

Extent of Road Sections Selected for Road Traffic Noise Impact

Road Section	Road Name	Road Category (Existing or New Road)
1	Proposed Connecting Road (A)	New
2	Proposed Connecting Road (B)	New
3	Proposed Connecting Road (C)	New
4	Proposed Connecting Road (D)	New
5, 6	Proposed Connecting Road (E)	New
7, 8	Proposed Connecting Road (F)	New
9	Proposed Connecting Road (G)	New
10, 11	Proposed Connecting Road (H)	New
12, 13	Proposed Connecting Road (I)	New
14, 15	Proposed Connecting Road – slip road (J)	New
16, 17	Proposed Connecting Road – slip road (K)	New
18, 19	Proposed Connecting Road – slip road (L)	New
20, 21	Proposed Connecting Road (M)	New
22, 23	Proposed Connecting Road – slip road (N)	New
26, 27	Proposed Connecting Road (P)	New
28, 29	Sha Tau Kok Road – Wo Hang (A)	Existing
30, 31	Sha Tau Kok Road – Wo Hang (B)	Existing
32, 33	Proposed Connecting Road – slip road (Q)	New
34, 35	Fanling Highway (A)	Existing
40, 41	Proposed Connecting Road – slip road (C)	New
42	Proposed Connecting Road – slip road (D)	New
43	Proposed Connecting Road (R)	New
44	Proposed Connecting Road (S)	New
45	Proposed Connecting Road (T)	New
47, 48	Proposed Connecting Road – slip road (E)	New
51	Border Road	Existing
52	Lin Ma Hang Road (B)	Existing
53, 54	Wo Keng Shan Road (A)	Existing
55, 56	Ng Chow Road (A)	Existing
57, 58	Ng Chow Road (B)	Existing
59, 60	Wo Keng Shan Road (B)	Existing
61, 62	Wo Keng Shan Road (C)	Existing
63, 64	Sha Tau Kok Road – Wo Hang (C)	Existing
67, 68	Tai Wo Service Road West (B)	Existing
69, 70	Kiu Tau Road	Existing
71, 72	Tai Wo Service Road East	Existing
73, 74	Fanling Highways	Existing

2018 AM Peak Hour Traffic Flow (veh/hr) (Without BCP)

Road No.	Road Name	Direction	Speed (km/hr)	Total Veh	HV %
28	Sha Tau Kok Road – Wo Hang (A)	WB	50	560	57%
29	Sha Tau Kok Road – Wo Hang (A)	EB	50	530	53%
30	Sha Tau Kok Road – Wo Hang (B)	WB	50	560	57%
31	Sha Tau Kok Road – Wo Hang (B)	EB	50	530	53%
34	Fanling Highway (A)	NB	100	4070	33%
35	Fanling Highway (A)	SB	100	4685	40%
40,41	Proposed Connecting Road – slip road (C)	2-way	50	230	40%
51	Border Road	2-way	50	50	50%
52	Lin Ma Hang Road (B)	2-way	50	50	62%
53,54	Wo Keng Shan Road (A)	2-way	50	120	46%
55	Ng Chow Road (A)	SB	50	50	50%
56	Ng Chow Road (A)	NB	50	50	50%
57	Ng Chow Road (B)	SB	50	50	50%
58	Ng Chow Road (B)	NB	50	50	50%
59,60	Wo Keng Shan Road (B)	2-way	50	120	46%
61,62	Wo Keng Shan Road (C)	2-way	50	120	46%
63	Sha Tau Kok Road – Wo Hang (C)	WB	50	565	55%
64	Sha Tau Kok Road – Wo Hang (C)	EB	50	525	55%
67,68	Tai Wo Service Road West (B)	2-way	50	540	32%
69, 70	Kiu Tau Road	2-way	50	50	29%
71,72	Tai Wo Service Road East	2-way	50	230	40%
73	Fanling Highways	NB	100	4070	33%
74	Fanling Highways	SB	100	4690	40%

