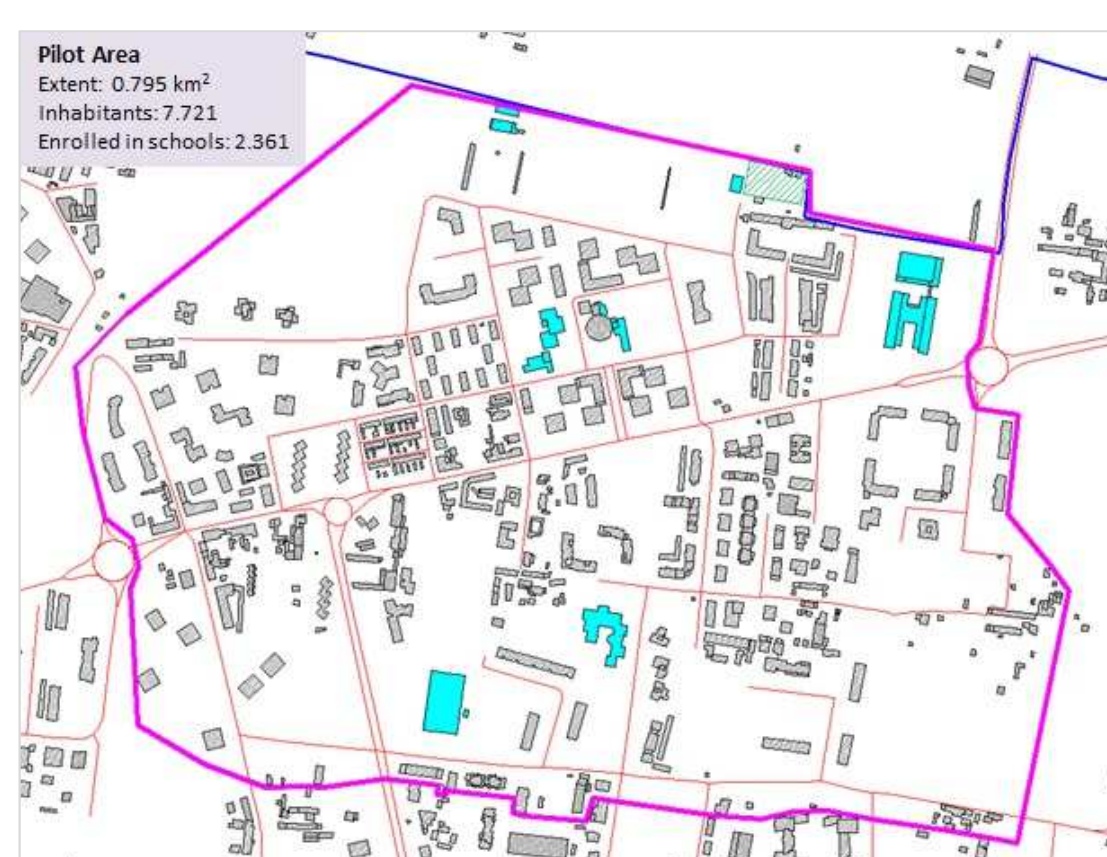


### Objectives

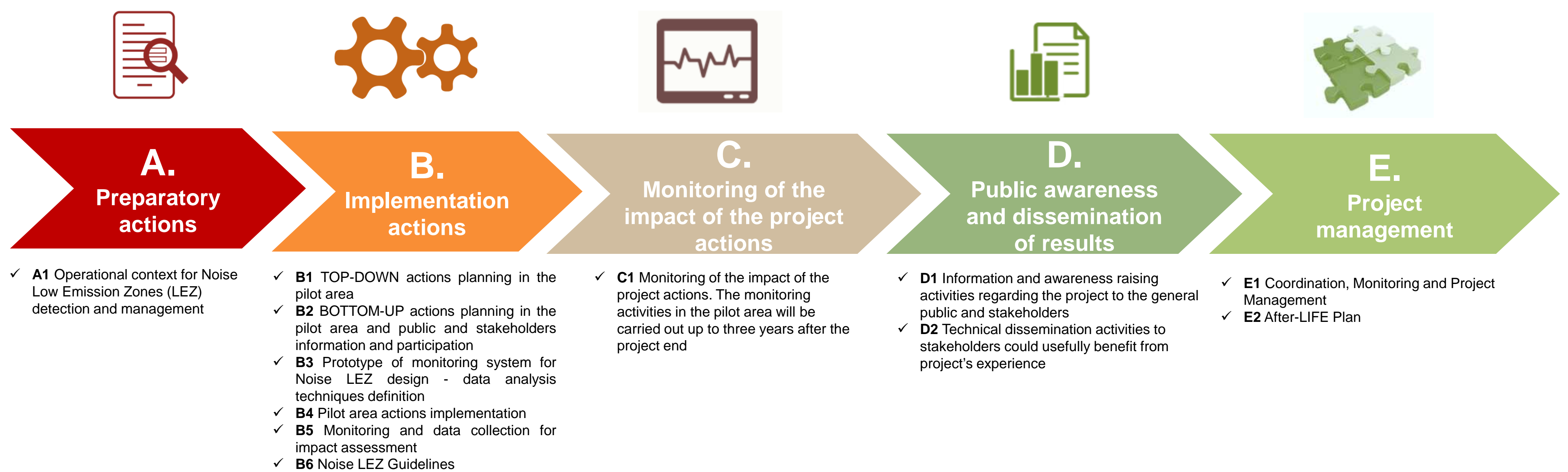
- 1 Introduction of an easy-replicable method for the **identification** and the **management** of **Noise LEZ**, tested in a pilot case, the **Libertà District** of the **city of Monza (Italy)**.
- 2 Implementation and testing of: a) specific **top-down measures**, coming from Public Administration needs (e.g. concerning of traffic management actions and road paving substitution in the Libertà Street, characterized by significant heavy road traffic); b) **bottom-up measures**, coming from end-users' input (e.g. concerning the improving of use of bicycles instead of cars).
- 3 Reduction of **noise** levels in the Libertà district, with positive effects also on the **air quality** and, as a consequence, on **health** indicators.
- 4 **Involvement of people** in an active management system of lifestyle choices, related to the reduction of noise and the improvement of health and air quality in their living and/or working environment.

### Pilot area

Libertà District  
city of Monza



### Actions



### Expected results

The general expected result is to deliver a **guideline** describing an easy-replicable procedure for the **definition, identification and management** of **Noise LEZ**.

A **new smart noise monitoring** system will be designed and long term tested into the pilot case area.

An **Application for mobile and pc** will be developed and tested to manage voluntary actions, to "measure" benefits and concrete changes in people lifestyle, to be transposed in a bonus for citizens.

The expected results into the pilot area of Libertà district is an **improvement of environmental aspects** related to **noise** and **air quality** and, consequently, an improvement of citizens' **health**. In particular, it is estimated:

- a noise reduction and an improvement of the air quality in the areas close to the Libertà street due to the introduction of the following interventions in the Libertà street: a) a new low noise paving, b) the truck limitation; c) width reduction of the lanes by introducing two pedestrian crossings provided with safety islands; d) limitation of the vehicles speed (50 km/h);
- a general reduction in the road traffic flow in the Noise LEZ as a result of the bottom-up actions;
- a general noise reduction and an improvement of the air quality due to the reduction of road traffic flow and the increasing of good practices awareness;
- a specific noise reduction next to schools as a consequence of the App use.

Finally, a **website** will be developed from the beginning of the project for sharing materials and results with all stakeholders during the project and after the project end.

### Stakeholders

