

Annex

Flyovers and expressways in old districts which are affected by traffic noise

	Flyover or road section	Feasibility of retrofitting with noise barriers and surfacing with low noise surfacing material
1.	Kwai Chung Road (near Mei Foo)	<ul style="list-style-type: none">● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints.● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
2.	West Kowloon Corridor (Tai Kok Tsui Road)	<ul style="list-style-type: none">● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints.● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
3.	West Kowloon Corridor (Tong Mei Road)	<ul style="list-style-type: none">● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this

		<p>flyover will be subject to fire fighting and rescue constraints.</p> <ul style="list-style-type: none"> ● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
4.	Prince Edward Road Flyover	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints. ● This flyover is not suitable for surfacing with low noise surfacing material due to road traffic and its gradient.
5.	Prince Edward Road West Flyover	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints. ● This flyover is not suitable for surfacing with low noise surfacing material due to road traffic and its gradient.
6.	Kwai Chung Road (near Lai King Estate)	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. ● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
7.	Kwai Chung	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of

	Road (Middle to Lower Kwai Chung)	<p>noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover.</p> <ul style="list-style-type: none"> ● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
8.	Chatham Road North	<ul style="list-style-type: none"> ● As this flyover was built over 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints. ● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
9.	East Kowloon Way	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints. ● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
10.	Tsing Fung Street Flyover	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints. ● This flyover is not suitable for surfacing with low noise

		surfacing material due to its relatively high gradient.
11.	Hill Road Flyover	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints. ● This flyover is not suitable for surfacing with low noise surfacing material due to road traffic, its curvature and gradient.
12.	Princess Margaret Road Flyover	<ul style="list-style-type: none"> ● As this flyover was redeveloped in the 1980s, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. ● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
13.	Gascoigne Road and Ferry Street Flyover	<ul style="list-style-type: none"> ● As this flyover was built about 30 years ago, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise barriers along the flyover. Moreover, the provision of noise barriers or enclosures on this flyover will be subject to fire fighting and rescue constraints. ● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
14.	Island Eastern Corridor (Tin Hau to	<ul style="list-style-type: none"> ● As this flyover was built in the 1980s, it cannot bear the extra load brought about by the retrofitting of noise barriers or enclosures. Neither is there enough space to accommodate a free-standing structure for erecting noise

	Shau Kei Wan)	barriers along the flyover. <ul style="list-style-type: none">● Suitable road sections have been surfaced with low noise surfacing material to mitigate traffic noise.
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