continuous)
Report: Sörensen and Magnusson, 1979
Notes: The relationship between peak noise levels and annoyance is studied.

SWE-222 Nausta Research Camp Sonic Boom Study
Date: 1970 Publication (Survey date not reported)
Source: Sonic booms from military aircraft
Place: Sweden: Research camp in Nausta within a Swedish military testing area
N=: 198
Noise: Available (continuous)
Report: Rylander, Sörensen, Berglund, and Brodin, 1972
Notes: The sample consists of 33 women from a testing program and 165 military recruits in road construction camps.

SWE-223 Swedish Sleep Disturbance and Sound Insulation Study
Date: 1981
Source: Road traffic
Place: Sweden
N=: 3 (annoyance was measured on 8 nights)
Noise: Available for nights
Report: Öhrström and Björkman, 1983
Notes: Respondents were first interviewed in June before insulation was installed and then reinterviewed ten months later on seven consecutive nights. Bed movements were measured on four nights.

SWE-228 1978-80 Swedish Railway Study
Date: 1978-1980
Source: Railway
Place: Sweden: 15 areas in Stockholm and Malmö
N=: over 700
Noise: Available (continuous)
Report: Ahrlin and Rylander, 1979; Möhler, 1988; Sörensen and Hammar, 1983
Notes: NONE

SWE-303 1986 Gothenburg Sleep Disturbance Pilot Survey
Date: 1986 (February, March)
Source: Road traffic
Place: Sweden: Gothenburg
N=: 106 (69 at high noise site, 37 at control site)
Noise: Available (continuous)
Report: Öhrström, 1988; Öhrström, 1989; Öhrström, Rylander and Björkman, 1988; Björkman, Levein, Rylander and Öhrström, 1988
Notes: After the initial interview, more detailed information was collected from the 63 respondents who also completed a "sleep and mood" questionnaire for three days. Reports of sleep quality and mood were lower in the noisy area than in the control area.

SWI-053 1971 Swiss Three-City Noise Survey
Date: 1971 (April), 1972 (June)
Source: Aircraft (all three cities), Road traffic (Basel)
Place: Switzerland: Zurich, Geneva and Basel
N=: 3939
Noise: Available (continuous)
Report: Graf, Meier and Müller, 1974; Grandjean, Graf, Lauber, Meier and Mueller, 1976; Grandjean, Graf, Lauber, Meier and Mueller, 1973; Nemecek, Wehrli and Turrian, 1981; Wehrli and Nemecek, 1979
Notes: These data were included in a multisurvey, comparative analysis (Schultz, 1978).

SWI-133 1976 Zurich Street Traffic Noise (Apartments) Survey
Date: 1976
Source: Street traffic

Place: Switzerland: Zurich
N=: 800
Noise: Available
Report: Bakke et al., 1977; Nemecek, Wehrli and Turrian, 1981; Wanner, Wehrli, Bakke, Nemecek, Turrian and Grandjean, 1977; Wehrli and Nemecek, 1979; Wehrli, Huser, Egli, Bakke and Grandjean, 1976
Notes: Women were interviewed who lived in apartments built after 1962.

SWI-158 1977 Zurich Pilot Traffic Noise Survey
Date: 1977
Source: Road traffic
Place: Switzerland: Four areas in Zurich
N=: 1297
Noise: Available (continuous)
Report: Bakke, et al., 1977; Nemecek, Wehrli and Turrian, 1981; Wanner, Wehrli, Bakke, Nemecek, Turrian and Grandjean, 1977; Wanner, Wehrli, Nemecek and Turrian, 1977; Wehrli and Nemecek, 1979
Notes: A mail questionnaire was used. Air quality was also assessed.

SWI-159 Swiss N-3 Motorway Study
Date: 1977 (September)
Source: Motorway traffic
Place: Switzerland: N-3 motorway in the vicinity of Sargans
N=: 150
Noise: Available
Report: Nemecek, Grandjean, Baumgartner, Roth, and Müller, 1978; Nemecek, Grandjean, Baumgartner, Müller, and Roth, 1979
Notes: A self-completion questionnaire was used. Special attention was directed at the costs of noise and at evaluating alternatives for alleviating the effects of noise.

SWI-173 1978 Zurich Time-of-Day Survey
Date: 1978
Source: Road traffic
Place: Switzerland: Zurich and vicinity (18 study sites)
N=: 1607
Noise: Available (continuous)
Report: Nemecek, Wehrli and Turrian, 1981; Wehrli and Grandjean, 1979; Wehrli and Nemecek, 1979; Wehrli, Nemecek, Turrian, Hofmann, and Wanner, 1978; Wehrli, Nemecek, Turrian, Wanner, and Hofmann, 1978
Notes: Respondents completed a mail questionnaire.

SWI-180 1979 Swiss General Aviation Survey
Date: 1979 (Late Summer)
Source: Aircraft
Place: Switzerland: Six general aviation airports (Bern-Belp, Birrfeld, Buttwil, Gruyeres, La Chaux-de-Fonds, and Lugano-Agno)
N=: 1428
Noise: Available (continuous)
Report: Institut für..., 1980
Notes: Noise from general aviation was not perceived to be the dominating noise problem except in the areas immediately surrounding airports.

SWI-304 1986 Swiss Multi-storey Building Sound Insulation Study
Date: 1986 (April, May)
Source: Community, Interior noise
Place: Switzerland: 11 groups of buildings
N=: 447
Noise: Available for exterior noise level, sound reduction for facade and airborne sound insulation for indoor sound. (continuous)
Report: Rabinowitz et al., 1988
Notes: Mail questionnaires were used. Respondents' ratings of exterior noise, facade sound reduction and indoor sound reduction are all related to the respective measured acoustical criteria.

SWI-312 1984 Swiss Part of Visual Context of Noise Survey

Date: 1984
Source: Road traffic
Place: Switzerland: Zug
N=: 240 (approximately) surveyed but fewer are used for many analyses
Noise: Available (continuous)
Report: Kastka and Noack, 1987; Kastka, et al., 1986
Notes: This is part of a German/Swiss survey (GER-291) Mail questionnaires were used in Switzerland. The streets of the Swiss town were judged to be more attractive. At the same noise level, there was less annoyance for residents in the Swiss than the German town.

TRK-283 1980-1984 Istanbul Noise Survey
Date: 1980 (10 sites), 1983-1984 (7 sites)
Source: Road Traffic, Aircraft, Railway
Place: Turkey: Istanbul (17 sites)
N=: 3179 (1460 traffic, 721 aircraft, 998 railway)
Noise: Available (continuous)
Report: Kurra, 1983; Kurra, 1988
Notes: Considerable annoyance with noise is found in this city in a developing country.

UKD-001 1943 British Home Noise Survey
Date: 1943 (November)
Source: Community noise as well as noises generated inside dwellings
Place: U.K.: 40 cities in Great Britain
N=: 2017
Noise: Not available
Report: Chapman, 1948
Notes: NONE

UKD-003 1952 Sound Insulation in Flats Survey
Date: 1952 (December), 1953 (March)
Source: Interior
Place: U.K.: London, Glasgow
N=: 1491
Noise: Sound insulation of floors is known
Report: Gray, 1956; Gray, Cartwright and Parkin, 1958; Pickles, 1956
Notes: All respondents were housewives. Both airborne and impact noises from adjacent flats are disturbing.

UKD-008 1961 Heathrow Aircraft Noise Survey (First Heathrow Survey)
Date: 1961 (September)
Source: Aircraft
Place: U.K.: Heathrow (London) airport
N=: 1731 Main study, (also a special sample of 178 complainants)
Noise: Available (continuous)
Report: McKennell, 1963; McKennell, 1965; McKennell, 1969; McKennell, 1970; McKennell, 1973; Wilson, 1963
Notes: The NNI (Noise and Number Index) was derived from the analysis. The study includes a subsample of complainants. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

UKD-009 1961 Central London Traffic Noise Survey
Date: 1961 (July, August)
Source: Road traffic
Place: U.K.: Central London
N=: 1377
Noise: Available
Report: McKennell and Hunt, 1966
Notes: Traffic noise is the most important noise heard by and bothering people.

UKD-010 1963 Welsh Village Impulse Noise (Exercise Yellow Hammer)
Date: 1963 (June to September)
Source: Explosive charges at height of 500 feet (simulating sonic booms from aircraft)
Place: U.K.: One small Welsh village
N=: Several thousand interviews from approximately 220 respondents
Noise: Available
Report: Webb and Warren, 1967
Notes: Four panels of respondents were repeatedly interviewed. The level of annoyance decreased somewhat

over the fourteen-week study period

UKD-024 1967 Heathrow Aircraft Noise Study (Second Heathrow Survey)
Date: 1967 (September)
Source: Aircraft
Place: U.K.: Heathrow (London) airport
N=: 4699 main sample
Noise: Available (continuous)
Report: Directorate..., 1971; Knowler, 1971; MIL Research, 1971
Notes: The study was designed to be compared to the 1961 Heathrow study (UKD-008). The study includes a subsample of noise-insulated homes. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

UKD-029 1968 Coventry Pilot Railway Noise Survey
Date: 1968
Source: Railway
Place: U.K.: Coventry
N=: 85
Noise: Not available
Report: Walters, 1970
Notes: Two different questionnaires were used.

UKD-030 1967 B.R.S. London Traffic Noise Survey
Date: 1967
Source: Road traffic
Place: U.K.: London Area (11 sites)
N=: 1200
Noise: Available (continuous)
Report: Griffiths, 1968; Griffiths and Langdon, 1968; Langdon, 1980
Notes: The Traffic Noise Index (TNI) was derived from the survey's results.

UKD-033 1969 Mixed Road and Aircraft Noise Survey
Date: 1969-1970 (Winter)
Source: Aircraft, road traffic
Place: U.K.: Heathrow (London) airport
N=: 315 (approximately)
Noise: Available (5 Db steps)
Report: Bottom, 1971; Bottom and Waters, 1971; Bottom and Waters, 1972; Waters and Bottom, 1971
Notes: Residents in high road traffic noise environments are less annoyed by aircraft noise.

UKD-038 1969 Central England Railway Survey
Date: 1969
Source: Railway
Place: U.K.: Central England
N=: 258
Noise: Not available
Report: Hall, 1969; Walters, 1970
Notes: NONE

UKD-050 1970-71 Heston Noise Barrier Study
Date: 1970 (September) to 1971 (September)
Source: Road traffic
Place: U.K.: One site along the M14 motorway near Heston
N=: 458 interviews (142 before barrier, 316 after)
Noise: Available (continuous)
Report: Scholes, 1977; Scholes, Mackie, Vulkan and Harland, 1974
Notes: Residents were first interviewed when a relatively ineffective wooden fence was in place and later interviewed after an acoustical barrier was erected. Annoyance was reduced by more than would be expected from previous studies in other locations.

UKD-052 1971 Gatwick Airport Noise Survey
Date: 1971 (August)
Source: Aircraft
Place: U.K.: Gatwick (London) airport
N=: 1030
Noise: Available
Report: Ollerhead and Cousins, 1975
Notes: This study was designed to be compared to the 1961 and 1967 Heathrow surveys (UKD-008, UKD-

024). Reactions were similar in the three surveys.

UKD-061 1972 Heathrow Airport Noise Pilot Survey

Date: 1972
Source: Aircraft
Place: U.K.: Heathrow (London) airport
N=: 600
Noise: Available
Report: Ollerhead, 1973; Ollerhead, 1977b; Ollerhead, 1977c; Ollerhead, 1978; Ollerhead, 1980; Ollerhead and Edwards, 1974; Ollerhead and Edwards, 1977
Notes: Nighttime annoyance was a major topic of this survey.

UKD-071 1972 B.R.S. London Traffic Noise Survey

Date: 1972 (Spring and summer)
Source: Road traffic
Place: U.K.: London Area (53 sites)
N=: 2933
Noise: Available (continuous)
Report: Berry, 1983; Hood, 1977; Langdon, 1975; Langdon, 1976a; Langdon, 1976b; Langdon, 1977a; Langdon, 1977b; Langdon, 1978a; Langdon, 1978b; Langdon and Buller, 1977a; Langdon and Buller, 1977b
Notes: This investigation is similar in some respects to the Building Research Station's earlier 1967 B.R.S. London Traffic Survey (UKD-030). Reactions were different for free-flowing and congested traffic. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

UKD-072 1972 English Road Traffic Survey

Date: 1972
Source: Road traffic
Place: England: Probability sample of England
N=: 6017
Noise: Available for 1235 interviews (continuous)
Report: Hapuarachchi, 1980; Harland, 1977a; Harland, 1977b; Harland and Abbott, 1977; Hedges, 1973; Morton-Williams, Hedges and Fernando, 1978; Sando and Batty, 1975
Notes: Noise is the most important disturbance from traffic after pedestrian danger. Road traffic noise bothers more people in England than any other noise source.