2018 AM Peak Hour Traffic Flow (veh/hr) (With Project)

Road No.	Road Name	Direction	Speed (km/h)	Total Veh	HV %
1	Proposed Connecting Road (A)	NB	50	51	61%
2	Proposed Connecting Road (B)	2-way	50	159	30%
3	Proposed Connecting Road (C)	2-way	50	121	29%
4	Proposed Connecting Road (D)	2-way	50	38	32%
5	Proposed Connecting Road (E)	NB	50	101	29%
6	Proposed Connecting Road (E)	NB	50	536	85%
7	Proposed Connecting Road (F)	SB	50	576	92%
8	Proposed Connecting Road (F)	SB	50	54	48%
9	Proposed Connecting Road (G)	SB	50	50	56%
10	Proposed Connecting Road (H)	SB	80	552	88%
11	Proposed Connecting Road - slip road (H)	SB	50	78	90%
12	Proposed Connecting Road - slip road (I)	NB	50	70	87%
13	Proposed Connecting Road (I)	NB	80	567	75%
14	Proposed Connecting Road - slip road (J)	NB	50	36	36%
15	Proposed Connecting Road - slip road (J)	SB	50	30	50%
16	Proposed Connecting Road - slip road (K)	NB	50	135	70%
17	Proposed Connecting Road - slip road (K)	SB	50	125	72%
18	Proposed Connecting Road - slip road (L)	NB	50	94	55%
19	Proposed Connecting Road - slip road (L)	SB	50	108	62%
20	Proposed Connecting Road (M)	NB	80	661	72%
21	Proposed Connecting Road (M)	SB	80	660	84%
22	Proposed Connecting Road - slip road (N)	NB	50	80	34%
23	Proposed Connecting Road - slip road (N)	SB	50	104	37%
26	Proposed Connecting Road (P)	NB	80	581	77%
27	Proposed Connecting Road (P)	SB	80	556	93%
28	Sha Tau Kok Road - Wo Hang (A)	WB	50	289	51%
29	Sha Tau Kok Road - Wo Hang (A)	EB	50	366	59%
30	Sha Tau Kok Road - Wo Hang (B)	WB	50	476	48%
31	Sha Tau Kok Road - Wo Hang (B)	EB	50	540	46%
32	Proposed Connecting Road - slip road (Q)	NB	50	296	36%
33	Proposed Connecting Road - slip road (Q)	SB	50	273	56%
34	Fanling Highway (A)	NB	100	4018	30%
35	Fanling Highway (A)	SB	100	4476	36%
40	Widening Fanling Highways (C)	NB	50	11	45%
41	Widening Fanling Highways (C)	SB	50	231	39%
43	Proposed Connecting Road (R)	SB	50	483	87%
44	Proposed Connecting Road (S)	NB	50	307	58%
45	Proposed Connecting Road (T)	SB	50	296	74%
47	Widening Fanling Highways - Slip Road (E)	2-way	50	578	32%
48	Widening Fanling Highways - Slip Road (E)	NB	50	570	66%
51	Border Road	2-way	50	49	49%
52	Lin Ma Hang Road (B)	2-way	50	167	33%
53	Wo Keng Shan Road (A)	NB	50	53	68%
54	Wo Keng Shan Road (A)	SB	50	113	53%
55	Ng Chow Road (A)	SB	50	49	49%
56	Ng Chow Road (A)	NB	50	49	49%
57	Ng Chow Road (B)	SB	50	49	49%
58	Ng Chow Road (B)	NB	50	49	49%
59	Wo Keng Shan Road (B)	NB	50	53	68%
60	Wo Keng Shan Road (B)	SB	50	62	29%
61	Wo Keng Shan Road (C)	NB	50	53	68%
62	Wo Keng Shan Road (C)	SB	50	62	29%
63	Sha Tau Kok Road - Wo Hang (C)	WB	50	313	49%
64	Sha Tau Kok Road - Wo Hang (C)	EB	50	386	60%
67	Tai Wo Service Road West (B)	NB	50	378	23%
68	Tai Wo Service Road West (B)	SB	50	167	52%
69	Kiu Tau Road	WB	50	20	55%
70	Kiu Tau Road	EB	50	15	20%
71	Tai Wo Service Road East	NB	50	11	45%
72	Tai Wo Service Road East	SB	50	231	39%
73	Fanling Highways	NB	100	4292	32%
74	Fanling Highways	SB	100	5009	41%

