

6. SELECTION OF EXISTING ROADS FOR RETROACTIVE NOISE MITIGATION

6.1 Level 1 Selection

Appendix A gives the calculated noise levels at the nominal facades of all roads with traffic data. All noise complaint reports and school survey reports supplied by the EPD have been analyzed and the results are summarized in Appendix B and Appendix C respectively. Based on these results, all roads with noise levels exceeding 70 dB(A) at the nominal facade have been selected and are contained in Appendix D for further screening.

While Appendix A covers mainly all major roads, Appendices B and C cover major and some minor roads and hence supplement the results in Appendix A. It should be noted that results for major roads in Appendix A are found to be consistent with the results in Appendices B and C.

The identified "noisy roads" are summarized in Appendix D. As shown in this Appendix, 665 roads out of 740 roads included (or 90%) in the study are considered "noisy" by the Level 1 criterion.

6.2 Level 2 Selection

Level 2 selection has resulted in only 34 of all "noisy roads" which may be considered for further investigation. These roads include mainly the expressways and primary distributors, and to a lesser extent, district distributors in new towns and fringe areas in developed districts. An appraisal of these roads is given in Appendix E. The short-listed roads are:

- (1) Island Eastern Corridor (Tai Koo Shing)
- (2) Pokfulam Road
- (3) Victoria road
- (4) Aberdeen Praya Road
- (5) Ching Cheung Road
- (6) Lung Cheung Road
- (7) Cornwall Street
- (8) Tung Tau Tsuen Road
- (9) Po Kong Village Road
- (10) Hong Ning Road
- (11) Hip Wo Street
- (12) Sau Mau Ping Road
- (13) New Clear Water Bay Road
- (14) Cha Kwo Ling Road
- (15) Che Kung Miu Road
- (16) Hung Mui Kuk Road
- (17) Tin Sam Street
- (18) Tai Chung Kiu Road
- (19) Yuen Wo Road
- (20) Chap Wai Kong Street
- (21) Ma On Shan Road
- (22) Ting Kok Road (Sections in rural areas)
- (23) Po Lam Road
- (24) Po Lam Road North
- (25) Po Hong Road
- (26) Fung Shue Wo Road
- (27) Lung Mun Road
- (28) Tai Po Road (Sections in rural areas)

- (29) Tuen Mun Road (Tsuen Wan, Tsing Lung Tau and Castle Peak Bay)
- (30) Castle Peak Road (Sections in rural areas)
- (31) Hiram's Highway (Sections in rural areas)
- (32) Tolo Highway (Ma Liu Shui and Tai Po Kau)
- (33) Cheung Pei Shan Road
- (34) Junk Bay Road (Lam Tin section)

6.3

Level 3 Selection

On-site investigation has confirmed that about 19 out of the 34 "noisy roads" may be provided with retroactive treatment along some sections or subsections of the roads. A list of the identified road sections is shown in Table 4 and an appraisal of these roads is given in Appendix F. Figures 16-34 show the conceptual design/arrangement of retroactive noise barriers, partial enclosures and full enclosures identified for these road sections based on the concerns of the relevant departments.

About half of the identified roads are highways or primary roads with a Type B/C road-receiver configuration (see Section 3.1). Adequate roadside reserves and moderate to ample road-receiver buffer distance provided by these roads greatly enhance the possibility of the installation of direct technical remedies. A number of district distributors in the new towns (e.g. Sha Tin, Tai Po, Tuen Mun and Tseung Kwan O), mostly of Type D configuration, have also been selected for a more detailed evaluation. Cramped road environment has been avoided in these new towns because of the orderly developed infrastructure and the well planned town layout. Roadside space may be available for the accommodation of the noise screening structures without adversely impairing emergency operations, road safety and commercial activities.

None of the short-listed roads is located in the old urban areas. The only exception to this is Tung Tau Tsuen Road, where the adjoining housing estates have recently been redeveloped. In view of the set back of the new residential towers and the provision of open space along the frontage, it is feasible to erect noise barriers or enclosures in this road.

Certain roads in the rural areas with a Type C road-receiver relationship (e.g. Castle Peak Road) have also been identified for retroactive treatment assessment. The rationale for the inclusion of these roads is obvious: low noise barriers, which require only minimal installation space, are effective enough to protect the village houses distributed at some distances from the roads. By the same token, if the targeted NSRs are low-rise buildings such as temporary housing areas (also subject to further consideration of the programmed demolition dates), provision of noise mitigation measures is often possible even the roads are located in the urban areas. Che Kung Miu Road, Ma On Shan Road and Fung Shue Wo Road are examples of those roads selected with such road-receiver environment.

Table 4 Roads with Potential for Retroactive Noise Mitigation

Road	Section	Road Type	Location
Island Eastern Corridor	Tai Koo Shing	EX	Tai Koo Shing
Tung Tau Tsuen Road	-	DD	Kowloon City / Wong Tai Sin
Che Kung Miu Road	-	PD/DD	Sha Tin
Tin Sam Street	-	DD	Sha Tin
Hung Mui Kuk Road	-	PD	Sha Tin
Tai Chung Kiu Road	-	PD	Sha Tin
Yuen Wo Road	-	PD	Sha Tin
Ma On Shan Road	-	PD	Sha Tin / Ma On Shan
Ting Kok Road	Yuen Sin Road to Brides Pool	DD/LD/RA	Tai Po
Po Lam Road North	-	PD/DD	Tseung Kwan O
Po Hong Road	-	PD/DD	Tseung Kwan O
Fung Shue Wo Road	-	LD	Tsing Yi
Tai Po Road	Fanling	EX	Fan Ling
Tuen Mun Road	Tsuen Wan Tsing Lung Tau Castle Peak Bay	EX EX EX	Tsuen Wan Tsing Lung Tau Castle Peak Bay
Castle Peak Road	Hung Sui Kiu Ping Shan	RT RT/DD	Yuen Long
Hiram's Highway	Marina Cove	RA	Sai Kung
Tolo Highway	Ma Liu Shui Tai Po Kau	EX EX	Ma Liu Shui Tai Po Kau
Cheung Pei Shan Road	-	PD/DD	Kwai Chung
Junk Bay Road	Lam Tin	PD	Kwun Tong
Legends: EX Expressway PD Primary Distributor DD District Distributor RA Rural Road LD Local Distributor RT Rural Trunk			