UKD-073 1972 Birmingham New Motorway Study

Date: 1972 (April), 1973 (March)
Source: Motorway traffic
Place: U.K.: Bromford Bridge and Firs Estate in Birmingham
N=: 363 interviews (189 in first wave, 174 in second wave)
Noise: Available (Noise data before the motorway opened is somewhat limited)
Report: Lawson and Walters, 1973
Notes: Residents were interviewed both before and after the motorway was opened in May of 1972.

UKD-074 1972 London Construction Site Survey

Date: 1972
Source: Construction
Place: U.K.: a construction site in London
N=: 535
Noise: Available (continuous) for construction and road traffic
Report: Large and Ludlow, 1975; Large and Ludlow, 1976; Ludlow, 1973; Ludlow, 1976
Notes: This postal survey achieved a 55% response rate with two reminder letters. The questionnaires asked about many noise sources. Construction noise was more annoying than road traffic noise of the same noise level.

CATALOG (Continued)

UKD-080 1972 Loughborough Interrupted Traffic Flow Survey
Date: 1972
Source: Road traffic
Place: England: 12 sites
N=: Approximately 250
Noise: Available (continuous)
Report: Jones and Waters, 19??
Notes: Residents completed a postal questionnaire. Annoyance was slightly greater at the 6 interrupted-flow traffic sites than at the 6 free-flow traffic sites.

UKD-086 1973 Kew Aircraft Noise Survey
Date: 1973
Source: Aircraft
Place: U.K.: Kew London
N=: 469 mail interviews, 28 personal interviews
Noise: Available
Report: Edwards, 1975; Edwards and Ollerhead, 1974; Ollerhead and Edwards, 1974
Notes: Respondents completed a mail questionnaire about reactions to aircraft noise on the previous evening.

UKD-097 1974 English Aircraft Noise Postal Survey
Date: 1974
Source: Aircraft
Place: U.K.: Three cities (London-Heathrow, Manchester, Liverpool)
N=: 725
Noise: Available
Report: Ollerhead, 1977a
Notes: The mail questionnaire concerned annoyance with aircraft noise in the previous month. The response rate was about 24%. Reactions at the airports differed.

UKD-111 1975-76 English Mental Health Pilot Survey
Date: 1975 (April, May) 1976
Source: Aircraft
Place: U.K.: Two locations near Heathrow airport
N=: 245 interviews from 208 respondents
Noise: Available (5 dB steps)
Report: Barker and Tarnopolsky, 1978; Hede, 1979; McLean and Tarnopolsky, 1977; Tarnopolsky, 1978; Tarnopolsky, Barker, Wiggins and McLean, 1978; Tarnopolsky and Morton-Williams, 1980
Notes: Noise annoyance was related to psychiatric measures, but an association between noise and psychiatric measures was not widespread. Experiments with question order were included. Of the 208 respondents in 1975, 137 were reinterviewed in 1976.

UKD-112 Luton In-migrants Aircraft Noise Survey
Date: 1975 (August)
Source: Aircraft
Place: U.K.: Luton airport
N=: 112
Noise: Available
Report: Wrigley, 1976a; Wrigley, 1976b
Notes: This is a study of new residents in an airport area. Those living further from the airport are more likely to report that the noise is worst than expected.

UKD-116 1975 British National Railway Noise Survey
Date: 1975 (October), 1976 (January)
Source: Railway
Place: U.K.: Probability sample of areas near railway lines
N=: 1453
Noise: Available (continuous)
Report: Berry, 1983; Fields, 1977; Fields, 1979; Fields, 1983; Fields and Tomberlin, 1978; Fields and Walker, 1977a; Fields and Walker, 1977b; Fields and Walker, 1978; Fields and Walker, 1980a; Fields and Walker, 1980b; Fields and Walker, 1980c; Fields and Walker,

1980d; Fields and Walker, 1982a; Fields and Walker, 1982b; Fields, Walker and Large, 1976; Garnsworthy, 1977; Phillips, 1978; Richardson, 1976; Walker and Fields, 1977; Walker and Fields, 1978; Walker and Fields, 1980; Windle, 1977

Notes: The interview was administered in two slightly different forms to test question order and question wording effects. A comparison with previous surveys showed that railway noise is less annoying than road traffic and aircraft noise at the same noise levels.

UKD-118 1975-76 London and Liverpool Panel Survey

Date: 1975 (November), 1976 (January, March)
Source: Road traffic
Place: U.K.: London and Liverpool
N=: 738 interviews from 413 respondents
Noise: Available
Report: Griffiths and Delauzun, 1977a; Griffiths and Delauzun, 1977b
Notes: Of the 413 original respondents, 325 were reinterviewed one year later. Variation in individual annoyance scores is due more to random response measurement error than to individual differences in sensitivity. Twenty-five of the respondents were also given two self-administered personality tests which were found to not be related to annoyance.

UKD-119 1975 Great Britain Interior Noise Survey

Date: 1975
Source: Interior noise from adjacent dwellings
Place: U.K.: Great Britain
N=: 3122
Noise: Measurement of attenuation not available
Report: Langdon and Buller, 1977b
Notes: Respondents lived in dwelling units sharing a common wall with another dwelling. Residents in newly constructed dwellings were not less annoyed than respondents in surveys from earlier periods.

UKD-130 1976 Heathrow Concorde Noise Survey

Date: 1976
Source: Aircraft
Place: U.K.: Heathrow (London) England
N=: 2631
Noise: Available (continuous)
Report: Large and Ludlow, 1977; McKennell, 1977; McKennell, 1978; McKennell, 1980
Notes: Vibration is relatively annoying for Concorde noise. It was not possible to assess the effect of Concorde noise on overall aircraft noise annoyance. Residents found Concorde less annoying than they had expected.

UKD-132 1976 Darlington Quiet Town Survey

Date: 1976 (June)
Source: Community
Place: U.K.: Probability sample of Darlington
N=: 494
Noise: Not available
Report: Jupp and Sutton, 1976; Landon, 1976
Notes: This is the before-treatment survey for the Darlington Quiet Town Experiment. (Survey UKD-199 is the after-treatment survey.) About 20% were annoyed by road traffic noise at home (the most annoying source) but about 30% of those who work were annoyed by noise at work.

UKD-147 1977 Heathrow Nighttime Pilot Survey

Date: 1977 (December), 1978 (January to April)
Source: Aircraft
Place: U.K.: Heathrow (7 sites)
N=: 1055 (279 face-to-face interviews, 776 postal questionnaires)
Noise: Available (continuous)
Report: Directorate..., 1978a; Directorate..., 1978b; Directorate..., 1978c; Directorate..., 1979; Prescott-Clarke and Stowell, 1983
Notes: Though there were some differences, broadly similar answers were found on postal and interviewer-administered surveys.

UKD-148 1977 West London (Heathrow) Psychiatric Morbidity Survey
Date: 1977 (April through Autumn)
Source: Aircraft
Place: England: West London area near Heathrow airport
N=: 5885
Noise: Available
Report: Tarnopolsky, Hand, Barker, and Jenkins, 1980; Tarnopolsky, Jenkins, Watkins, and Hand, 1980; Tarnopolsky and Morton-Williams, 1980; Tarnopolsky, Watkins, and Hand, 1980; Watkins, Tarnopolsky, and Jenkins, 1981
Notes: Reports of some symptoms were related to annoyance within high noise level areas. Question order experiments were conducted. A detailed followup survey was conducted with 77 women (UKD-305).

UKD-157 1977 London Area Panel Survey
Date: 1977 (December), 1978 (September)
Source: Road traffic
Place: U.K.: London area (6 sites)
N=: 1363 interviews from 507 respondents
Noise: Available (continuous)
Report: Atkins Research and Development, 1979; Griffiths, Langdon and Swan, 1980; Langdon and Griffiths, 1982
Notes: The same interview questions were asked of a panel of respondents at different times of the year. Some 364 respondents were interviewed four times. Alternative question wordings, question instructions, and question ordering were examined. The monetary evaluation of noise nuisance was examined.

UKD-160 1977 Hampshire Village Noise Study
Date: 1977 (October) to 1978 (January)
Source: Community, road traffic
Place: England: 10 villages in Hampshire and Wiltshire
N=: 756
Noise: Available (continuous)
Report: Hawkins, 1979a; Hawkins, 1979b; Hawkins, 1980; McEntagart, 1980; Prescott-Clarke, 1978
Notes: Residents are no more annoyed by traffic noise of the same noise level in these rural areas than they were in an earlier survey of the general population of England (UKD-072). Respondents liked some sounds in their environment.

UKD-161 1977 Southampton Hovercraft Noise Survey
Date: 1977
Source: Hovercraft
Place: U.K.: Neighborhoods near Southampton Water
N=: 241
Noise: Available (5 dB steps)
Report: Samra, 1978
Notes: In some areas hovercraft noise was as disturbing as road traffic noise.

UKD-162 Greater Manchester Traffic Survey
Date: 1977 Publication (Survey date not reported)
Source: Road traffic
Place: U.K.: Greater Manchester area
N=: 846
Noise: Available

Report: Berry, 1983; Rossall, 1978; Wilcox, 1978; Yeowart, Wilcox and Rossall, 1977a; Yeowart, Wilcox and Rossall, 1977b
Notes: Nighttime noise from vehicles aided in predicting reactions to noise.

UKD-175 1978 Southampton Hovercraft Terminal Noise Survey
Date: 1978
Source: Hovercraft
Place: U.K.: Southampton area near Hovercraft Terminal
N=: 52
Noise: Available (continuous)
Report: Hutton, 1978
Notes: Hovercraft noise is more annoying than other noise sources near the terminal area. The survey was designed to be compared to the 1977 Solent Hovercraft Survey (UKD-161).

UKD-176 1978 ISVR Lab/Field Comparison Survey
Date: 1978 (June, July)
Source: Road traffic
Place: U.K.: A neighborhood in Southampton, England
N=: 60
Noise: Available (continuous)
Report: Flindell, 1979; Flindell, 1982
Notes: As part of a laboratory/field comparison study, the residents were first interviewed at home and then brought into a simulated living room listening facility to rate recorded traffic noise. Annoyance in the laboratory was not affected by the home noise environment.

UKD-182 1979 Heathrow and Gatwick Sleep Study (Aircraft Noise and Sleep Disturbance)
Date: 1979 (June to October)
Source: Aircraft
Place: U.K.: Two airports (17 sites near Heathrow, 8 sites near Gatwick)
N=: 964 personal, 3188 postal
Noise: Available (continuous)
Report: Davies, Brooker, and Critchley, 1987; Directorate..., 1980a; Directorate..., 1980b; Directorate..., 1980c; Directorate..., 1980d; Directorate..., 1980e; Directorate..., 1980f; Makinson, 1979
Notes: Both personal interviews and postal questionnaires were used. The nighttime noise environment was measured. Some questions were asked about experiences on the previous night. A large scale preliminary study was also carried out (UKD-147).

UKD-199 1978 Darlington Quiet Town Survey
Date: 1978 (June)
Source: Community
Place: U.K.: Probability sample of Darlington
N=: 488
Noise: Not available
Report: Jupp and Landon, 1978
Notes: This follows an earlier study (UKD-132) of the Darlington Quiet Town Experiment. After two years, most people were aware of the quiet city campaign. Noise annoyance was not reduced in the neighborhoods.