2033 AM Peak Hour Traffic Flow (veh/hr) (With Project)

Road No.	Road Name	Direction	Speed (km/h)	Total Veh	HV %
1	Proposed Connecting Road (A)	NB	50	53	58
2	Proposed Connecting Road (B)	2-way	50	171	27
3	Proposed Connecting Road (C)	2-way	50	137	26
4	Proposed Connecting Road (D)	2-way	50	34	29
5	Proposed Connecting Road (E)	NB	50	150	27
6	Proposed Connecting Road (E)	NB	50	703	79
7	Proposed Connecting Road (F)	SB	50	734	89
8	Proposed Connecting Road (F)	SB	50	22	68
9	Proposed Connecting Road (G)	SB	50	52	56
10	Proposed Connecting Road (H)	SB	80	708	88
11	Proposed Connecting Road - slip road (H)	SB	50	48	94
12	Proposed Connecting Road - slip road (I)	NB	50	85	82
13	Proposed Connecting Road (I)	NB	80	768	69
14	Proposed Connecting Road - slip road (J)	NB	50	37	32
15	Proposed Connecting Road - slip road (J)	SB	50	32	47
16	Proposed Connecting Road - slip road (K)	NB	50	353	58
17	Proposed Connecting Road - slip road (K)	SB	50	414	56
18	Proposed Connecting Road - slip road (L)	NB	50	416	53
19	Proposed Connecting Road - slip road (L)	SB	50	313	54
20	Proposed Connecting Road (M)	NB	80	1184	63
21	Proposed Connecting Road (M)	SB	80	1021	78
22	Proposed Connecting Road - slip road (N)	NB	50	133	32
23	Proposed Connecting Road - slip road (N)	SB	50	117	44
26	Proposed Connecting Road (P)	NB	80	1052	67
27	Proposed Connecting Road (P)	SB	80	905	82
28	Sha Tau Kok Road - Wo Hang (A)	WB	50	474	53
29	Sha Tau Kok Road - Wo Hang (A)	EB	50	522	57
30	Sha Tau Kok Road - Wo Hang (B)	WB	50	639	43
31	Sha Tau Kok Road - Wo Hang (B)	EB	50	609	44
32	Proposed Connecting Road - slip road (Q)	NB	50	537	36
33	Proposed Connecting Road - slip road (Q)	SB	50	525	44
34	Fanling Highway (A)	NB	100	5536	29
35	Fanling Highway (A)	SB	100	5395	28
40	Widening Fanling Highways (C)	NB	50	14	50
41	Widening Fanling Highways (C)	SB	50	191	48
43	Proposed Connecting Road (R)	SB	50	831	69
44	Proposed Connecting Road (S)	NB	50	568	54
45	Proposed Connecting Road (T)	SB	50	599	67
47	Widening Fanling Highways - Slip Road (E)	2-way	50	767	33
48	Widening Fanling Highways - Slip Road (E)	NB	50	1021	58
51	Border Road	2-way	50	51	49
52	Lin Ma Hang Road (B)	2-way	50	178	30
53	Wo Keng Shan Road (A)	NB	50	61	56
54	Wo Keng Shan Road (A)	SB	50	84	54
55	Ng Chow Road (A)	SB	50	51	49
56	Ng Chow Road (A)	NB	50	51	49
57	Ng Chow Road (B)	SB	50	51	49
58	Ng Chow Road (B)	NB	50	51	49
59	Wo Keng Shan Road (B)	NB	50	61	56
60	Wo Keng Shan Road (B)	SB	50	68	32
61	Wo Keng Shan Road (C)	NB	50	61	56
62	Wo Keng Shan Road (C)	SB	50	68	32
63	Sha Tau Kok Road - Wo Hang (C)	WB	50	501	52
64	Sha Tau Kok Road - Wo Hang (C)	EB	50	545	57
67	Tai Wo Service Road West (B)	NB	50	443	21
68	Tai Wo Service Road West (B)	SB	50	189	45
69	Kiu Tau Road	WB	50	25	44
70	Kiu Tau Road	EB	50	117	64
71	Tai Wo Service Road East	NB	50	14	50
72	Tai Wo Service Road East	SB	50	191	48
73	Fanling Highways	NB	100	5959	30
74	Fanling Highways	SB	100	6277	34



833500 E

834000 E

834500 E

846500 N

846000 N

845500 N

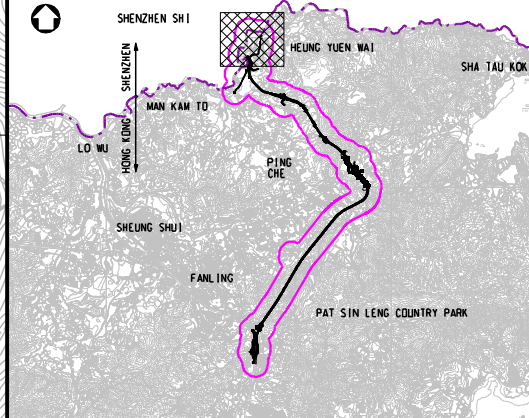
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KEY PLAN
SCALE 1:100000

