

9. DISCUSSION

A closer examination of potential roads for retroactive noise mitigation in Table 4 suggests that they share some common features as below :

- The roads are mostly major roadways (i.e. highways and primary distributors), or main roads (i.e. district distributors) in new towns.
- The roads are located either in new towns, rural areas or recently redeveloped urban areas.
- The roads are outside old or heavily developed urban areas.
- The roads are not of a flyover type.

The last bullet point has causes for concern because existing flyovers are notorious for being "noisy" but on the other hand HyD's require that noise screening structures must be supported on independent and separate structures. Given that existing flyovers are usually interspersed between congested urban environments, it is very unlikely that enough space is available to accommodate separate structure supports. Even if it is feasible in extreme cases, the enormous cost would penalize these road sections to the effect that they are highly ineffective on cost terms. Alternatively, the existing structures of the flyovers could be reinforced to accommodate the structural loadings of the noise screening structures. As it is beyond the scope of the present study to consider this issue, it is considered prudent for the Government to commission a separate study to review the structural loadings of the existing flyovers and to recommend the most appropriate forms of mitigation for flyovers.