UKD-220 1978 British Interior Noise Survey
Date: 1978 (November)
Source: Interior noise from adjacent dwellings
Place: U.K.: Great Britain
N=: 917
Noise: Airborne sound insulation values of party walls available
Report: Langdon, Buller and Scholes, 1981
Notes: NONE

UKD-224 1982 Manchester Night Noise Survey
Date: 1982 (September 11 to September 26)
Source: Aircraft

Place: United Kingdom: Six sites around Manchester airport
N=: 595
Noise: Available (continuous)
Report: Brooker and Nurse, 1983; Monkman, 1983; Morton-Williams, 1983; Nurse, 1983
Notes: Respondents completed self-administered questionnaires on the morning following a night when noise data had been collected. The questionnaire included questions about that nights' sleep experience. Findings about reports of sleep disturbance can be compared to an earlier study around Heathrow and Gatwick (UKD-182).

UKD-225 1982 British Helicopter Disturbance Study
Date: 1982 (August 20 to September 13)
Source: Helicopters
Place: United Kingdom: Five areas affected by the Gatwick-Heathrow helicopter airlink and two areas near Aberdeen airport
N=: 438
Noise: Available (continuous)
Report: Atkins, 1983; Atkins, Brooker and Critchley, 1983; Atkinson, 1983; Prescott-Clarke, 1983
Notes: NONE

UKD-233 1980 British Flats' Sound Insulation Survey
Date: 1980 (August, September)
Source: Interior noise
Place: England and Wales: 63 sites with multistory residential apartments
N=: 709
Noise: Available (Sound insulation of floors and walls)
Report: Langdon, Buller and Scholes, 1983
Notes: The main interest was in the sound insulation from noise originating in other flats. Other sources of noise in the building were also found to be important. Comparisons are made with the earlier survey of houses (UKD-220). People were more annoyed by impact sounds from overhead flats, than with airborne sound. Physical measures of the impact sound insulation were not related to occupants' experiences.

UKD-237 1983-84 Southern England New Road Opening Survey
Date: 1983-1984
Source: Road traffic
Place: England: Eight sites with noise level reductions (Bedfordshire, Essex, Kent, Suffolk) or increases (Surrey, Alderney (Dorset))
N=: 469 in "before" survey, 391 in "after" survey
Noise: Available
Report: Griffiths and Raw, 1984; Griffiths and Raw, 1986; Griffiths and Raw, 1989
Notes: A total of 469 residents were interviewed from one to four months before the opening of the new road (one site was in the process of changes). Of these, 391 were reinterviewed two to three months after the opening of the new road.

UKD-238 1984 Glasgow Combined Aircraft/Road Traffic Survey
Date: 1984 (May, June)
Source: Aircraft, road traffic
Place: U.K.: Glasgow airport
N=: 608
Noise: Available
Report: Atkinson, Critchley and Devine, 1985; Diamond and Rice, 1987; Diamond and Walker, 1986a; Diamond and Walker, 1986b; Diamond, Walker, Critchley and Richmond, 1986; Richmond, 1985; Walker, 1986
Notes: This survey was designed under Commission of European Communities auspices to be compared to an Orly Survey (FRA-

239) and a Schiphol Survey (NET-240).

UKD-241 1982 Heathrow Combined Aircraft/Road Traffic Survey

Date: 1982 (July, September)
Source: Aircraft, Road traffic
Place: England: Heathrow Airport
N=: 417
Noise: Available
Report: Cooper, Diamond, Rice and Walker, 1984
Notes: The sample is located in five aircraft noise areas with a high and low ambient noise site in each. This study was conducted as an extension of the 1982 Aircraft Noise Index Study (UKD-242). Ambient noise does not consistently influence aircraft noise annoyance.

UKD-242 1982 United Kingdom Aircraft Noise Index Study (ANIS study)

Date: 1982 (July to September)
Source: Aircraft
Place: U.K.: 5 airports (Heathrow, Gatwick, Luton, Manchester, Aberdeen)
N=: 2097
Noise: Available
Report: Atkins, Nurse and Richmond, 1984; Brooker, 1983; Brooker and Richmond, 1985a; Brooker and Richmond, 1985b; Brooker, Critchley, Monkman and Richmond, 1985; Prescott-Clarke, 1983
Notes: Results from a 1980 pilot survey were not reported. L_{eq} provides a better weighting of number of events than does NNI. A 1982 ambient noise survey (UKD-241) was conducted as an extension of this study.

UKD-243 1981 United Kingdom General Aviation Airport Survey

Date: 1981 (Summer, Early Autumn)
Source: Aircraft
Place: U.K.: Coventry, Kidlington, Leavesden, Shoreham, Staverton
N=: 399
Noise: Available
Report: Brooker, 1982; Brooker and Davies, 1983; Brooker and Davies, 1984; Diamond, Walker, Ollerhead, Critchley and Bradshaw, 1987; Directorate..., 1982a
Notes: Noise annoyance at one general aviation airport (Leavesden) is similar to large airports. Residents at the other general aviation airports are less annoyed.

UKD-266 1971-1972 Alton By-pass Study (Residents)

Date: 1971 (July), 1972 (July)
Source: Road traffic
Place: England: Alton (Hampshire) [Some interviews came from nearby Bentley]
N=: 388 interviews (fewer respondents)
Noise: Available (continuous)
Report: Dawson, 1973
Notes: Some 225 respondents from 135 homes were interviewed in July 1971. After the September bypass opening, 163 respondents from 97 homes were interviewed in July of 1972. Some homes (48) were included in both studies. Some interviews came from areas unaffected by the bypass. A different interview was administered to a sample of pedestrians and people in shops and offices.

UKD-267 Lake District A66 Traffic Change Study (Residents)

Date: 1973, 1977, 1978 (August and September in all years)
Source: Road traffic
Place: England: Lake District (Vicinity of Cockermouth and Keswick)
N=: 1596 (794 in 1973, 775 in 1977/1978)

Noise: Not available (Numbers of vehicles counted)
Report: Prescott-Clarke, 1974; Prescott-Clarke, 1977; Prescott-Clarke, 1979; Prescott-Clarke, 1980
Notes: Different samples of residents were interviewed in 1973 (construction started in 1974) and in 1977 and 1978 shortly after construction was completed. The changes in the road were seen as improvements by both residents and visitors.

UKD-268 TRRL Multiple-Site Road Traffic Flow Change Study (Residential)
Date: 1975-1976 for at least some sites (Tring: June 1975, September 1975, around December 1976; Mere: May 1976, September 1976; Boughton, Bridge and Dunkirk: 1976)
Source: Road traffic
Place: England: Tring, Mere, Bridge, Lewes, East Grinstead, Ludlow, Leeds (2 locations), Boughton (Only surveyed after change)
N=: At least 832 interviews from at least 582 respondents. (Tring: 132 before change, 126 after change; Mere: 173 before, 123 after; Boughton: 165 after; Bridge 113 [before and after combined]:)
Noise: Available (continuous)
Report: Griffiths and Raw, 1989; Langdon and Griffiths, 1982; Mackie and Davies, 1981; Mackie and Griffin, 1977; Mackie and Griffin, 1978a; Mackie and Griffin, 1978b; Mackie and Forster, 1978
Notes: At most study sites, residents were interviewed both before and after road traffic flows changed. Traffic was reduced at most sites by new bypasses. In Leeds, however, a lorry control scheme decreased noise levels at one site and increase it at another.

UKD-270 1983 English Road Traffic Vibration Survey
Date: 1983 (April)
Source: Road traffic
Place: England: Southern England
N=: 1625 over 50 sites
Noise: Available (continuous) Vibration measurements also available
Report: Watts, 1984; Watts, 1985; Watts, 1987
Notes: Measured noise levels are related to vibration annoyance. It was not possible to determine whether measured vibration levels are significantly related to vibration annoyance. Noise was more annoying than vibration at all surveyed sites.

UKD-277 TRRL Four-Road Laboratory/Field Comparison Study
Date: 1980 Publication (Survey date not reported)
Source: Road traffic
Place: England: Four roads in Berkshire and Surrey
N=: 173
Noise: Available (continuous)
Report: Rosman, 1980
Notes: Respondents were recruited for the laboratory study. They filled out a self-completion questionnaire after coming to the laboratory about their living experience with their own road. They also rated the other roads during a visual and auditory presentation in the laboratory. Laboratory assessments were not affected by the subject's own home environment. The laboratory assessments were not substitutes for home assessments.

UKD-284 1983 English 11-Site Gypsy Traffic Noise Survey
Date: 1983 (February, March)
Source: Road traffic
Place: England: (Surrey County) 11 temporary gypsy camp sites
N=: 149
Noise: Available (continuous)

Report: Griffiths, Raw, Hill and Storrar, 1985; Survey of Gipsy..., 1983
Notes: These gypsies lived in mobile homes and were not permanently settled at the sites. They reported less noise annoyance at the same noise level than had a stable population in a previous survey (UKD-157).

UKD-296 1985 Great Britain Neighborhood Noise Survey
Date: 1985 (November)
Source: Community noise (especially noise from neighbors)
Place: Great Britain: Representative probability sample
N=: 4886 structured interviews (31 semi-structured, follow-up interviews)
Noise: Not available
Report: Utley and Keighley, 1988
Notes: Noise from neighbors and other people nearby is the most widespread source of noise disturbance, even ahead of traffic noise. The information on noise is drawn from a few questions included in a multi-purpose, national omnibus opinion survey.

UKD-297 1985 Follow-up of 1983 New Road Opening Survey
Date: 1985 (March, April)
Source: Road Traffic
Place: England: Coggeshall, Ampthill, Beccles
N=: 90
Noise: Available (continuous)
Report: Griffiths and Raw, 1989
Notes: These respondents had previously been interviewed before the reduction in noise environment and at two to three months after the change in noise environment (UKD-237). In the present survey, 17-22 months after the change, annoyance was still higher than predicted from some other surveys.

UKD-298 1985 Follow-up of TRRL Multiple-Site Traffic Flow Change Study
Date: 1985
Source: Road Traffic
Place: England: Boughton, Bridge, Mere, Lewes, East Grinstead
N=: 430
Noise: Available (Estimated from traffic flow data)
Report: Griffiths and Raw, 1989
Notes: After a gap of from seven to nine years, interviews were repeated in five areas which had previously been studied before and after changes in traffic noise environments. New residents are more annoyed than those who experienced the change.

UKD-305 1980-83 Noise Sensitivity Follow-up Survey
Date: 1980 (July-September), 1983 (November, December)
Source: Aircraft noise
Place: England: West London areas near Heathrow airport
N=: 137 (77 respondents, 60 reinterviewed in 1983)
Noise: Available
Report: Stansfeld, 1983; Stansfeld, 1988; Stansfeld, Clark, Jenkins and Tarnopolsky, 1985a; Stansfeld, Clark, Jenkins and Tarnopolsky, 1985b
Notes: A total of 77 women participants in a 1977 Heathrow survey (UKD-148) were interviewed in 1980. In 1983, 60 of the participants completed an additional self-completion questionnaire and provided psychological and physiological data. Some differences were found between high and low noise-sensitive subjects.

UKD-309 1977 Hamble Airfield Survey
Date: 1977 (October) to January, 1978)
Source: Aircraft
Place: England: Hamble

N=: 445 (probability sample within 3 miles of airport)
Noise: Available (continuous)
Report: Directorate..., 1982b; Stowell and Makinson, 1979
Notes: The airfield is almost entirely a training center for single and twin-piston engined aircraft. Annoyance is not related to 12-hour NNI. Most respondents were below 35 NNI. The amount of annoyance was similar to that below 35 NNI around Heathrow.

USA-004 1953 U.S.A. Eight-Airport Noise Survey
Date: 1953 (Spring and Fall)
Source: Aircraft
Place: U.S.A.: Eight airports in 7 cities (Atlanta, Chicago, Memphis, Miami, Minneapolis, Philadelphia, St. Louis, Idlewild (New York), La Guardia (New York))
N=: 3635
Noise: Available
Report: Borsky, 1954; Borsky, 1961a
Notes: Fear and aircraft noise annoyance are related.

USA-006 1957 U.S.A. Air Force Base Noise Survey
Date: 1957 (May to July) (Pilot in June, July 1956)
Source: Aircraft
Place: U.S.A.: One East coast and one West coast Tactical Air Command Base (Also a pilot study at a West coast Strategic Air Command base)
N=: 1598 in main study, (732 in pilot study)
Noise: Available (5 dB steps)
Report: Borsky, 1961a; Borsky, 1961b
Notes: This is one of the first studies of reactions to jet aircraft noise. Annoyance is increased by fear of aircraft crashes. One report presents results from several rounds of preliminary unstructured interviews (Borsky, 1961a).

