APPENDIX E2

Application of Simplified Assessment Flow Charts

Appendix E2:

1. Application of the proposed Working Tools for Ap Lei Chau Bridge

Chart 1: Identification of Problems

Start of Chart 1 → traffic lanes on flyover (L) = 4 → distance between building facade and flyover edge barrier (D) < 400m → noise impact is not dominated by traffic noise generated from nearby road → Go to Chart 2

Chart 2: Selection of Barrier Form

Start of Chart 2 → floor numbers about flyover carriageway level (N) = 10 to 20 → bend-top barrier → Go to Chart 3

Chart 3: Space /Land Availability

Start of Chart 3 → open area for structural space > 3.5m width is available → open area for construction space > 10m width is available → Go to Chart 4

Chart 4: Emergency Access and Fire Fighting Considerations

Start of Chart 4 → barrier does not intercept EVA → horizontal clearance between other edge of noise barrier and building facades > 4.5m is available → Go to Chart 5

Chart 5: Road Safety Consideration

Start of Chart 5 → barrier is not located close to junction → barrier is not located along bend → no conflict with pedestrian and vehicular access → Recommend for preliminary engineering feasibility study and acoustic effectiveness evaluation

2(A). Application of the proposed Working Tools for Tsing Tsuen Bridge - Tsing Yi Approach

Chart 1: Identification of Problems

Start of Chart 1 → traffic lanes on flyover (L) = 4 → distance between building facade and the flyover edge barrier (D) < 400m → noise impact is not dominated by traffic noise generated from nearby road → Go to Chart 2

Chart 2: Selection of Barrier Form

Start of Chart 2 → floor numbers above flyover carriageway level (N) > 20 → sensitive buildings on one side of the carriageway → propose semi-enclosure alongside eastbound carriageway → Go to Chart 3

Chart 3: Space/Land Availability

Start of Chart 3 → open area for structural space > 3.5m width is available only within Cheung On Estate subject to further consultation (note: there are space constraints to the east of Cheung On Estate due to the existing access road underneath the flyover) → open area for construction space > 10m width is available → Go to Chart 4

Chart 4: Emergency Access and Fire Fighting Considerations

Start of Chart 4 → barrier does not intercept EVA fronting Cheung On Estate (note: any barriers located to the east of Cheung On Estate would be in conflict with the EVA underneath the flyover, which is under MTRC's jurisdiction) → horizontal clearance between other edge of noise barrier and building facades > 4.5m is available → Go to Chart 5

Chart 5: Road Safety Consideration

Start of Chart 5 → barrier is not located close to junction → barrier is not located along bend → no conflict with pedestrian and vehicular access → Recommend for preliminary engineering feasibility study and acoustic effectiveness evaluation

2(B) Application of the proposed Working Tools for Tsing Tsuen Road - Tsuen Wan Approach

Chart 1: Identification of Problems

Start of Chart 1 → traffic lanes on flyover (L) = 4 → distance between building facade and the flyover edge barrier (D) < 400m → noise impact is not dominated by traffic noise from nearby road → Go to Chart 2

Chart 2: Selection of Barrier Form

Start of Chart 2 → floor numbers above flyover carriageway level (N) > 20 → buildings on one side of the carriageway → propose semi-enclosure alongside eastbound carriageway → Go to Chart 3

Chart 3: Space/Land Availability

Start of Chart 3 → open area for structural space > 3.5m width is available → open area for construction space > 10m width is available → Go to Chart 4

Chart 4: Emergency Access and Fire Fighting Considerations

Start of Chart 4 → barrier does not intercept EVA fronting Riviera Gardens → horizontal clearance between other edge of noise barrier and building facades > 4.5m is available → Go to Chart 5

Chart 5: Road Safety Consideration

Start of Chart 5→ barrier is not located close to junction → barrier is not located along bend → no conflict with pedestrian and vehicular access → Recommend for preliminary engineering feasibility study and acoustic effectiveness evaluation

3. Application of the proposed Working Tools for Kwai Chung Road Flyover

Chart 1: Identification of Problems

Start of Chart 1 → traffic lanes on flyover (L) = 4 → distance between building facade and the flyover edge barrier (D) < 400m → noise impact is not dominated by traffic noise from nearby road → Go to Chart 2

Chart 2: Selection of Barrier Form

Start of Chart 2 → floor numbers above flyover carriageway level (N) = 10 to 20 → buildings on both side of the carriageway → propose noise full enclosure → Go to Chart 3

Chart 3: Space/Land Availability

Start of Chart 3 → open area for structural space > 3.5m width is not available → open area for construction space > 10m width is not available → Scheme not practical