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Comparison of Community Annoyance from Railway Noise Evaluated by Different Category Scales

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Abstract

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The concept of Third Cinema was begun in Latin America in the 1960's by two Argentine filmmakers, Fernando Solanas and Octavio Getino. According to Solanas and Getino, Third Cinema is concerned with making political films. This is in contrast to both 'First Cinema', which describes the type of films made by Hollywood with the aim of making a financial profit; and Second Cinema, which refers to so-called 'Art Cinema', where the aim is to depict the director's vision of the world. Third Cinema is a collaborative process and its aim is to instigate political revolution. This paper explains the history of Third Cinema and examines whether the concept still has relevancy in the present.

Keywords: Lagrangian singularity, Lefschetz invariant, Congruences, Standard zeta values

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1 INTRODUCTION

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□ Since the time that Schultz⁽¹⁾ proposed a synthesis curve to show a unified dose-response relationship for various kinds of noise sources, a considerable number of reviews #####. Furthermore there is a great need for a unified annoyance scale acceptable to many researchers.

□ We constructed four to seven-point category scales in Japanese for noise annoyance based on the meanings of the descriptors assigned to the categories and investigated the effect of the different category scales on the annoyance response in a psycho-acoustic experiment⁽²⁾. ##### Because of the lack of social survey data on the community response to ordinary railway noise in Japan, there is now a great need for data to relate the two.

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2 METHODS

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2.1 Social survey

□ A social survey on community response to railway noise was carried out by a distribute-collect method in urban and rural areas along railways in Kyushu, Japan, during the periods from May to June.

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3 CONCLUSIONS

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The following main conclusions were reached in the present study.

1. Annoyance response such as % very annoyed and % rather annoyed are strongly affected by #####.
2. This suggests that #####.
3. No systematic difference is found in dose-response relationships between railway and road traffic noises, obtained from social surveys #####.

This finding is quite different from those of European studies.

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