



APPENDICES

Appendix A Application of the proposed Working Tools for Cheung Pei Shan Road

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Form

Start of Chart 2 → floor number (N) > 20 along westbound carriageway and $10 < N < 20$ along eastbound carriageway → buildings on one side of the carriageway → propose semi-enclosure alongside westbound carriageway and 3m plain barrier and 4.5m bend-top barrier alongside eastbound carriageway → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → barrier intercept EVA fronting Tsui Shan House → modify the scheme by deletion of 110m partial enclosure fronting Tsui Shan House → check accessibility for fire fighting again → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → barrier is not located close to junction → barrier is not located along bend → no conflict with pedestrian and vehicular access → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → creates no impact on street level commercial activities → creates no obstruction to pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → the existing westbound footpath and open space > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Tung Tau Tsuen Road

Chart 1: Identification of Problem

Start of Chart 1 → traffic lane (L) = 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) > 20 → buildings on one side of the carriageway → proposed semi-enclosure → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception of existing EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → identified barrier are close to junctions → visibility/road safety problems of junctions and conflict with pedestrian and vehicular access → scheme modification: consider using bend-top barrier → check visibility → no conflict with pedestrian and vehicular access and no visibility/road safety problem generated after such scheme modification → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → creates no impact on street level commercial activities → creates no obstruction to pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → both northbound and southbound footpath > 2.5m wide → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → less than 50% of affected properties located within the shadow zone → no other possible scheme can be found → scheme not practical → End

Appendix A Application of the proposed Working Tools for Fung Shue Wo Road

Chart 1: Identification of Problem

Start of Chart 1 → traffic lane (L) = 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) > 20 → alongside southbound carriageway and floor number (N) < 10 alongside northbound carriageway → proposed plain vertical barrier and semi-enclosures alongside northbound and southbound carriageway, respectively → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception of existing EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → identified barriers are close to junctions → visibility and road safety problems at bend is identified → Scheme modification: shift the bend-top barrier at bend away from the kerb line → check visibility again → no conflict with pedestrian and vehicular access and no visibility/road safety problem generated after such scheme modification → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → creates no impact on street level commercial activities → creates no obstruction to pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → both northbound and southbound amenity and/or footpath with overall width > 2.5m wide → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Form

Start of Chart 2 → floor number $10 < (N) < 20$ alongside eastbound carriageway → propose bend-top barriers → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception of existing EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → the identified barriers is not located close to junction → The identified barriers is not located along bend → no conflict with pedestrian and vehicular access → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → creates no impact on street level commercial activities → creates no obstruction to pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → the eastbound footpath with width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located with the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Tai Chung Kiu Road

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) > 20 alongside eastbound carriageway → the facade are located alongside eastbound carriageway only → propose semi-enclosure → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception of EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → the identified barriers are not located close to junction → the identified barriers are not located along bend → the identified barrier fronting Ming Yiu Lau adjacent to the existing bus stop will conflict with the pedestrian access → scheme modification (provide 14m x 3m high opening) → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial → no conflict with pedestrian crossing or access after providing 14m x 3m high opening → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → the eastbound amenity and/or open space and/or footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Ma On Shan Road

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) = 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) > 20 alongside westbound carriageway → the facade are located alongside eastbound carriageway only → propose semi-enclosures → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → interception of EVA at Heng On Estate → modify the scheme to exclude the section of barrier fronting the EVA at Heng On Estate → by adoption of such scheme modification no interception of EVA will be resulted → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → the proposed barriers are located close to junction → check visibility → scheme modification: avoid barriers at the existing roundabout → no visibility problem after such scheme modification → no conflict with pedestrian and vehicular access → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → The proposed barrier interface with street level commercial activities fronting Sunshine City → delete barriers fronting Sunshine City → creates no obstruction to pedestrian crossing or across → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → the eastbound amenity and/or open space and/or footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Che Kung Miu Road

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) = 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) > 20 alongside westbound carriageway → excluding the cleared Shatin Tau THA, the affected facade are located alongside westbound carriageway only → propose semi-enclosures → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → the proposed barriers are located close to junction → check visibility no visibility and road safety problems → no conflict with pedestrian and vehicular access → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities no obstruction to pedestrian crossing or across → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → the affected amenity and footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Che Kung Miu Road J/O Hung Mui Kuk Road

