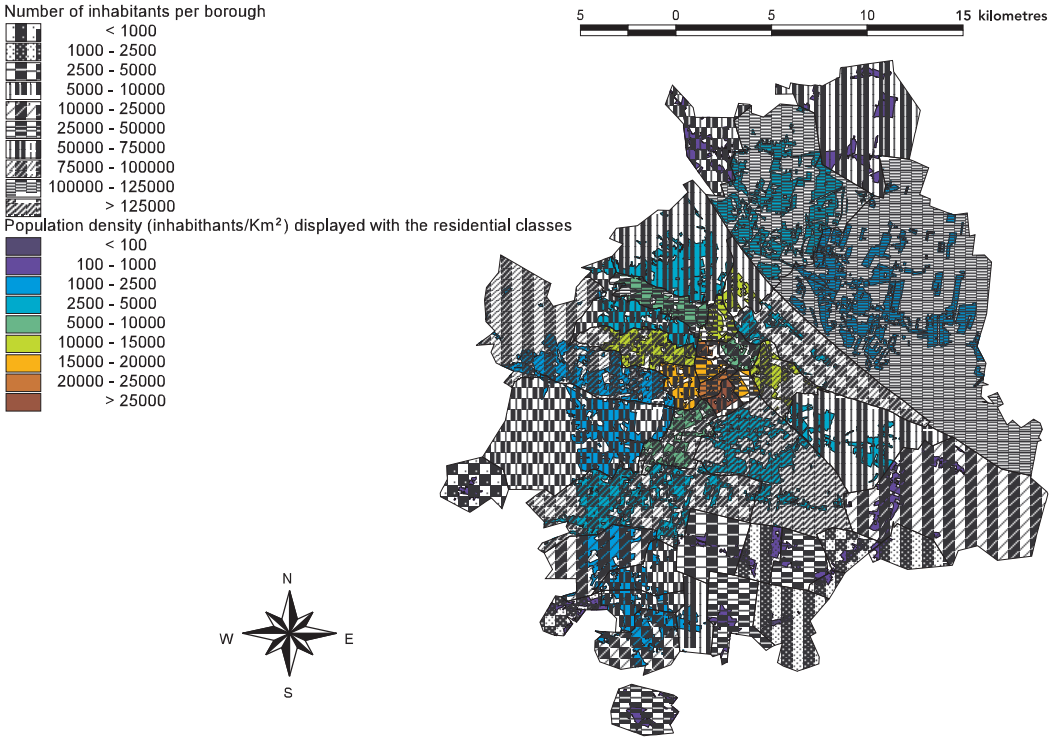
Population density in Vienna (Austria) Figure 5.25



5.2. Supporting the European common indicators project

In 1991 the European Commission set up the Expert Group on the Urban Environment. The composition of the group was then modified in 1999, and currently its main objective is to provide specific advice and assistance on the development of European-level policy and instruments in fields of activity relating to the Communication 'Sustainable urban development in the European Union: A framework for action' (COM (98) 605). Its way of working has also been modified, and the group is now based on a small number of topic-oriented working groups. In 1999 one of these — the Working Group on Measuring, Monitoring and Evaluating Local Sustainability — started work on the project European common indicators — Towards a local sustainability profile. This aims at encouraging European local communities to use common indicators in order to measure their recorded progress towards sustainable local development. 'The launch of this new monitoring initiative at the Hannover Conference is, in my view, a milestone in the work towards sustainability at the local level' (Environment Commissioner Margot Wallstrom addressing the participants of the Hannover Conference, February 2000).

The Working Group on Measuring, Monitoring and Evaluating Local Sustainability proposes a set of local sustainability indicators for supporting better monitoring practices and enhancing comparability among cities.

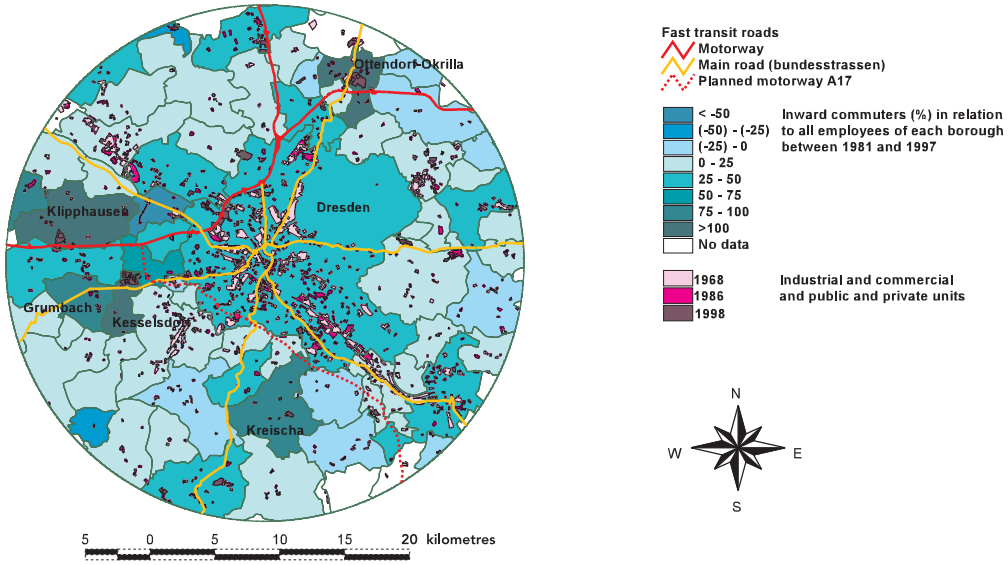
This section is dedicated to examples showing how the Murbandy/Moland database can contribute to computing such indicators. The methodological sheets for such indicators are presented in Annex 3.