- LEGEND:
- BOUNDARY OF HKSAR
 - 300m ASSESSMENT AREA
 - TRAFFIC FLOW DIRECTION

REMARK:


LAYOUT OF HONG KONG BCP IS TENTATIVE AND SUBJECT TO REVIEW

P3	OCT 10	MING	GENERAL REVISION	FN	HT
P2	AUG 10	MING	GENERAL REVISION	FN	HT
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CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Project

AGREEMENT NO. CE45/2008(CE)
LIANTANG/HEUNG YUEN WAI BOUNDARY CONTROL POINT AND ASSOCIATED WORKS

Title

ROAD TRAFFIC NETWORK

(SHEET 1 OF 6)

Designed	EY	Eng.Chk.	EC	
Drawn	MING	Coordination	EC	
Dwg.Chk.	EY	Approved	HT	
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Drawing No	FIGURE A4.1	Rev	P3	

SHENZHEN BCP

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PAK FU SHAN

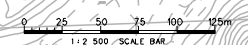
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竹園
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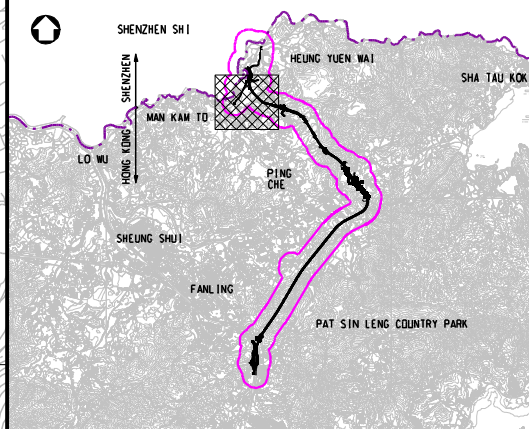
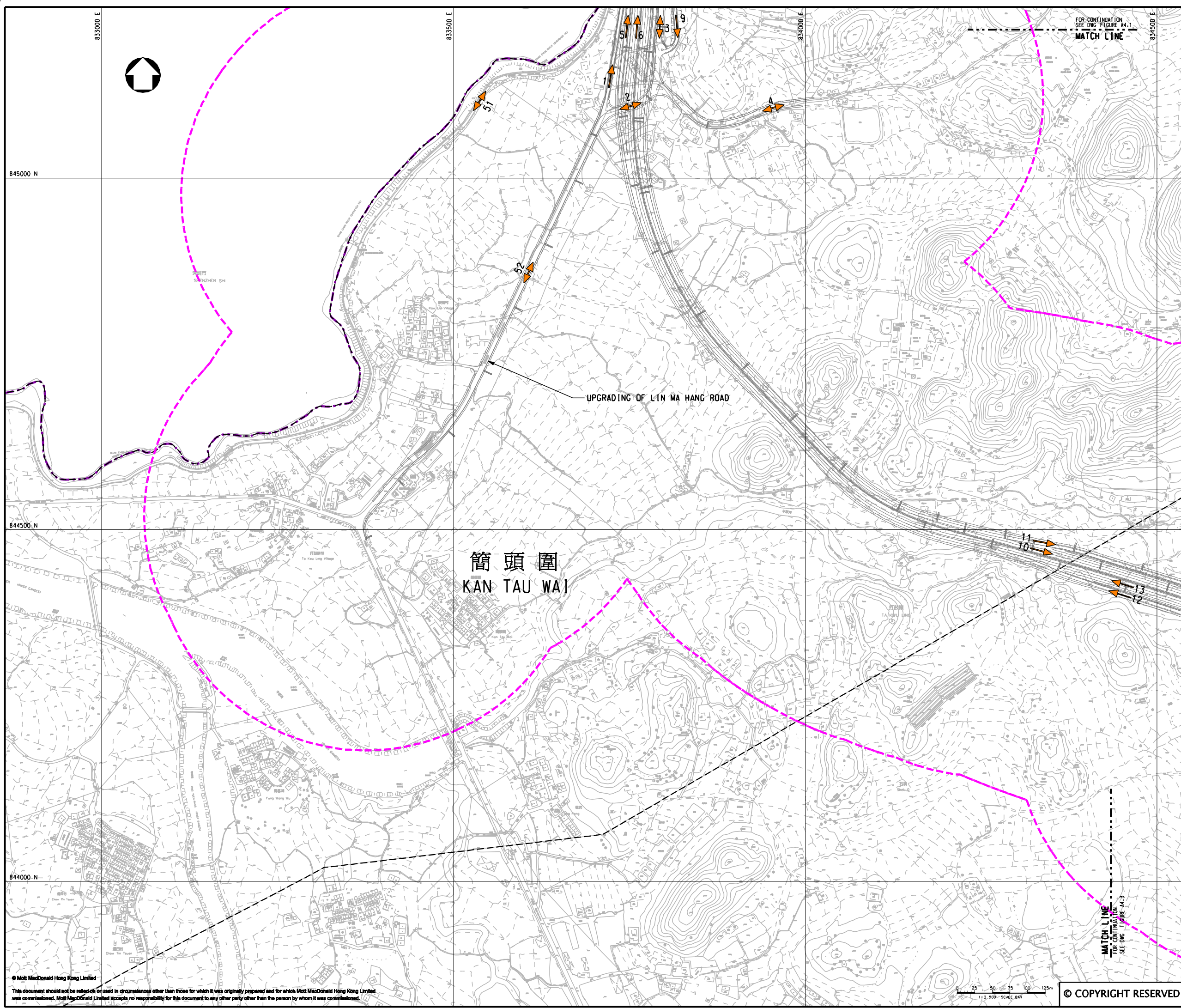
BOUNDARY CROSSING POINT