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between Che Kung Miu Road and facade at Tin Sam Village and Sun Chui Estate, and between Hung Mui Kuk Road and facade at Sun Chui Estate and Tin Sam Village (D) < 400 → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) of facade at Tin Sam Village < 10; floor number (N) of facade at Sun Chui Estate > 20 → propose semi-enclosure to cover southbound carriageway of Hung Mui Kuk Road; plain barriers alongside northbound carriageway of Hung Mui Kuk road and westbound carriageway of Che Kung Miu Road underneath south ramp of future footbridge to protect Tin Sam Village; plain barriers underneath east ramp of future footbridge → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → the proposed barriers are located close to junction → check visibility → the proposed barriers are detailed with no generation of visibility problem → scheme modification required to cope with future footbridge, roundabout and Route 16 above Che Kung Miu Road across Hung Mui Kuk Road → deletion of proposed barrier alongside westbound carriageway of Che Kung Miu Road fronting Tin Sam Village → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → existing pedestrian access are maintained by modifying the scheme → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → the affected amenity, footpath and open spaces with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) = 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) of identified facade at Tin Sam Village < 10 and Carado Garden > 20 alongside eastbound carriageway, and floor number of Lok Sam House (N) > 10 and < 20 alongside westbound carriageway → propose plain barrier and semi-enclosure for eastbound carriageway fronting Tin Sam Village < 10 and Carado Garden respectively, and bend-top barriers fronting Lok Sam House and Wing Sam House → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → the proposed barriers and located close to junction → check visibility → scheme modification: shift the support of barrier at bend fronting Carado Garden towards Carado Garden to comply with visibility requirement → no conflict with pedestrian and vehicular access → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities except those fronting Tin Sam Village → delete the proposed barriers fronting Tin Sam Village no obstruction to pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → the affected amenity, footpath and open space with overall width >2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Tseung Kwan O Road

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) = 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) of identified facade of Tsui Ping Estate, Lam Tin Estate, Hing Tin Estate and Hong Wah Count > 20 → buildings on both side of carriageway at the western end of affected road section; buildings on westbound carriageway at the eastern end of affected road section → propose full enclosure at western end and semi-enclosure at eastern end → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → the proposed barriers and not located close to junction nor along bend → the proposed barriers alongside westbound carriageway fronting Hing Tin Estate will conflict with the vehicular access for maintenance of the existing service reservoir → scheme modification → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → no obstruction of pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → amenity and/or open space and/or footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Po Lam Road North

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) = 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) of identified facade at Po Lam Estate, Ying Ming Count, Yan Ming Count and King Lam Estate > 20 → buildings are located alongside eastbound carriageway of Po Lam Road → propose semi-enclosure → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → proposed barrier are located close to junctions → check visibility → scheme modification to provide sufficient visibility at junctions → scheme modification to cope with existing pedestrian access (e.g. footbridge) → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → no obstruction with pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → amenity and/or footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Tuen Mun Road, Sam Shing Hui

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) of identified facade at Kam Fai Garden > 10 but < 20 → propose bend-top barriers → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → barrier are not located to junction nor along bend → no conflict with pedestrian and vehicular access → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → no obstruction with pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → amenity and/or open space and/or footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

Appendix A Application of the proposed Working Tools for Tuen Mun Road, Tsuen Wan

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) Belvedere Garden, Greenview Court exposed to traffic noise is between 10 to 20; and floor number (N) of Yau Kom Tau Village exposed to traffic noise is simulated as between 10 and 20 → propose bend-top barriers → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → barrier are not located close to junction → barrier are located along bend → check visibility → deletion of barriers fronting Yau Kom Tau Village alongside both slow and fast lane of eastbound carriageway to provide visibility under desirable minimum requirement → no conflict with pedestrian and vehicular access → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → conflict with existing subway and footbridge → scheme modification → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → amenity and/or open space with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties

**Appendix A Application of the proposed Working Tools for Tuen Mun Road,
Tsing Lung Tau**

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → in according to the existing topographic profile, floor number (N) of Hong Kong Garden exposed to traffic noise < 10 → propose plain vertical barrier alongside the westbound slow lane carriageway → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → barrier are not located close to junction → barrier are located along bend → check visibility → scheme modification: more the plain barriers at bend away from the carriageway to provide desirable visibility requirement → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → no obstruction to pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → amenity and/or open space with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → identify the acoustic effectiveness of the proposed barrier → replace the plain barriers at bend with bend-top barriers → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

**Appendix A Application of the proposed Working Tools for Castle Peak Road,
Hung Shui Kiu**

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) < 10 → propose plain vertical barrier → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → barrier is not located close to junction nor along bend → no conflict with pedestrian but shall comply with LRT routing → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → no obstruction with pedestrian crossing or access → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → amenity and/or footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study

**Appendix A Application of the proposed Working Tools for Castle Peak Road,
Ping Shan**

Chart 1: Identification of Problems

Start of Chart 1 → traffic lane (L) > 4 → distance between the facade and the road kerb (D) < 400m → Go to Chart 2

Chart 2: Selection of Barrier Forms

Start of Chart 2 → floor number (N) < 10 → propose plain vertical barrier → Go to Chart 3

Chart 3: Emergency Access Consideration

Start of Chart 3 → no interception with EVA → Go to Chart 4

Chart 4: Road Safety Consideration

Start of Chart 4 → barrier is not located close to junction → check visibility → scheme modification: delete a portion of barrier adjacent to Castle Peak Road - Ping Shan J/O minor road of Fu Sha Wai → no conflict with pedestrian and vehicular access after such modification → Go to Chart 5

Chart 5: Socio-economic Consideration

Start of Chart 5 → no interface with street level commercial activities → existing pedestrian crossing or access fronting Ping Shan Lane are maintained → Go to Chart 6

Chart 6: Land Availability

Start of Chart 6 → amenity and footpath with overall width > 2.5m → Go to Chart 7

Chart 7: Acoustic Effectiveness

Start of Chart 7 → more than 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties located within the shadow zone → angle of view reduced by 70% or more at over 50% of affected properties → recommend for preliminary engineering feasibility study