



HIGHWAYS DEPARTMENT

**GUIDELINES
ON
TRAFFIC IMPACT ASSESSMENT
&
DAY-TIME BAN REQUIREMENTS
FOR
ROAD WORKS ON TRAFFIC SENSITIVE ROUTES**

Highways Department
Guidance Notes No. RD/GN/021A

**Guidelines on Traffic Impact Assessment &
Day-time Ban Requirements
for Road Works on Traffic Sensitive Routes**

1. Introduction

- 1.1 In mid 1994 the Road Opening Working Party (ROWP) chaired by Secretary for Works decided to require utility undertakings(UUs) to carry out Traffic Impact Assessment (TIA) for any proposed utility works on traffic sensitive routes. This requirement was implemented in stages and from April 1995 the TIA requirement applies to 126 roads / road sections. In December 1994 the ROWP decided to ban day time utility works on 45 traffic sensitive road sections. This Guidance Note contains a consolidated guidelines on these two requirements.
- 1.2 The requirements stipulated by ROWP are for utility works. Subsequently Highways Department (HyD) decided to follow the TIA requirement for in-house works and to comply with the day-time ban requirement as far as practicable.

2. TIA and Day-time Ban Requirement

- 2.1 The guidelines on TIA and day-time ban requirements are provided in Appendix 1 which will be updated by TD from time to time. In case of doubt, clarification should be sought from TD on the latest guidelines and requirements on the subject.

3. Construction Noise Permit

- 3.1 It is expected that the TIA and day-time ban requirements will result in more road works to be carried out at night or on Sundays and public holidays.
- 3.2 The guidelines for contractors to obtain Construction Noise Permit (CNP) from the Environmental Protection Department (EPD) for working within the restricted hours under the Noise Control Ordinance are provided in Appendix 2. The guidelines and requirements will be updated by EPD from time to time. In case of doubt, clarification should be sought from EPD on the latest guidelines and requirements on the subject.

4. Temporary Decking over Trenches on Carriageways

- 4.1 The TIA and day-time ban requirements may require trenches on carriageways to be decked over during day-time to maintain traffic flow. To avoid reduction in road capacity, the temporary decking shall be constructed to avoid the need for vehicles to slow down when passing over the decking. Unless there are practical difficulties the top of the temporary decking shall be flush with the adjoining road surface. A typical construction of the decking is shown in Highways Department

Standard Drawing nos. H6135, H6136/1 and H6136/2.

- 4.2 Any protruding decking on TIA or day-time ban roads shall be marked on the surface by alternate black and yellow diagonal strips of 300mm width and an "Uneven Road" sign (sign 434) provided to warn motorists of its presence. The yellow markings shall have skid resistance and reflectivity characteristics equivalent to common thermoplastic road markings.
- 4.3 The temporary decking shall always be secured in position and covering the whole area of the trench on carriageway without causing any danger to road users.

**Research and Development Division
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