MATCH LINE
FOR CONTINUATION
SEE DWG FIGURE A4.2



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KEY PLAN
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LEGEND:

- BOUNDARY OF HKSAR
- 300m ASSESSMENT AREA
- TRAFFIC FLOW DIRECTION

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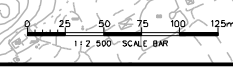
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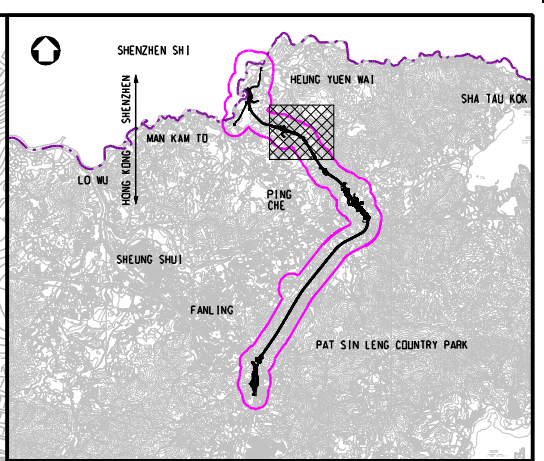
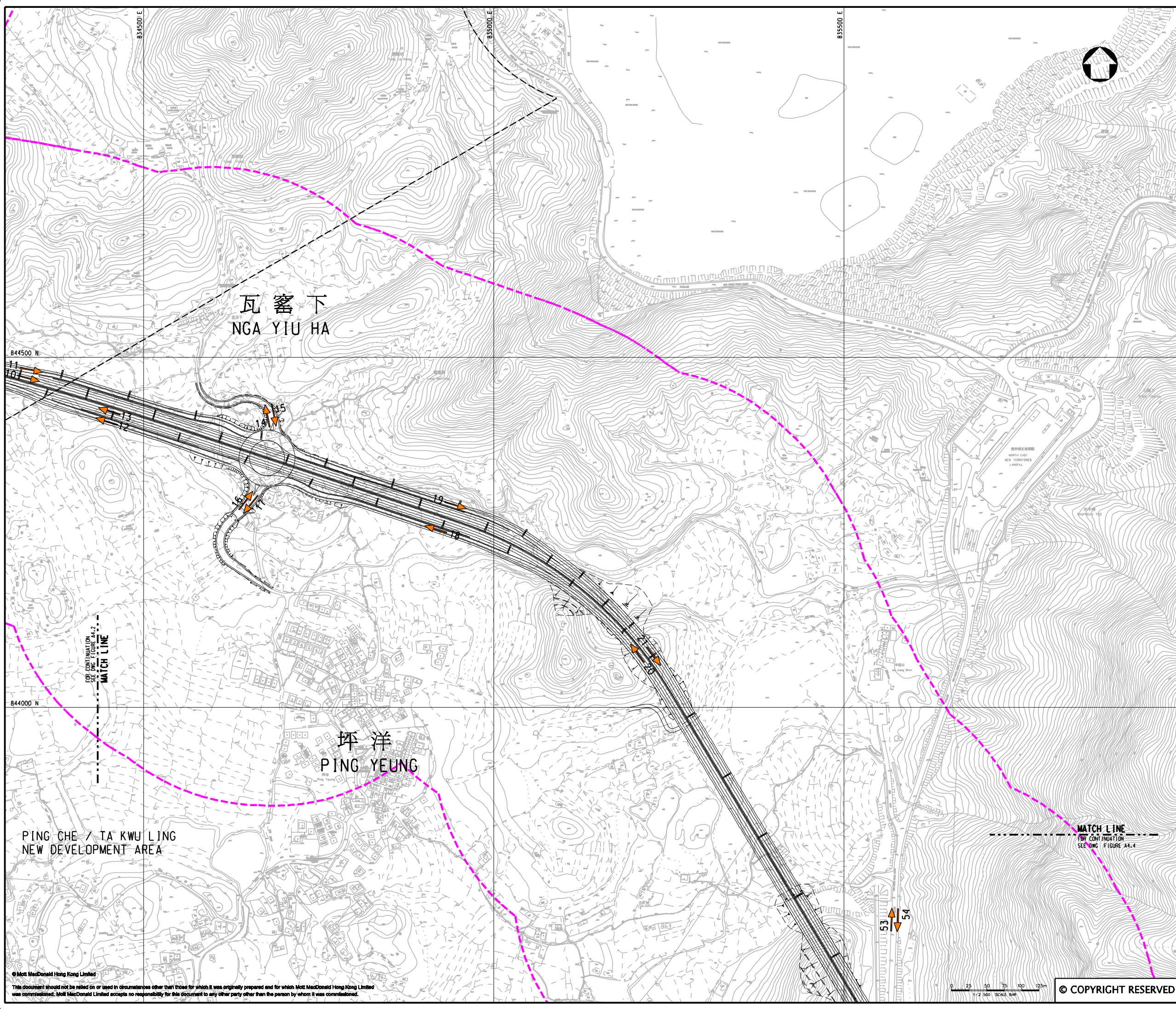
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		Rev	P3