5.2.1. Indicator A4: Availability of local public green areas and basic services

This indicator is defined as the citizen access to nearby public green areas and basic services. Local access is defined as living within a 500 metre (m) distance from the area/service.

Through the aid of a territorial database the indicator can be computed directly. A direct correlation between the position of residential areas and green areas is shown. A buffer of 500 m has been calculated around the green areas, to visualise the residential areas within that distance. By coupling population data to the position of residential areas the result of the indicator would be very precise.

Figure 5.26 **Relationship over time between commuters and industrial and commercial sites in Dresden (Germany)**



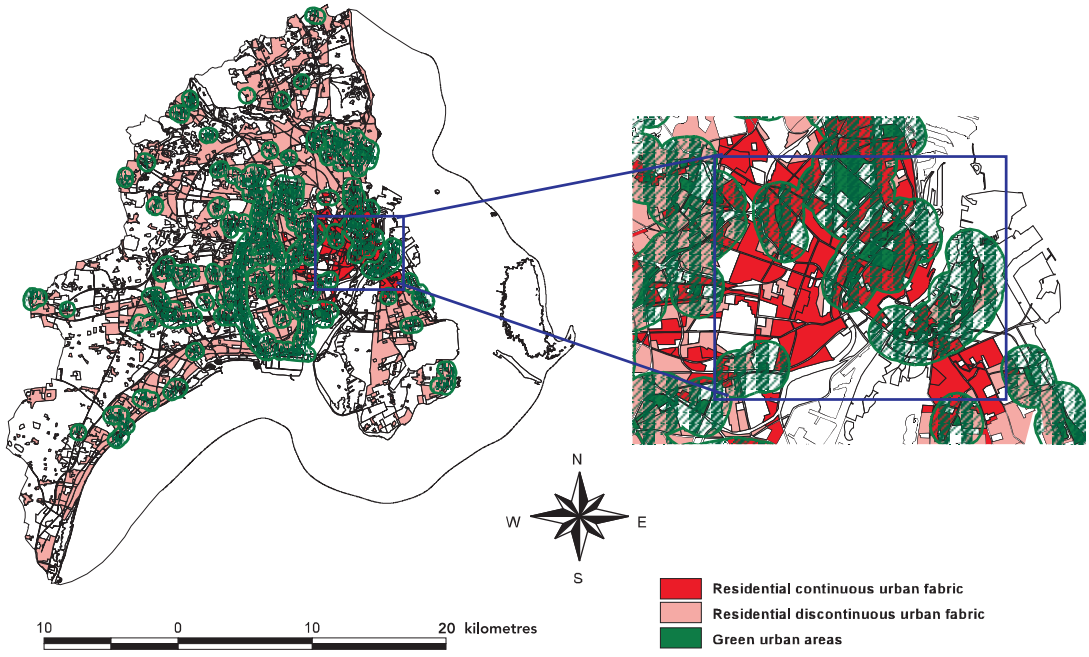
5.2.2. Indicator B8: Noise pollution

Within the framework of the Moland project an evolving set of environmental indicators is computed for assessing different aspects of the impact of transport networks on the surrounding area as part of the SEA methodology.

Some of these indicators are categorised as 'ecological' indicators and 'land use' indicators, others are categorised as 'perceptual' indicators. Potential noise impact, nearness to settlements, settlements touched and, visibility, are examples of perceptual indicators computed for example for railroads.

In particular the perceptual indicator 'potential noise impact' is used to estimate the potential noise impact of a transport link. It indicates how settlements are located with regard to the 65 dB (A) ([4]), 60 dB (A), 55 dB (A), 50 dB (A), and 35 dB (A) noise-

Figure 5.27 **City map of Copenhagen showing the residential areas (red colour), and the green urban areas with a 500 m belt around them**



(4) dB(A) = international sound pressure level unit meaning 'decibel with an A frequency weighting' which reflects the sensitivity of the human ear