USA-007 1961 St. Louis Sonic Boom Study
Date: 1961 (November, December), 1962 (January)
Source: Sonic booms from military aircraft
Place: U.S.A.: St. Louis Area
N=: Approximately 2,200 interviews from approximately 1,157 respondents
Noise: Not available
Report: Borsky, 1962; Nixon and Borsky, 1966; Nixon and Hubbard, 1965
Notes: A total of 1,043 people were reinterviewed. Both telephone and face-to-face interviews were used for the reinterview. Some interviews were carried out to test for reinterviewing effects and to test for differences between face-to-face and telephone interviewing.

USA-012 1964 Oklahoma City Sonic Boom Study
Date: 1964
Source: Sonic booms from military aircraft
Place: U.S.A.: Oklahoma City area
N=: 7997 interviews from approximately 3200 respondents
Noise: Not available
Report: Borsky, 1965
Notes: Most original respondents were reinterviewed twice by telephone. Some interviews were conducted to test for reinterviewing effects and to test for differences between telephone and personal interviews. Some changes occurred in the questionnaire between waves.

USA-020 1966 U.S.A. Three-City Community Noise Study
Date: 1966
Source: Community, Road traffic
Place: U.S.A.: Los Angeles, Boston, New York
N=: 259
Noise: Not available
Report: Bolt Beranek and Newman, 1967
Notes: NONE

CATALOG (Continued)

USA-022 1967 U.S.A. Four-Airport Survey (Phase I of Tracor Survey)
Date: 1967 (May to August)
Source: Aircraft
Place: U.S.A.: 4 Airports; Chicago, Dallas, Denver, Los Angeles
N=: 3590
Noise: Available (continuous)
Report: Connor, 1968; Connor and Patterson, 1972; Connor and Patterson, 1976; Hazard, 1968; Hazard, 1971; Patterson, 1975; Patterson and Connor, 1973; Tracor, 1971
Notes: This is the first of three surveys (USA-044, USA-032). This first survey's questionnaire differed substantially from the other two. These data were examined in a multisurvey, comparative analysis (Schultz, 1978).

USA-023 1967-68 SR-71 Supersonic Aircraft Noise Study
Date: 1967-1968
Source: Sonic booms
Place: U.S.A.: Six metropolitan areas; Atlanta, Chicago Dallas, Denver, Los Angeles, Minneapolis
N=: 6375 interviews (Some respondents were interviewed more than once.)
Noise: Not available
Report: Tracor, 1970
Notes: Some interviews were held before, during and after the supersonic overflights. The questionnaire was altered between interview phases. The study includes a subsample of complainants.

USA-027 1968 LAX Aircraft Noise Study
Date: 1968 (October)
Source: Aircraft
Place: U.S.A.: Los Angeles International Airport
N=: 200
Noise: Not available
Report: Zamarin, Langdon, and Gabriel, 1971
Notes: This was a qualitative planning study for the 1969 LAX study (USA-031).

USA-031 1969 LAX Aircraft Noise Study
Date: 1969 (Autumn)
Source: Aircraft
Place: U.S.A.: Los Angeles International Airport
N=: 500
Noise: Not available
Report: Burrows and Zamarin, 1972; Zamarin, Langdon and Gabriel, 1971
Notes: NONE

USA-032 1969 U.S.A. Three-Airport Survey (Phase II Tracor Survey)
Date: 1969 (July to November)
Source: Aircraft
Place: U.S.A.: Three Airports; Boston, Miami, New York
N=: 2912
Noise: Available (continuous)
Report: Connor and Patterson, 1972; Connor and Patterson, 1976; Edmiston, 1972; Hazard, 1971; Patterson, 1975; Patterson and Connor, 1973; Tracor, 1971
Notes: This is the second of a series of three surveys (USA-022, USA-044). The interview is almost identical to the third survey's interview (USA-044). These data were examined in a multisurvey, comparative analysis (Schultz, 1978).

USA-039 San Francisco Three-Street Pilot Study
Date: 1969-1970
Source: Community
Place: U.S.A.: San Francisco
N=: 36
Noise: Available
Report: Appleyard and Lintell, 1972
Notes: This study explores a wide range of reactions and behavior associated with many aspects of traffic (including noise).

USA-040 1969 Inglewood Community Noise Survey
Date: 1969 (December)
Source: Community
Place: U.S.A.: Inglewood (California)
N=: 13,000
Noise: Available for aircraft (noise levels are averages for census tracts)
Report: Toward a Quality City, 1972
Notes: The study is briefly described on pages 105 and 106 in the publication.

USA-043 Los Angeles Freeway Five-Site Study
Date: 1969 Publication (Survey date not reported)
Source: Freeway traffic
Place: U.S.A.: Los Angeles
N=: 325 (Five study sites)
Noise: Available
Report: Galloway, Clark and Kerrick, 1969
Notes: The relationship between noise level and annoyance was very weak but statistically significant.

USA-044 1970 U.S.A. Small City Airports (Small City Tracor survey)
Date: 1970 (October) to 1971 (January)
Source: Aircraft
Place: U.S.A.: Two airports; Chattanooga, Reno
N=: 1960
Noise: Available (continuous)
Report: Connor and Patterson, 1972; Connor and Patterson, 1976; Patterson, 1975; Patterson and Connor, 1973
Notes: This is the third of a series of three surveys (USA-022, USA-032). The interview is almost identical to the second survey's interview (USA-032). These data were examined in a multisurvey, comparative analysis (Schultz, 1978).

USA-047 1970 Minneapolis Freeway Noise Study
Date: 1970 (July, August)
Source: Expressway traffic
Place: U.S.A.: Interstate Highway I35W in Minneapolis, Minnesota
N=: 148
Noise: Not available
Report: Bouchard, 1970; Lambert, 1971; Highway Traffic Noise..., 1971
Notes: The 1972 Minneapolis Freeway Noise Barrier Study (USA-069) was also conducted in this area.

USA-048 1970 C.R.P. Inglewood Community Noise Survey
Date: 1970 (January)
Source: Aircraft, Community
Place: U.S.A.: Inglewood (California)
N=: 5,500
Noise: Available for aircraft (level is averaged across-census tracts)
Report: Toward a Quality City, 1972
Notes: A mailed survey was used (13% response rate).

USA-049 Cedar Rock Drive Neighborhood Noise Investigation
Date: 1970
Source: Manufacturing plant noise in a community
Place: U.S.A.: A neighborhood in Pickens, South Carolina
N=: 17
Noise: Available (continuous)
Report: Hart, Reiter and Royster, 1972
Notes: Two of the 17 respondents were in business establishments. Only one question was asked of each person. The study was used in a court case.

USA-051 1971 J.F.K. Dynamic Preferential Runway System Survey
Date: 1971 (August, September)
Source: Aircraft
Place: U.S.A.: John F. Kennedy Airport (New York)
N=: 441
Noise: Not available
Report: Patterson, Edmiston, and Connor, 1972

Notes: Study areas were chosen to provide a closely comparable sample to that from the 1969 Tracor study (USA-032) to study changes in reactions due to a new dynamic preferential runway system at J.F.K. The two-month trial period was too short a time for an adequate evaluation.

USA-057 U.S.A. Vehicle Noise Situation Survey
Date: 1971 Publication (Survey date not reported)
Source: Road traffic
Place: U.S.A.: Boston, Los Angeles, Detroit
N=: 1201 (60 sites)
Noise: Available for respondents at 20 sites
Report: Bolt Beranek and Newman, 1971a; Bolt Beranek and Newman, 1971b; Jones, 1971
Notes: These telephone interviews followed a loosely structured, conversational format. The survey explored the "vehicle noise situations which annoyed" respondents.

USA-058 Philadelphia Community Noise Survey
Date: 1969 Publication (Survey date not reported)
Source: All community noise identified in Philadelphia
Place: U.S.A.: Philadelphia
N=: 500
Noise: Not available
Report: Bragdon, 1969; Bragdon, 1971
Notes: Length of residence does not affect annoyance.

USA-059 1972 J.F.K. Airport Noise Survey
Date: 1972 (February, March, August, October)
Source: Aircraft
Place: U.S.A.: John F. Kennedy airport (New York)
N=: 2930 interviews from 1465 respondents
Noise: Available (continuous) but annoyance responses are not reported by noise level
Report: Borsky, 1974a; Borsky, 1975; Borsky, 1976a; Borsky, 1976b; Borsky and Leonard, 1973; Leonard and Borsky, 1973
Notes: The initial face-to-face interviews were followed by repeated interviews by telephone.

USA-060 1972 Portland Northshore Aircraft Survey
Date: 1972 (November)
Source: Aircraft
Place: U.S.A.: Portland, Oregon
N=: 303
Noise: Not available
Report: Yaden and West, 1972
Notes: NONE

USA-066 1972 BART Residential Impact Survey
Date: 1972
Source: Suburban railway system (Bay Area Rapid Transit system)
Place: U.S.A.: San Francisco area
N=: 2541
Noise: Not available
Report: Appleyard and Carp, 1973; Carp and Carp, 1982a; Carp and Carp, 1982b; Carp and Carp, 1982c; Carp, Zawadski and Shokron, 1976
Notes: The survey is part of a larger, multi-sample assessment project. Trains were running on a trial basis before the Bay Area Rapid Transit system (BART) opened to passengers. Noise annoyance is less for older respondents.

USA-067 1972 Boulder Community Noise Survey
Date: 1972 (March, April)
Source: Community
Place: U.S.A.: Boulder, Colorado
N=: 917
Noise: Not available
Report: Chanaud, 1972

Notes: Motorcycles, road traffic and barking dogs are the most significant noise problems.

USA-068 1972 College Park Community Noise Survey
Date: 1972
Source: Community
Place: U.S.A.: College Park (Georgia)
N=: 280
Noise: Available
Report: Lambert, et al., 1973
Notes: Annoyance is not correlated with noise level.

USA-069 1972 Minneapolis Freeway Noise Barrier Study
Date: 1972 (June to August), 1973 (July, August)
Source: Expressway traffic
Place: U.S.A.: Interstate Highway I-35W at Minnehaha Creek in Minneapolis, Minnesota
N=: 272 interviews (from about 205 respondents)
Noise: Available for the first three rows of houses
Report: Lambert, 1978; Lambert and Bouchard, 1974
Notes: Residents were interviewed before and about seven months after a barrier was installed. The barrier reduced noise levels and annoyance. An earlier study (USA-047) had been conducted in the same area.

USA-070 1972 Eastern U.S.A. Four-Community Highway Noise Survey
Date: 1972
Source: Freeway traffic
Place: U.S.A.: Four communities (Bogota (New Jersey), Towson (Maryland), North Springfield (Virginia), Rosedale (Maryland))
N=: 1114
Noise: Available
Report: Gamble, Langley, Pashek, Sauerlender and Twark, 1973; Gamble, Sauerlender and Langley, 1974; Humphrey, 1973
Notes: The study examined both positive and negative effects of highways (including noise) on property values.

USA-081 Boulder Newspaper Community Noise Survey
Date: 1972 Publication (Survey date not reported)
Source: Community
Place: U.S.A.: Boulder (Colorado)
N=: 215
Noise: Not available
Report: Chanaud, 1972
Notes: Readers selected themselves by mailing in a form printed in the Boulder Camera newspaper. Motorcycles, road traffic and barking dogs were the most significant noise problems.

USA-082 1973 Los Angeles Airport Night Study
Date: 1973 (April to June)
Source: Aircraft
Place: U.S.A.: Los Angeles International Airport
N=: 1417 interviews, from 940 respondents
Noise: Available (5 dB steps)
Report: Fidell and Jones, 1975
Notes: Telephone interviews were conducted once before and twice after late night flights were reduced. Interviews were conducted in both English and Spanish. Annoyance was not reduced by the reduction in nighttime noise exposure. These data were included in a multisurvey, comparative analysis (Schultz, 1978).

USA-083 1973 LAX Airport Noise Study
Date: 1973 (December)
Source: Aircraft
Place: U.S.A.: Los Angeles International Airport

N=: 880
Noise: Not available
Report: Olson Laboratories, 1976; Opinion Research of California, 1975
Notes: NONE

USA-084 1973 J.F.K. Airport Noise Study
Date: 1973 (Autumn)
Source: Aircraft
Place: U.S.A.: John F. Kennedy airport in New York City
N=: 1059
Noise: Not available
Report: Borsky, 1974b
Notes: The primary purpose of the field program was to recruit laboratory subjects.

