

## **The Hong Kong Institution of Engineers**

### **General comments on the proposed traffic management schemes to address traffic noise problems**

In general, many buildings adjacent to East Kowloon Corridor and Texaco Flyover are mid-rise buildings (generally 8 to 30 storeys tall), and the flyovers are located close to the facades of the buildings. A short noise barrier will be effective only to reduce noise of the lowest 2 or may be 3 floors closest to the flyover deck; leaving the mid and high floors still being affected. A taller noise barrier will be too heavy for the flyover deck.

One possibility could be building a tall noise barrier on posts along the pedestrian path. However, the feasibility of this scheme varies from location to location depending on the availability of space. Also, a tall noise barrier is not aesthetically desirable.

With limited information available, our general view is that a short noise barrier being supported on the flyover deck will only reduce noise to limited floors of the buildings.

In summary, we are in support of the proposed traffic management schemes to address traffic noise problems. The proposals to conduct trial closure of the East Kowloon Corridor, the Kwai Chung Road Flyover and the Texaco Flyover will provide useful information to arrive at a scheme to alleviate night-time traffic noise and to improve the environment for the local residents at night. We appreciate that the detour routes are the optimum routes and will have minimum effects on the journey times of the drivers.