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KEY PLAN
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LEGEND:

- 300m ASSESSMENT AREA
- TRAFFIC FLOW DIRECTION

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Title

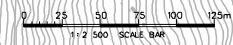
ROAD TRAFFIC NETWORK

(SHEET 3 OF 6)

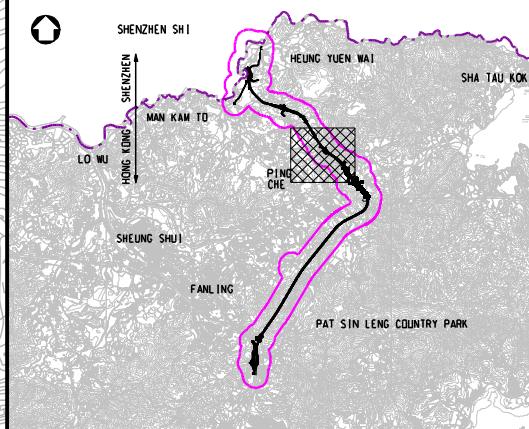
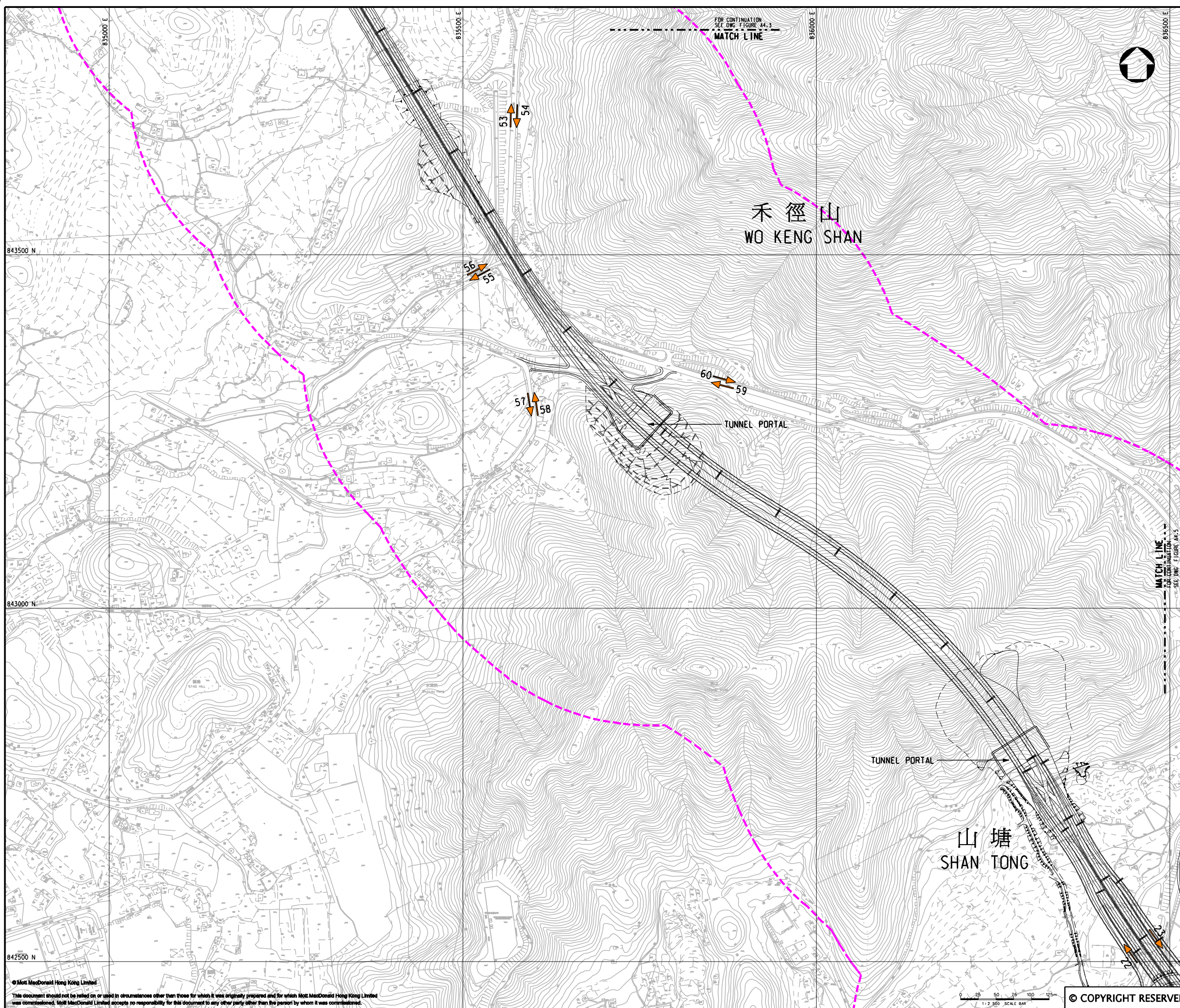
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- LEGEND:**
- 300m ASSESSMENT AREA
 - TRAFFIC FLOW DIRECTION