USA-085 1973 Seattle-Tacoma Airport Noise Study
Date: 1973 (May to July)
Source: Aircraft
Place: U.S.A.: Seattle-Tacoma International Airport (three community areas)
N=: 716
Noise: Available for 285 respondents (continuous)
Report: Fiedler and Fiedler, 1974; Fiedler and Fiedler, 1975; Hughes and Mabry, 1976
Notes: About half of the respondents (those in a control group) were interviewed by telephone. The number of open windows and presence of outdoor equipment was similar in high aircraft noise and other areas. Two of the three study areas were far from the airport and served as control groups.

USA-088 1973 U.S.C. Los Angeles Freeway Noise Study
Date: 1973 (July) to 1974 (January)
Source: Freeway traffic
Place: U.S.A.: Los Angeles
N=: 696 from main sample (An additional 59 interviews from new freeway sites were not analyzed.)
Noise: Available (continuous)
Report: Jenkins and Pahl, 1975; Jenkins, Pahl, Carroll, Alyassini and Heller, 1974; Small and Jenkins, 1982; Small, Jenkins and Carroll, 1976; Small, Jenkins and Pahl, 1974
Notes: Subjective feelings about noise are more closely correlated with response to noise than behavioral measures. Residents are annoyed by freeway noise even if they do not report activity interference.

USA-089 Portland-Multnomah Community Noise Survey
Date: 1973 (September-November)
Source: Community
Place: U.S.A.: City of Portland and Multnomah County (Oregon)
N=: 59
Noise: Not available
Report: MAN-Acoustics Noise, 1975
Notes: Motor vehicle noise is the largest contributor to noise annoyance.

USA-090 1973 E.P.A. Community Noise Questionnaire Pilot Study
Date: 1973
Source: Community, Aircraft
Place: U.S.A.: Los Angeles, New York
N=: 179
Noise: Available
Report: Sutherland, Braden and Colman, 1973
Notes: The study was carried out in four diverse types of areas to test an interview intended for general use by the U.S. Environmental Protection Agency.

USA-091 1973 Test of Real Time, Personal Annoyance Monitoring Devices
Date: 1973
Source: Community, Aircraft
Place: U.S.A.: Los Angeles
N=: 11
Noise: Available (continuous)
Report: Fidell, Jones and Pearsons, 1973
Notes: The primary data consisted of time-coded ratings of individual noise events which respondents

sent using a wrist-worn F.M. transmitter. A summary questionnaire was also used. Some subjects also described each noise event using a portable microphone. The participants produced data which were consistent with detailed analyses.

USA-095 U.S. Census Bureau Annual Housing Surveys
Date: 1976, 1977, 1979, 1981 1983
Source: Community, Aircraft
Place: U.S.A.: National sample and selected Standard Metropolitan Statistical Areas (SMSA)
N=: Approximately 70,000 national representative interviews per year and approximately 5,000 to 15,000 additional interviews in selected metropolitan areas.
Noise: Not available
Report: Annual Housing Survey, 1976-1983
Notes: This national survey included two noise questions in 1976, 1977, 1979, 1981, and 1983. The noise question wordings were not the same each year. The national sample interviews were repeated in the same housing units each year.

USA-096 1974 Fort Campbell Area Helicopter Noise Survey
Date: 1974
Source: Helicopters
Place: U.S.A.: Near Fort Campbell (Kentucky-Tennessee)
N=: 213
Noise: Predicted as a function of distance, helicopter type and flight frequency but not linked to survey responses in published analyses.
Report: Broderson and Edwards, 1976
Notes: The study evaluated proposed low-altitude flights for 2,500 square miles surrounding Fort Campbell.

USA-102 1974 U.S.A. 24-Site Community Noise Survey
Date: 1974 (Spring)
Source: Community noise (neighborhood as well as road traffic)
Place: U.S.A.: 24 sites in seven cities
N=: 2037
Noise: Available (continuous)
Report: Fidell, 1977; Fidell, 1978; Galloway, 1977; Simpson, Pearsons, Fidell and Muehlenbeck, 1974
Notes: Interviews were conducted by telephone for 1834 respondents and in person for 203 respondents. The data were included in a multisurvey, comparative analysis (Schultz, 1978).

USA-103 1974 Capital Beltway Survey
Date: 1974
Source: Freeway traffic
Place: U.S.A.: Suburb of Washington, D.C.
N=: 149
Noise: Not available
Report: Humphrey, Bradshaw and Krout, 1978
Notes: NONE

USA-104 1974 Boston Economic Impact Pretest
Date: 1974
Source: Road traffic
Place: U.S.A.: Boston Metropolitan Area
N=: 60
Noise: Not available
Report: Thorpe and Holmes, 1976
Notes: The questionnaire was tested for inclusion in a large study of the economic welfare effects of noise.

USA-105 1974 San Francisco Livable Streets Survey
Date: 1974 (June)
Source: Road traffic
Place: U.S.A.: San Francisco
N=: 450
Noise: Not available
Report: Appleyard, Gerson and Lintell, 1980

Notes: NONE

USA-110 1975 J.F.K. Airport Noise Survey
Date: 1975 (Autumn)
Source: Aircraft
Place: U.S.A.: John F. Kennedy Airport (New York)
N=: 1294
Noise: Not available
Report: Borsky, 1977
Notes: Interviews were conducted to support a laboratory study program.

USA-117 1975 Boulder Noise Survey
Date: 1975 (Summer)
Source: Community
Place: U.S.A.: Boulder (Colorado)
N=: 184
Noise: Available (The report does not examine the relationship between noise levels and reactions.)
Report: Gourdin, 1975
Notes: Motorcycles, road traffic and barking dogs were the most significant noise problems.

USA-127 1976-77 Dulles Concorde Noise Study
Date: 1976 (May, December), 1977 (May)
Source: Aircraft
Place: U.S.A.: Dulles International Airport (Washington, D.C.)
N=: 5291 spread over three waves
Noise: Not available (Four noise impacted areas were defined: high, medium, low, non-impacted)
Report: Bremond, 1979a; Committee on Community Reactions to Concorde, 1977; Federal Aviation Administration, 1977; Kirschner Associates, 1976
Notes: Telephone interviewing was conducted once before and twice after Concorde began operations.

USA-128 1976 Orange County Airport Noise Survey
Date: 1976
Source: Aircraft
Place: U.S.A.: Orange County (California)
N=: 666
Noise: Single analysis groups span as much as a 20 CNEL range.
Report: POS Associates, 1976
Notes: The 1976 study was prepared for the Orange County Board of Supervisors. Some of the questionnaire was used in a later 1977 survey (USA-145).

USA-129 Albany and Louisville Aircraft Fear Study
Date: 1975 (Louisville, November, December), 1976 (Albany: June, July)
Source: Aircraft
Place: U.S.A.: Albany (New York) and Louisville (Kentucky)
N=: 200
Noise: Available (approximate)
Report: Loeb and Moran, 1977; Moran, Gunn and Loeb, 1981
Notes: Respondents were interviewed after aircraft crashes in sites near and distant from the crashes in Albany (51 months after crash) and Louisville (six months after crash). Respondents near crashes were more fearful and more annoyed.

USA-143 1977-78 Three-Phase J.F.K. Concorde Noise Study
Date: 1977 (October, November), 1978 (May, June), 1978 (August, September)
Source: Aircraft
Place: U.S.A.: John F. Kennedy Airport (New York)
N=: 5404 interviews from approximately 2400 people
Noise: Available (three 5-dB zones)
Report: Borsky, 1978
Notes: Respondents were less annoyed during the one winter interview than during the two summer interviews. "No substantial differences" were found between

those reinterviewed and 400 new respondents.

USA-144 1977-78 F.A.A. J.F.K. Concorde Noise Study
Date: 1977 (January to April) 1978 (January, February)
Source: Aircraft
Place: U.S.A.: John F. Kennedy Airport (New York)
N=: 2020
Noise: Available (continuous)
Report: Federal Aviation Administration, 1979
Notes: Telephone interviews were conducted nine months before and three months after Concorde began operations. People disapproved of the decision to admit Concorde more before than after operations began.

USA-145 1977 Orange County Airport Noise Study
Date: 1977 (January)
Source: Aircraft
Place: U.S.A.: Orange County California
N=: 400
Noise: Available (5-dB steps) for 200 respondents
Report: Opinion Research of California, 1977
Notes: The study was prepared for the City of Newport Beach. Some of the interview was designed to be compared to a 1976 study (USA-128).

USA-154 1977 Youngmann Highway Noise Abatement Study
Date: 1977 (August)
Source: Expressway traffic
Place: U.S.A.: Interstate Highway (I-290) in Amherst (Buffalo), New York
N=: 160
Noise: Available (continuous)
Report: McColl, 1979
Notes: Interviews were conducted before construction of a noise barrier. The major noise problems were in the first two rows of houses.

USA-155 1977 Minnesota Five-Site Freeway Noise Barrier Study
Date: 1977-1978
Source: Freeway traffic
Place: U.S.A.: 19 study areas in the Minneapolis-St. Paul vicinity
N=: 756 questionnaires in the follow up survey, a smaller number in the original survey
Noise: Not available
Report: Minneapolis-St. Paul..., 1980; Orlich, 1979
Notes: Respondents complete a mail questionnaire both before and after barrier installation in four areas and only after installation in 15 areas. The barriers were generally evaluated positively.

USA-156 1977 Ohio New Highway Survey
Date: 1977 (three months before January 1978 opening), 1978 (June), 1979(June)
Source: Road traffic
Place: U.S.A.: Ohio (a two-mile section along a new motorway)
N=: 483 interviews (113 people interviewed three times), 163 before opening, 163 for first follow-up and 160 for second follow-up
Noise: Available (For surveys after the highway opened)
Report: Weinstein, 1980; Weinstein, 1982
Notes: Residents were interviewed 3 months before and 4 months and 16 months after a new highway opened. Residents did not adapt between the 4 month and 16 month interviews. A separate study of public protest and home modifications was made at the last interview, but no references for this study are in the publications.

USA-166 1978 Salt Lake Airport Noise Study

Date: 1978 (May)
Source: Aircraft
Place: U.S.A.: Salt Lake City (4 areas)
N=: 353
Noise: Available (5 dB steps)
Report: Systems Control, 1978
Notes: Interviews were conducted by telephone. This was an Aircraft Noise Control and Land Use Compatibility study.

USA-167 U.S.A. Helicopter Survey of Selected Occupations
Date: 1978 (November), 1979 (February)
Source: Helicopters
Place: U.S.A.
N=: 272
Noise: Not available
Report: Edwards, Broderson, Barbour, McCoy and Johnson, 1979; Edwards, Broderson and Johnson, 1980
Notes: Mail questionnaires were sent to wildlife refuge managers, forest service employees, postmasters, and national park superintendents. Information about their perceptions of other people's responses was also sought. Respondents reported about reactions generally and thus may have included work locations.

USA-170 1978 U.S. Army Impulse Noise Survey
Date: 1978 (July to September)
Source: Artillery, Helicopters
Place: U.S.A.: Vicinity of Ft. Bragg
N=: 2147
Noise: Available for some noise sources
Report: Schomer, 1979; Schomer, 1981a; Schomer, 1981b; Schomer, 1982; Schomer, 1983a
Notes: NONE

USA-171 1978 Spokane Community Noise Survey
Date: 1978 (Summer)
Source: Community
Place: U.S.A.: Spokane County
N=: 761
Noise: Not available
Report: Perdue, 1979; Perdue and Coates, 1979
Notes: The study is based on a probability sample. The survey showed support for a community noise control program. The interview was adapted from the questionnaire developed for the U.S. Environmental Protection Agency.

USA-172 1978 Kentucky Urban Noise Survey
Date: 1978
Source: Community
Place: U.S.A.: Kentucky (20 sites)
N=: 845
Noise: Not available (Measurements made in the cities but data are not available for individual respondents.)
Report: Broderson, Edwards and Hauser, 1979; Broderson, Edwards, McCoy and Coakley, 1981
Notes: Self-administered questionnaires were used. Surface transportation was the most annoying noise source.

