

With regard to timing of introducing any or all of the recommended measures, the Consultants are of the view that no particular trigger would be required. The recommended mitigation measures, subject to policy clearance and further practicability deliberations (together with results of further studies), could and should be implemented at short notice. Such measures, while derived in the CTS-3 context, are also useful to address the prevailing traffic noise situations and to provide partial relief to the affected population.

The following Table 8.3a summarises the measures proposed in this section, their effectiveness, and the potential agents to bring such into happening.

**Table 8.3a
Noise Mitigation Measures**

Mitigation Measures		Effectiveness
Type	Item	
Policy	More extensive network of rail service	Substantial
	Putting new roads underground	Substantial
	Pedestrianisation	Medium
Engineering	More stringent vehicle noise emission standards	Medium
	Engine encapsulation for heavy vehicles	Medium
	Trolley Buses	Medium
Near or At Source	More extensive use of low noise surface	Medium
	Consideration of retrofitting existing roads	Medium
Management Possibilities	Traffic management on noise grounds	Substantial
	Speed regulation	Medium

For discussions on relevant strategic level monitoring and audit suggestions (and trigger mechanisms), please refer to Chapter 9.

8.3.4 Adequacy of Measures

The Consultants are aware that each mitigation measure mentioned above could contribute to alleviating part of the problem. However, they may not be adequate to fully address the future situation whereby fleet size keeps expanding and the needs and wants for mobility are continuously surfacing.

Administrative means could be considered to curb such increases. These may be in the form of fiscal, tax, demand management, quota or otherwise. These are however outside the scope of strictly “noise” considerations in this Section. But rather, it could be deliberated in the wider context of balancing transport and environmental needs and objectives.

In an effort to shed more light on a possible way forward, the Consultants have chosen to explore the possibility of capping the year 2016 noise score at 1.0 (ie 1997 baseline level). Using the year 2016 Medium Growth scenarios as a test case (with 8.9 million population), the Consultants have found that the noise score could be