

## **NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **Supplementary information on 645TH – Sai Sha Road widening between Kam Ying Road and future Trunk Road T7 junction**

#### **INTRODUCTION**

When Members considered PWSC(2001-02)85 on **645TH** – “Sai Sha Road widening between Kam Ying Road and future Trunk Road T7 junction” at the Public Works Subcommittee meeting on 9 January 2002, the Administration undertook to provide details of households at Kam Lung Court which are exposed to relatively high traffic noise levels and the abatement measures for these households.

#### **THE ADMINISTRATION’S RESPONSE**

2. Pursuant to the requirement of the Environmental Impact Assessment Ordinance (Cap. 499), the Director of Highways has carried out an environmental impact assessment. In the assessment report, it was identified that a number of households at Kam Lung Court may be subject to noise levels above 70 dB(A). The number of such affected households is 71<sup>1</sup>. These households are all located at Flats 2, 3 and 4 of Lung Yiu House of Kam Lung Court. Details of the noise levels and location of these households before and after the implementation of **645TH** are shown at the Enclosure.

/3. ....

---

<sup>1</sup> It was previously reported to be about 110 households at the PWSC meeting but the updated number of households should be 71, due to the correction of an inadvertently overstated figure in the environmental impact assessment report.

3. The principal source of noise at Kam Lung Court is the traffic from the existing Kam Ying Road, which is outside the works limits of **645TH**. Direct mitigation measures such as erection of noise barriers and resurfacing with low noise material at Kam Ying Road may be able to reduce the noise levels.

4. As explained by the Government representatives at the PWSC meeting on 9 January 2002, there were technical constraints for noise barriers to be erected at Kam Ying Road. However, the Director of Highways will carry out a study to determine the practicability of applying the noise reducing surfacing material on the road. The application criteria will include horizontal and vertical alignments of the road, spacing of road junctions which necessitate braking and acceleration, as well as the composition of the vehicle types. Subject to the outcome of the study and availability of resources, an implementation programme may be drawn up, giving due consideration to synchronising the timing with the implementation of **645TH**.

-----

Housing Bureau  
January 2002

**PWP Item 645<sup>TH</sup> - Households at Kam Lung Court subject to noise levels  
above 70dB(A) before and after implementation of the project**

Lung Yiu House-Kam Lung Court													No of Households >70Db(A) <sup>2</sup>
Floor	Flat 2			Flat 3			Flat 4			Before <sup>1</sup>	After <sup>2</sup>		
	Before <sup>1</sup>	After <sup>2</sup>		Before <sup>1</sup>	After <sup>2</sup>		Before <sup>1</sup>	After <sup>2</sup>					
		KY/SS <sup>(a)</sup> Road	Widened <sup>(b)</sup> SSR	Resultant <sup>(c)</sup>		KY/SS <sup>(a)</sup> Road	Widened <sup>(b)</sup> SSR	Resultant <sup>(c)</sup>		KY/SS <sup>(a)</sup> Road	Widened <sup>(b)</sup> SSR	Resultant <sup>(c)</sup>	
1st to 2nd	65	70	0	70	64	69	0	69	72	73	63	<b>73</b>	2
3 rd to 5	70	74	0	<b>74</b>	69	72	0	<b>72</b>	76	76	63	<b>76</b>	9
6th to10th	70	73	0	<b>73</b>	68	72	0	<b>72</b>	75	75	63	<b>75</b>	15
11th to15th	69	72	0	<b>72</b>	68	71	0	<b>71</b>	74	74	62	<b>74</b>	15
16th to20th	69	71	0	<b>71</b>	67	70	0	70	73	73	62	<b>73</b>	10
21th to 25th	68	71	0	<b>71</b>	66	69	0	69	72	73	61	<b>73</b>	10
26th to 30th	68	70	0	70	66	68	0	68	72	72	61	<b>72</b>	5
31th to35th	67	70	0	70	65	68	0	68	71	72	60	<b>72</b>	5
													<b>71</b>

**Note**

- 1— Figures in this column represent the prevailing traffic noise levels in dB(A) in Baseline Year (2001) prior to the construction of the widened Sai Sha Road.
- 2— Figures in this column represent the predicted maximum traffic noise levels in dB(A) in Design Year (2018 - within 15 years of the originally scheduled opening of the widened Sai Sha Road in 2003); taking into account impact of -
  - (a) existing Kam Yiu Road and Sai Sha Road other than the section to be widened (KY/SS Road),
  - (b) section of Sai Sha Road to be widened (SS Road), and
  - (c) (a)and(b)together.
- 3— The predicted maximum average noise level in Design Year for the households in the above 72 dB(A).



Location Plan