

3.2 Noise

3.2.1 Introduction

This section presents the Environmental Performance Indicators (EPIs) and evaluation methodology in conjunction with the noise assessment of different baseline and development scenarios. A discussion on the associated ranking process and the findings related to the baseline are also presented.

The deriving of the evaluation methodology and the EPIs have been carried out taking into account other transport related strategic assessments conducted elsewhere in the world. Considerations on CTS-3 study logistics and the requirements from the Environmental Protection Department are also incorporated.

3.2.2 Data Sources

The following principal sources of data were used in the preparation of the baseline information:

- existing hourly traffic data in vehicles/hour from *Wilbur Smith Associates*;
- *The Annual Traffic Census 1996, Transport Department*;
- information from the *Environment Hong Kong 1997, Environmental Protection Department*;
- information from the *Scoping Study for Providing Retroactive Road Traffic Noise Mitigation Measures: Final Report; Enpac Ltd, December 1995*.

3.2.3 Government Legislation and Guidelines

The *Hong Kong Planning Standards and Guidelines* (HKPSG) provides planning benchmarks for the purpose of limiting traffic noise levels at openable windows of buildings. The relevant criteria, which have been adopted by the *Technical Memorandum on Environmental Impact Assessment Process* (EIAO-TM), are shown in *Table 3.2a*.

Table 3.2a
HKPSG Traffic Noise Planning Standards

Uses	Road Traffic Noise, $L_{10(1-hr)}$, dB(A)
Domestic Premises	70
Hotel and Hostels	70
Offices	70
Schools	65

Noise from fixed sources, including that from rail operations, is under the control of the *Noise Control Ordinance* (NCO) and shall comply with the Acceptable Noise Levels (ANLs) laid down in the *Technical Memorandum for the Assessment of Noise*