USA-179 1979 Oklahoma City Airport Noise Survey
Date: 1979 (February)
Source: Aircraft
Place: U.S.A.: Seven areas near Will Rogers World Airport (Oklahoma City)
N=: 406
Noise: Available for some areas in 10-15 dB steps
Report: Systems Control, 1979
Notes: Interviews were conducted by telephone. This was an Airport Noise Control and Land Use Compatibility study.

USA-183 1979 Salt Lake City Community Noise Survey
Date: 1979 (July, August)

Source: Community
Place: U.S.A.: Probability sample of Salt Lake City
N=: 451
Noise: Not available
Report: Fricks, 1980
Notes: The interview was adapted from the questionnaire developed for the U.S. Environmental Protection Agency.

USA-186 1980 Bradley International Airport Noise Survey
Date: 1980 (February)
Source: Aircraft
Place: U.S.A.: Connecticut around Bradley Airport
N=: 343
Noise: Available (3 noise zones)
Report: CH2M Hill, 1980
Notes: Randomly selected respondents were interviewed by telephone. This was an Aircraft Noise Control and Land Use Compatibility study.

USA-191 1979 Philadelphia Aircraft Noise Survey
Date: 1979 (November, December)
Source: Aircraft, Community
Place: U.S.A.: Philadelphia International Airport
N=: 1723
Noise: Not available for analyses of responses
Report: Effects of Airport Noise..., 1980
Notes: Telephone interviews were conducted.

USA-202 1978-79 Time-of-Day Study with Personal Annoyance Recording Device
Date: 1978
Source: Aircraft
Place: U.S.A.: Burbank (California), Atlanta (Georgia)
N=: 46
Noise: Available (continuous)
Report: Horonjeff and Teffeteller, 1980
Notes: Respondents were asked to push a personal, portable counter each time they were bothered by aircraft noise as they went about their normal daily activities. They were also asked to report counter totals on a postcard four times a day. Brief pre-study and post-study questionnaires were also completed.

USA-203 1979 Burbank Aircraft Noise Change Study
Date: 1979 (August) to 1980 (December)
Source: Aircraft
Place: U.S.A.: Four areas around an airport in Burbank, California
N=: 5041 interviews from more than 1000 people
Noise: Available (continuous)
Report: Fidell, Horonjeff, Teffeteller and Pearsons, 1981; Fidell, Horonjeff, Mills, Baldwin, Teffeteller and Pearsons, 1985; Fidell and Pearsons, 1985a; Fidell and Pearsons, 1985b; Raw and Griffiths, 1985; Griffiths and Raw, 1985a; Griffiths and Raw, 1985b
Notes: Interviews were carried out in four neighborhoods at five times: once before closing one runway for repairs, three times during the period the runway was closed, and once after the runway was reopened. Both telephone and personal interviews were used.

USA-204 1981 John Wayne Airport Operation Change Study
Date: 1981 (September to November)
Source: Aircraft
Place: U.S.A.: John Wayne Airport at Santa Ana, California
N=: 3105 interviews from more than 800 people
Noise: Available (continuous)
Report: Fidell, Horonjeff, Mills, Baldwin, Teffeteller and Pearsons, 1985; Fidell, Mills, Teffeteller and Pearsons, 1982
Notes: Four rounds of telephone interviews were conducted. The

second, third and fourth rounds were each conducted after the introduction of new flight departure procedures. Most respondents were interviewed for only one round. Neither exposure nor annoyance changed appreciably during the study.

USA-205 1980 Bellevue Airport Noise Study
Date: 1980 (May)
Source: Aircraft
Place: U.S.A.: Bellevue, Washington Airport
N=: 27
Noise: Not available
Report: Mabry, 1982
Notes: Telephone interviews were conducted. This small survey was part of a larger study of general aviation noise at four airports. The larger study primarily focused on complaint data.

USA-206 1981 Alabama Three-Site Blast Noise Survey
Date: 1981 (February)
Source: Blasting in two surface coal mines and one quarry
Place: U.S.A.: Communities around 3 blasting sites in Alabama
N=: 1042
Noise: Available (vibration data also collected)
Report: Bullen and Job, 1985; Fidell and Horonjeff, 1982; Fidell and Horonjeff, 1985; Fidell, Horonjeff, Schultz and Teffeteller, 1982; Fidell, Horonjeff, Schultz and Teffeteller, 1983; Kessler, 1985
Notes: Interviews were conducted either face-to-face or by telephone. Annoyance was related to ground vibration levels. An unsuccessful attempt was made to measure annoyance with individual blasts using postcards.

USA-207 1980 John Wayne Airport (Orange County) Survey
Date: 1980 (March)
Source: Aircraft
Place: U.S.A.: Communities around John Wayne (Orange County) Airport
N=: 310
Noise: Available (classified as above or below 65 CNEL contour)
Report: VTN Consolidated, 1980
Notes: Both telephone (240) and face-to-face interviews (71) were conducted with a random sample of residents. This was an Aircraft Noise Control and Land Use Compatibility study.

USA-212 1972 Minneapolis St. Paul Airport Development Survey
Date: 1972 (July)
Source: Aircraft
Place: U.S.A.: Minneapolis-St. Paul Airport
N=: 400
Noise: Two noise levels are defined: "high impact noise area" and "other"
Report: Mid-Continent Surveys, 1972
Notes: Though there were some questions on noise, the main subject of the survey was attitudes towards airport development.

USA-213 1973 Chicago Construction Site Survey
Date: 1973 (June, July)
Source: Construction
Place: U.S.A.: 14 construction sites in the Chicago area
N=: 128
Noise: Available (continuous)
Report: Newman, 1973
Notes: NONE

USA-215 1974 Los Angeles International Aircraft Noise Survey
Date: 1974 (Winter and Spring)
Source: Aircraft
Place: U.S.A.: Los Angeles International Airport
N=: 164
Noise: Available (continuous)

Report: Gabriel, Langdon, Creamer, and Kushner, 1981
Notes: NONE

USA-216 1979 Electrical Power Line and Transformer Noise Survey
Date: 1978 (Spring)
Source: Electrical transformers and transmission lines
Place: U.S.A.: 17 sites in Southern California
N=: 133
Noise: Available (continuous)
Report: Fidell, Teffeteller and Pearsons, 1979
Notes: Transmission line noise is less acceptable than transformer noise of the same level.

USA-217 1980 Aircraft Rating Diary (Pilot) Study
Date: 1980 (August to October)
Source: Aircraft
Place: U.S.A.: Torrance Municipal Airport (California)
N=: 18 subjects provided over 920 aircraft noise ratings
Noise: Available (continuous)
Report: Stearns, Brown and Neiswander, 1983
Notes: A face-to-face interview was used to recruit residents. The study evaluated a method for rating individual aircraft noise events. Respondents kept a diary for five days by noting some information about every aircraft noise event which bothered them when they were at home. Both indoor and outdoor noise measurements were made.

USA-219 1980 Salt Lake City In-Home Aircraft Rating Study
Date: 1980 (Nov.)
Source: Aircraft
Place: U.S.A.: Salt Lake City Airport
N=: 100 people provided 1164 ratings of individual aircraft flyovers
Noise: Levels of the rated individual events are available
Report: Dempsey, Stephens, Fields and Shepherd, 1983
Notes: A self-completion questionnaire on the long term noise environment was completed by respondents. The purpose of the study was to rate individual aircraft flyovers which occurred during the one-hour rating sessions.

USA-221 1977 Allentown Community Noise Survey
Date: 1977
Source: Community
Place: U.S.A.: Allentown (Pennsylvania)
N=: 467
Noise: Not available
Report: Levine, 1981
Notes: The study was used to develop community noise study procedures for the U.S. Environmental Protection Agency. A final report on the study's findings was not published.

USA-235 Controlled Exposure Helicopter Noise Study
Date: 1983 (August to November)
Source: Military helicopters
Place: U.S.A.: Newport News (Virginia)
N=: 338 people provided a total of 6345 interviews
Noise: Available (continuous) for 17 controlled noise exposure days
Report: Fields and Powell, 1985; Fields and Powell, 1987; Powell and Fields, 1984
Notes: The initial face-to-face interview was conducted with 338 respondents. These respondents were reinterviewed with a short interview on daily noise reactions on up to 22 additional days. The helicopter noise exposure was controlled and measured on 17 of the 22 followup study days.

USA-245 1970's LAX Six-Community Noise Survey
Date: 1972 (August)
Source: Aircraft
Place: U.S.A.: Los Angeles International Airport (Inglewood, El Segundo, Westchester, Emerson Manor, West Westchester, Lennox)
N=: 239
Noise: Available
Report: Clary, 1974; Goodman and Clary, 1976
Notes: This telephone survey examines factors which explain political activism with respect to noise.

USA-250 1982 Decatur General Aviation Airport Survey
Date: 1982 (March)
Source: Aircraft
Place: U.S.A: Decatur (Illinois)
N=: 234
Noise: Available (in 4 noise zones)
Report: Schomer, 1983b
Notes: Interviews were obtained with both telephone and face-to-face techniques.

USA-251 Two-Neighborhood San Francisco Airport Survey
Date: 1974 Publication (Survey date not reported)
Source: Aircraft
Place: U.S.A.: Foster City and Fremont (San Francisco area)
N=: 552
Noise: Available (continuous)
Report: Graeven, 1974
Notes: Self-administered questionnaires were personally distributed to female residents. Numbers of reported health problems are related to aircraft noise annoyance but only weakly, if at all, to aircraft noise levels.

USA-299 1966 Edwards Air Force Base Resident Sonic Boom Survey
Date: 1966 (July)
Source: Sonic booms from military aircraft
Place: U.S.A.: Edwards Air Force Base, California
N=: 783
Noise: Available
Report: Kryter, Johnson and Young, 1968
Notes: On-base residents returned a mail questionnaire to rate sonic booms and other noise environments for June (approximately 10 booms per day, 1.7 p.s.f. median nominal peak overpressure) and for prior months. Some 26% reported that the June sonic boom environment was unacceptable.

USA-300 1975 Rutgers Freshmen Dormitory Noise Sensitivity Study
Date: 1975 (August), 1976 (April)
Source: Noise inside college dormitory
Place: U.S.A.: New Jersey (A dormitory at Rutgers State University)
N=: 155 (55 participated in full study)
Noise: Not available
Report: Weinstein, 1978
Notes: A mail questionnaire on noise sensitivity was returned by 155 freshmen before entering school. Later in the school year 24 high-sensitive and 31 low-sensitive students in one dormitory rated their disturbance from noise in the dormitory. Disturbance increased for the sensitive but remained the same for the low-sensitive students.

USA-301 1982 Westchester Airport Nighttime Noise Change Study
Date: 1982 (May 1-3, "before" round; June 26-28, "after" round)
Source: Aircraft
Place: U.S.A.: Four areas around Westchester Country Airport (New York)
N=: 1465 (725, "before round; 740, "after round")
Noise: Available (continuous)
Report: Baldwin and Fidell, 1982; Fidell et al., 1985

Notes: Telephone interviews were conducted before and about seven weeks after nighttime flight restrictions were changed. There was no unusual observed change in nighttime flights and, correspondingly, no observed change in noise reactions.

USA-308 1979 Salt Lake City Stationary Noise Source Survey

Date: 1979 (June, July)
Source: Stationery neighborhood noises (dogs, sirens, people)
Place: U.S.A: Salt Lake City
N=: 63
Noise: Not available
Report: Alvord, 1988
Notes: Residents were interviewed who had indicated in a 1979 survey (USA-183) that they were most annoyed by a common neighborhood noise such as dogs, sirens, garbage trucks, or people. The most annoying aspects of these sounds were reported to be loudness, time and frequency of occurrence and quality of sound.

USA-310 1972 Los Angeles Airport Relocated Residents Survey

Date: 1972 (September, October)
Source: Aircraft
Place: U.S.A.: Los Angeles
N=: 50
Noise: Available
Report: Clary, 1974; Goodman and Clary, 1976
Notes: Telephone interviews were conducted with people whose homes had been purchased by the airport. Some had moved away from the airport area and others remained in their homes.

USR-042 USSR 22-Settlement Aircraft Noise Survey

Date: 1969 Publication (Survey date not reported)
Source: Aircraft
Place: U.S.S.R.: 22 Settlements around 9 airports
N=: Over 2000
Noise: Reactions not related to noise level
Report: Karagodina, Soldatkina, Vinokur, and Klimukhin, 1969
Notes: Disturbance with aircraft noise is related to distance from airports.

