



APPLICATION OF SCREENING CRITERIA

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6.1. Identification of "Noisy Roads"

6.1.1. The Scoping Study has examined over 740 existing at-grade roads across the territory. Over 90% of the roads are considered to be "noisy" and therefore are eligible for consideration for retroactive road traffic noise mitigation based on the definition in Section 2.1. A comprehensive list of these roads is contained in the Final Report of the Scoping Study.

6.2. Identification of Roads with Potential for Mitigation

6.2.1. Upon examination of the various engineering, environmental and safety factors, and taking into account the constraints and considerations likely to be encountered, 34 roads, mainly in New Towns are considered appropriate or with the potential for mitigation. A comprehensive list of these roads is contained again in the Final Report of the Scoping Study.

6.3. Identification of Road Sections with Potential for Noise Mitigation

6.3.1. Amongst these 34 identified roads, only 18 road sections have the potential for retroactive noise mitigation because of various constraints and factors, which are likely to limit the practical and effective application of direct technical remedies to these roads. All these factors are related to safety, structural integrity or public disruption. They are:

- (1) obstruction to access for fire fighting or rescue operations;
- (2) inadequacy of installation space;
- (3) severe disturbance to public or business activities;
- (4) significant structural impacts on existing road infrastructure;
- (5) presence of multiple vehicular or pedestrian access; and
- (6) problems association with visibility and road safety issues.