YUG-141 Two-Area Belgrade Aircraft Noise Study

Date: 1976 Publication (Survey date not reported)
Source: Aircraft
Place: Yugoslavia: Two settlements near Belgrade airport
N=: (Not known)
Noise: Available
Report: Pravica, 1976
Notes: The method of administering the questionnaire to residents is not known. An abbreviated version of the Cornell Medical Index showed more neurosis near the airport.

YUG-234 1981 Split, Yugoslavia Airport Survey

Date: 1981 (April)
Source: Aircraft
Place: Yugoslavia: Split Airport
N=: 252
Noise: Available (continuous)
Report: Institut..., 1981; Zoric, Lukic and Gvozdenovic, 1982; Zoric and Miroslav, 1981
Notes: NONE

NOISE SOURCE INDEX

In this index each survey is listed under each of the primary noise sources studied in the survey. The noise source classification is based on the extent of information available about both the noise reactions and the noise environment for the particular source. As a result, a survey is listed under only a single noise heading when the standard survey approach is followed of focusing many questions on only a single noise source while including a single short question about each other possible noise source. If several noise sources are studied in detail, there are several entries for the survey in this index.

The index is ordered alphabetically by noise source and, within noise source, by country and survey identification number. The ten noise sources are Aircraft, Community, Construction, Impulse, Industry, Interior (primarily noise from attached dwelling units), Railway (including all tracked transit systems), Road Traffic, Sonic Boom, and Miscellaneous. The survey identification number precedes each survey's title.

Aircraft Noise

- AUSTRALIA
  - AUL-036 1969 Sydney Airport Noise Survey
  - AUL-210 1980 Australian Five-Airport Survey
  - AUL-211 1979 Sydney Airport Study of Type of Noise Reactions
  - AUL-244 1979 Sydney Airport Pilot Study
  - AUL-307 198? Sydney Aircraft/Road traffic survey
- BELGIUM
  - BEL-151 1977-78 Belgium Four-Airport Noise Survey
  - BEL-288 1980's Brussels International Airport Noise Survey
- CANADA
  - CAN-055 1971 Dorval Aircraft Noise Survey
  - CAN-078 1972 Calgary Noise Survey
  - CAN-168 1978 Canadian Four-Airport Survey
  - CAN-174 1978 Canadian National Community Noise Survey (National Household Survey of Noise Exposure)
  - CAN-181 1979 Canadian Three-Airport General Aviation Study
  - CAN-236 1981 Southern Ontario Community Survey
- FRANCE
  - FRA-016 1965 French Four-Airport Noise Study
  - FRA-017 1965 French Regional Sonic Boom Survey
  - FRA-045 1970 French Sonic Boom Survey
  - FRA-056 1971 Orly Aircraft Noise Survey
  - FRA-087 1973 St. Cyr L'Ecole General Aviation Noise Survey
  - FRA-098 1974-75 Roissy Airport Before-After Opening Noise Survey
  - FRA-099 1974 French National Aircraft Noise Survey
  - FRA-113 1975 Orly Airport Noise Study
  - FRA-131 1976 Orly Medical Effects Pilot Study
  - FRA-146 1977 French Light Aircraft Study
  - FRA-150 1977 Roissy Airport Survey
  - FRA-189 1971 French Concorde Sonic Boom Study
  - FRA-218 1975 Strasbourg Airport Noise Survey
  - FRA-239 1984-1986 French Combined Aircraft/Road Traffic Survey
- GERMANY
  - GER-034 1969 Munich Airport Noise (DFG Aircraft Noise Study)
  - GER-037 1969 Meppen Sonic Boom Field Experiment
  - GER-114 1975 German General Aviation Survey
  - GER-134 1976 Hamburg Urban Noise Survey
- HONG KONG
  - HKG-125 1975 Hong Kong Fireman Environmental Noise Survey
  - HKG-208 Preliminary Hong Kong Fireman Noise Survey
- JAPAN
  - JPN-018 1965 Osaka Aircraft Noise Survey
  - JPN-046 1970 Yokota Air Base Study
  - JPN-062 1972 Akishima City Aircraft Noise Survey
  - JPN-152 1977 Atugi Military Aircraft Noise Study
  - JPN-163 1972 Itami City Osaka Airport Noise Study
  - JPN-293 Osaka Aircraft and Environmental Noise Survey
- NETHERLANDS

NOISE SOURCE INDEX (Continued)

USA-007 1961 St. Louis Sonic Boom Study
USA-012 1964 Oklahoma City Sonic Boom Study
USA-022 1967 U.S.A. Four-Airport Survey (Phase I of Tracor Survey)
USA-023 1967-68 SR-71 Supersonic Aircraft Noise Study
USA-027 1968 LAX Aircraft Noise Study
USA-031 1969 LAX Aircraft Noise Study
USA-032 1969 U.S.A. Three-Airport Survey (Phase II Tracor Survey)
USA-044 1970 U.S.A. Small City Airports (Small City Tracor survey)
USA-048 1970 C.R.P. Inglewood Community Noise Survey
USA-051 1971 J.F.K. Dynamic Preferential Runway System Survey
USA-059 1972 J.F.K. Airport Noise Survey
USA-060 1972 Portland Northshore Aircraft Survey
USA-082 1973 Los Angeles Airport Night Study
USA-083 1973 LAX Airport Noise Study
USA-084 1973 J.F.K. Airport Noise Study
USA-085 1973 Seattle-Tacoma Airport Noise Study
USA-090 1973 E.P.A. Community Noise Questionnaire Pilot Study
USA-091 1973 Test of Real Time, Personal Annoyance Monitoring Devices
USA-095 U.S. Census Bureau Annual Housing Surveys
USA-096 1974 Fort Campbell Area Helicopter Noise Survey
USA-110 1975 J.F.K. Airport Noise Survey
USA-127 1976-77 Dulles Concorde Noise Study
USA-128 1976 Orange County Airport Noise Survey
USA-129 Albany and Louisville Aircraft Fear Study
USA-143 1977-78 Three-Phase J.F.K. Concorde Noise Study
USA-144 1977-78 F.A.A. J.F.K. Concorde Noise Study
USA-145 1977 Orange County Airport Noise Study
USA-166 1978 Salt Lake Airport Noise Study
USA-167 U.S.A. Helicopter Survey of Selected Occupations
USA-170 1978 U.S. Army Impulse Noise Survey
USA-179 1979 Oklahoma City Airport Noise Survey
USA-186 1980 Bradley International Airport Noise Survey
USA-191 1979 Philadelphia Aircraft Noise Survey
USA-202 1978-79 Time-of-Day Study with Personal Annoyance Recording Device
USA-203 1979 Burbank Aircraft Noise Change Study
USA-204 1981 John Wayne Airport Operation Change Study
USA-205 1980 Bellevue Airport Noise Study
USA-207 1980 John Wayne Airport (Orange County) Survey
USA-212 1972 Minneapolis St. Paul Airport Development Survey
USA-215 1974 Los Angeles International Aircraft Noise Survey
USA-217 1980 Aircraft Rating Diary (Pilot) Study
USA-219 1980 Salt Lake City In-Home Aircraft Rating Study
USA-235 Controlled Exposure Helicopter Noise Study
USA-245 1970's LAX Six-Community Noise Survey
USA-250 1982 Decatur General Aviation Airport Survey
USA-251 Two-Neighborhood San Francisco Airport Survey
USA-299 1966 Edwards Air Force Base Resident Sonic Boom Survey
USA-301 1982 Westchester Airport Nighttime Noise Change Study
USA-310 1972 Los Angeles Airport Relocated Residents Survey

- UNION OF SOVIET SOCIALIST REPUBLICS
  - USR-042 USSR 22-Settlement Aircraft Noise Survey
- YUGOSLAVIA
  - YUG-141 Two-Area Belgrade Aircraft Noise Study
  - YUG-234 1981 Split, Yugoslavia Airport Survey

Sonic boom

- FRANCE
  - FRA-017 1965 French Regional Sonic Boom Survey
  - FRA-045 1970 French Sonic Boom Survey
  - FRA-189 1971 French Concorde Sonic Boom Study
- GERMANY
  - GER-037 1969 Meppen Sonic Boom Field Experiment
- SWEDEN
  - SWE-054 Trängslet Sonic Boom Study
  - SWE-108 Burgsvik Sonic Boom Study
  - SWE-222 Nausta Research Camp Sonic Boom Study
- UNITED KINGDOM
  - UKD-010 1963 Welsh Village Impulse Noise (Exercise Yellow Hammer)
- UNITED STATES OF AMERICA
  - USA-007 1961 St. Louis Sonic Boom Study
  - USA-012 1964 Oklahoma City Sonic Boom Study
  - USA-023 1967-68 SR-71 Supersonic Aircraft Noise Study
  - USA-299 1966 Edwards Air Force Base Resident Sonic Boom Survey

Community Noise

- AUSTRALIA
  - AUL-214 1978 Leichhardt Municipality Complaint Comparison Survey
  - AUL-285 1986 Australian National Noise Survey
  - AUL-286 1986 Brisbane Noise Survey
  - AUL-287 1986 Toowoomba Community Noise Survey
- CANADA
  - CAN-076 1972 London and Woodstock Community Noise Survey
  - CAN-077 1972 Edmonton Community Noise Survey
  - CAN-078 1972 Calgary Noise Survey
  - CAN-079 1972 Toronto Community Noise Survey
  - CAN-121 1975-76 Southern Ontario Community Survey
  - CAN-174 1978 Canadian National Community Noise Survey (National Household Survey of Noise Exposure)
- FRANCE
  - FRA-289 1986-87 French National Transportation Noise Survey
- GERMANY
  - GER-275 1976-77 Darmstadt Movers Survey
- JAPAN
  - JPN-138 1976 Kanagawa Ward Community Noise Survey
  - JPN-177 1978 Kanagawa Ward Community Noise Survey
  - JPN-293 Osaka Aircraft and Environmental Noise Survey
  - JPN-294 Nagoya City 1980's Cumulative Noise Survey
- NETHERLANDS
  - NET-261 1977 Netherlands National Noise Survey

NOISE SOURCE INDEX (Continued)

NOISE SOURCE INDEX (Continued)

NOISE SOURCE INDEX (Continued)

COUNTRY INDEX

The index is ordered alphabetically by country and, within country, by noise source and survey identification number. If several noise sources are studied in detail, there are several entries for the survey in this index.

COUNTRY INDEX

United States of America

- AIRCRAFT

CHRONOLOGICAL INDEX

The index is ordered by the year in which the social survey was begun. If the year of the social survey is not known, the year of the first publication is used. Within year, studies are ordered by country and survey identification number.

CHRONOLOGICAL INDEX

SERIAL NUMBER INDEX

This index is ordered by the unique, three-digit serial number which forms the second part of the survey identification number. Most serial numbers from 001 to 177 were assigned in ascending order by year of the social survey.

SERIAL NUMBER INDEX

UKD-001 1943 British Home Noise Survey
NET-002 1950 Netherlands Sound Insulation Effects Study
UKD-003 1952 Sound Insulation in Flats Survey
USA-004 1953 U.S.A. Eight-Airport Noise Survey
JPN-005 1953 Osaka and Amagasaki Industrial Noise Survey
USA-006 1957 U.S.A. Air Force Base Noise Survey
USA-007 1961 St. Louis Sonic Boom Study
UKD-008 1961 Heathrow Aircraft Noise Survey (First Heathrow Survey)
UKD-009 1961 Central London Traffic Noise Survey
UKD-010 1963 Welsh Village Impulse Noise (Exercise Yellow Hammer)
SWE-011 1963 Linköping Airport Noise Study
USA-012 1964 Oklahoma City Sonic Boom Study
NET-013 1963 Schiphol Airport Survey
AUS-014 1964 Vienna Road Traffic Noise Survey
SWE-015 1964-1970 Karlstad Artillery Range Noise Study
FRA-016 1965 French Four-Airport Noise Study
FRA-017 1965 French Regional Sonic Boom Survey
JPN-018 1965 Osaka Aircraft Noise Survey
FRA-019 1965 Paris Expressway Noise Survey
USA-020 1966 U.S.A. Three-City Community Noise Study
SWE-021 1966-67 Stockholm and Gothenburg Traffic Study
USA-022 1967 U.S.A. Four-Airport Survey (Phase I of Tracor Survey)
USA-023 1967-68 SR-71 Supersonic Aircraft Noise Study
UKD-024 1967 Heathrow Aircraft Noise Study (Second Heathrow Survey)
SWE-025 1967 Stockholm Comparative Traffic Noise Study
SWE-026 1967 Huddinge New Motorway Study
USA-027 1968 LAX Aircraft Noise Study
SAF-028 1968 South Africa Preliminary Aircraft Noise Survey
UKD-029 1968 Coventry Pilot Railway Noise Survey
UKD-030 1967 B.R.S. London Traffic Noise Survey
USA-031 1969 LAX Aircraft Noise Study
USA-032 1969 U.S.A. Three-Airport Survey (Phase II Tracor Survey)
UKD-033 1969 Mixed Road and Aircraft Noise Survey
GER-034 1969 Munich Airport Noise (DFG Aircraft Noise Study)
SWE-035 Scandinavian Nine-Airport Noise Study
AUL-036 1969 Sydney Airport Noise Survey
GER-037 1969 Meppen Sonic Boom Field Experiment
UKD-038 1969 Central England Railway Survey
USA-039 San Francisco Three-Street Pilot Study
USA-040 1969 Inglewood Community Noise Survey
FRA-041 1969 Paris Road Traffic Noise Study
USR-042 USSR 22-Settlement Aircraft Noise Survey
USA-043 Los Angeles Freeway Five-Site Study
USA-044 1970 U.S.A. Small City Airports (Small City Tracor survey)
FRA-045 1970 French Sonic Boom Survey
JPN-046 1970 Yokota Air Base Study
USA-047 1970 Minneapolis Freeway Noise Study
USA-048 1970 C.R.P. Inglewood Community Noise Survey

USA-049	Cedar Rock Drive Neighborhood Noise Investigation
UKD-050	1970-71 Heston Noise Barrier Study
USA-051	1971 J.F.K. Dynamic Preferential Runway System Survey
UKD-052	1971 Gatwick Airport Noise Survey
SWI-053	1971 Swiss Three-City Noise Survey
SWE-054	Trängslet Sonic Boom Study
CAN-055	1971 Dorval Aircraft Noise Survey
FRA-056	1971 Orly Aircraft Noise Survey
USA-057	U.S.A. Vehicle Noise Situation Survey
USA-058	Philadelphia Community Noise Survey
USA-059	1972 J.F.K. Airport Noise Survey
USA-060	1972 Portland Northshore Aircraft Survey
UKD-061	1972 Heathrow Airport Noise Pilot Survey
JPN-062	1972 Akishima City Aircraft Noise Survey
FRA-063	1972 Paris Area Railway Noise Survey
JPN-064	1972 Environmental Agency of Japan Shinkansen Noise Survey
JPN-065	1972 New Tokaido and New Sanyo Shinkansen Railway Noise
USA-066	1972 BART Residential Impact Survey
USA-067	1972 Boulder Community Noise Survey
USA-068	1972 College Park Community Noise Survey
USA-069	1972 Minneapolis Freeway Noise Barrier Study
USA-070	1972 Eastern U.S.A. Four-Community Highway Noise Survey
UKD-071	1972 B.R.S. London Traffic Noise Survey
UKD-072	1972 English Road Traffic Survey
UKD-073	1972 Birmingham New Motorway Study
UKD-074	1972 London Construction Site Survey
DEN-075	1972 Copenhagen Traffic Noise Survey
CAN-076	1972 London and Woodstock Community Noise Survey
CAN-077	1972 Edmonton Community Noise Survey
CAN-078	1972 Calgary Noise Survey
CAN-079	1972 Toronto Community Noise Survey
UKD-080	1972 Loughborough Interrupted Traffic Flow Survey
USA-081	Boulder Newspaper Community Noise Survey
USA-082	1973 Los Angeles Airport Night Study
USA-083	1973 LAX Airport Noise Study
USA-084	1973 J.F.K. Airport Noise Study
USA-085	1973 Seattle-Tacoma Airport Noise Study
UKD-086	1973 Kew Aircraft Noise Survey
FRA-087	1973 St. Cyr L'Ecole General Aviation Noise Survey
USA-088	1973 U.S.C. Los Angeles Freeway Noise Study
USA-089	Portland-Multnomah Community Noise Survey
USA-090	1973 E.P.A. Community Noise Questionnaire Pilot Study
USA-091	1973 Test of Real Time, Personal Annoyance Monitoring Devices
FRA-092	1973 French Ten-City Traffic Noise Survey
AUS-093	1973 Vienna Road Traffic Noise Survey
JPN-094	1973-1974 Sendai Road Traffic Noise Survey
USA-095	U.S. Census Bureau Annual Housing Surveys
USA-096	1974 Fort Campbell Area Helicopter Noise Survey
UKD-097	1974 English Aircraft Noise Postal Survey
FRA-098	1974-75 Roissy Airport Before-After Opening Noise Survey

SERIAL NUMBER INDEX (Continued)

SERIAL NUMBER INDEX (Continued)

SERIAL NUMBER INDEX (Continued)

FRA-197	1979 French Behavioral Effects of Road Noise Study
POL-198	1974 Warsaw Aircraft Noise Survey
UKD-199	1978 Darlington Quiet Town Survey
DEN-200	1979 Danish Railway Noise Survey
JPN-201	1975 Shinkansen Railway Survey
USA-202	1978-79 Time-of-Day Study with Personal Annoyance Recording Device
USA-203	1979 Burbank Aircraft Noise Change Study
USA-204	1981 John Wayne Airport Operation Change Study
USA-205	1980 Bellevue Airport Noise Study
USA-206	1981 Alabama Three-Site Blast Noise Survey
USA-207	1980 John Wayne Airport (Orange County) Survey
HKG-208	Preliminary Hong Kong Fireman Noise Survey
AUL-209	1979 Hornsby Rifle Range Survey
AUL-210	1980 Australian Five-Airport Survey
AUL-211	1979 Sydney Airport Study of Type of Noise Reactions
USA-212	1972 Minneapolis St. Paul Airport Development Survey
USA-213	1973 Chicago Construction Site Survey
AUL-214	1978 Leichhardt Municipality Complaint Comparison Survey
USA-215	1974 Los Angeles International Aircraft Noise Survey
USA-216	1979 Electrical Power Line and Transformer Noise Survey
USA-217	1980 Aircraft Rating Diary (Pilot) Study
FRA-218	1975 Strasbourg Airport Noise Survey
USA-219	1980 Salt Lake City In-Home Aircraft Rating Study
UKD-220	1978 British Interior Noise Survey
USA-221	1977 Allentown Community Noise Survey
SWE-222	Nausta Research Camp Sonic Boom Study
SWE-223	Swedish Sleep Disturbance and Sound Insulation Study
UKD-224	1982 Manchester Night Noise Survey
UKD-225	1982 British Helicopter Disturbance Study
AUL-226	1974 Brisbane S-E Freeway Study
AUL-227	1975-76 Australian Three-City Roadway Study
SWE-228	1978-80 Swedish Railway Study
IRQ-229	1980 Baghdad Street Noise Survey
CHI-230	1975 Beijing Traffic Noise Survey
GER-231	Blast Furnace and Road Noise Study
NET-232	1980 Netherlands Industrial Noise Survey
UKD-233	1980 British Flats' Sound Insulation Survey
YUG-234	1981 Split, Yugoslavia Airport Survey
USA-235	Controlled Exposure Helicopter Noise Study
CAN-236	1981 Southern Ontario Community Survey
UKD-237	1983-84 Southern England New Road Opening Survey
UKD-238	1984 Glasgow Combined Aircraft/Road Traffic Survey
FRA-239	1984-1986 French Combined Aircraft/Road Traffic Survey
NET-240	1984 Schiphol Combined Aircraft/Road Traffic Survey
UKD-241	1982 Heathrow Combined Aircraft/Road Traffic Survey
UKD-242	1982 United Kingdom Aircraft Noise Index Study (ANIS study)
UKD-243	1981 United Kingdom General Aviation Airport Survey
AUL-244	1979 Sydney Airport Pilot Study
USA-245	1970's LAX Six-Community Noise Survey

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SERIAL NUMBER INDEX (Continued)

COMMUNITY RESPONSE DATA ARCHIVE

Social surveys of community response to noise are being deposited in the ESRC Data Archive at the University of Essex, England. This archive is supported by the Economic and Social Research Council (formerly the SSRC, Social Science Research Council). The ESRC Survey Archive serves as a general repository for several thousand machine-readable social science data sets. Thus far at least 24 noise surveys have been deposited in the archive. These surveys are available from the archive now, though many have not yet been fully processed. The archive provides a service for both depositors and users of noise surveys.

Depositors submit their data in a machine-readable form. After processing the data, the archive standardizes the data format and the survey documentation. A standardized code book is prepared if a request is made to access a data set. Professional archiving practices are followed to provide a high degree of security of the data: three copies are made of each data set, data sets are regularly checked, and copies of data sets are stored in separate locations. The depositor has the option of retaining complete control over access to the data. The major advantage for the depositor is the knowledge that the data will be saved for future use.

Users of the data find the archive is an efficient way to obtain another study's data because clear documentation is available, the data have already been checked for obvious problems, and the data can be provided in a format which is compatible with most local computer installations. While the ESRC Data Archive cannot eliminate all problems in the analysis of such data, it does very substantially reduce these problems. Users pay a fee for these materials. The archive publishes a newsletter as well as an inventory of surveys.

The list on the following pages includes all noise surveys from this catalog which had been deposited in the ESRC Data Archive as of March of 1990. Both the ESRC and the NASA Survey Identification Number are given. Surveys are ordered in ascending order by the NASA Survey Identification Number.

Interested depositors and users may directly contact the ESRC Data Archive at the following address:

ESRC Data Archive
University of Essex
Wivenhoe Park
Colchester, Essex CO4 3SQ
United Kingdom

Telephone: 0206 872001
Fax: 0206 872003

LIST OF ARCHIVED DATA SETS

ESRC Archive Number	Title in ESRC Archive	NASA Catalog Number
1787	NAL survey of aircraft noise in Australia	AUL-210
1399	1975 Western Ontario University traffic noise survey	CAN-120
1355	Community response to road traffic noise in the Toronto-Hamilton corridor	CAN-121
1356	Aircraft noise around Toronto International and other Southern Ontario airports	CAN-168
1418	French urban expressways noise	FRA-092
1426	Zurich vicinity time of day traffic noise survey	SWI-173
1291	Aircraft noise annoyance around London (Heathrow) airport (NOTE: Noise levels are not available for this 1961 survey)	UKD-008
1006	Noise annoyance in central London	UKD-009
1539	Second survey of aircraft noise annoyance around London (Heathrow) airport	UKD-042
1403	Building Research Station London traffic noise survey	UKD-071
992	Road traffic and the environment	UKD-072
1400	British national railway noise survey	UKD-116
1402	Heathrow Concorde noise survey	UKD-130
1410	Aircraft noise and prevalence of psychiatric disorders	UKD-148
1411	London area noise panel survey	UKD-157
1408	Rural noise survey	UKD-160
1487	Aircraft noise and sleep disturbance	UKD-182
2019	Community and individual response as a function of traffic exposure	UKD-237
2078	UK aircraft noise index study	UKD-242
719	Lake District: people, roads and countryside	UKD-267

ESRC Archive Number	Title in ESRC Archive	NASA Catalog Number
1527	Solent study	UKD-309
1280	USA TRACOR aircraft noise studies	USA-022 USA-032 USA-044
1401	Los Angeles International Airport night study	USA-082
1404	USA 24 site community noise survey	USA-102

BIBLIOGRAPHY

This bibliography includes all works referenced in this report. It does not include all the review publications in which a study has been cited or discussed. The availability of English translations is noted. Entries are ordered by authors' last names and, within authors, by date of publication. The survey identification number follows each entry.

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DEN-200

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16. Abstract

This report identifies all social surveys of residents' reactions to environmental noise in residential areas which have been described in English language publications from 1943 to 1989. A total of 318 surveys are described. The surveys are indexed by country, noise source and date of survey. The publications and reports from each survey are listed in a bibliography. Twenty-four surveys are listed which are available for secondary analysis from a data archive.

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