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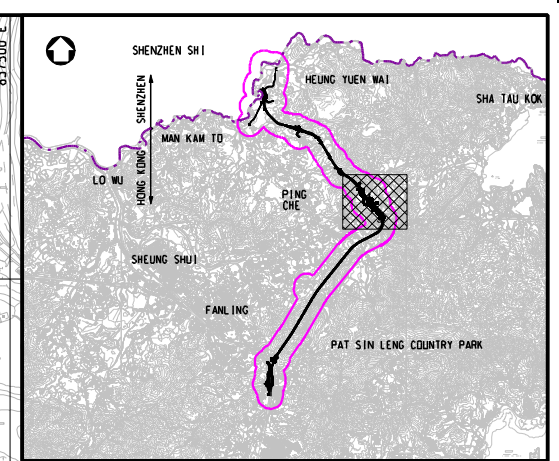
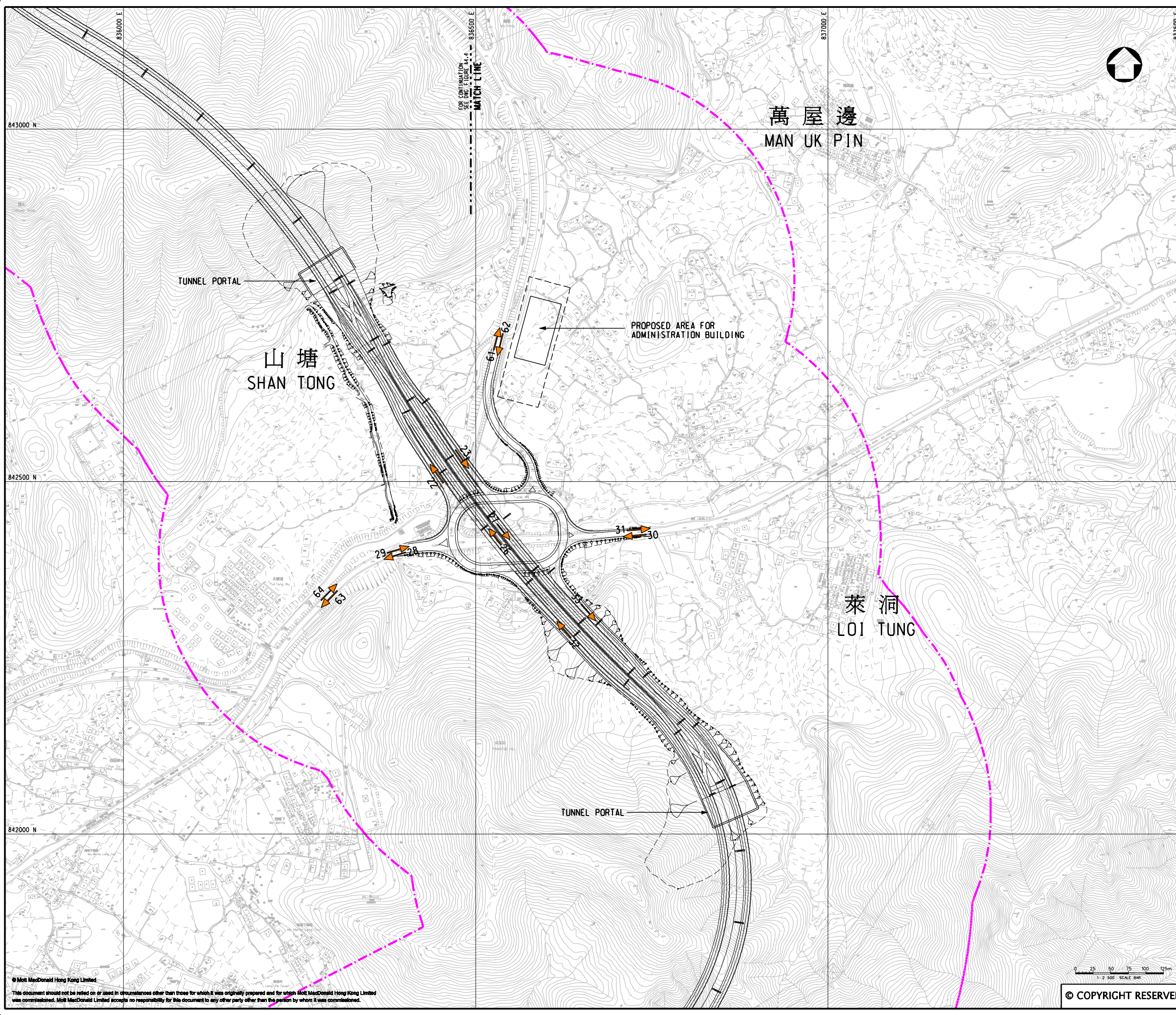
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LIANTANG/HEUNG YUEN WAI BOUNDARY
CONTROL POINT AND ASSOCIATED WORKS

Title

ROAD TRAFFIC NETWORK
(SHEET 4 OF 6)

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LEGEND:
 - - - - - 300m ASSESSMENT AREA
 → TRAFFIC FLOW DIRECTION

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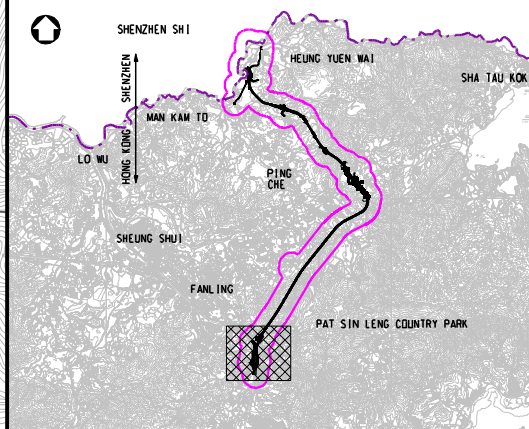
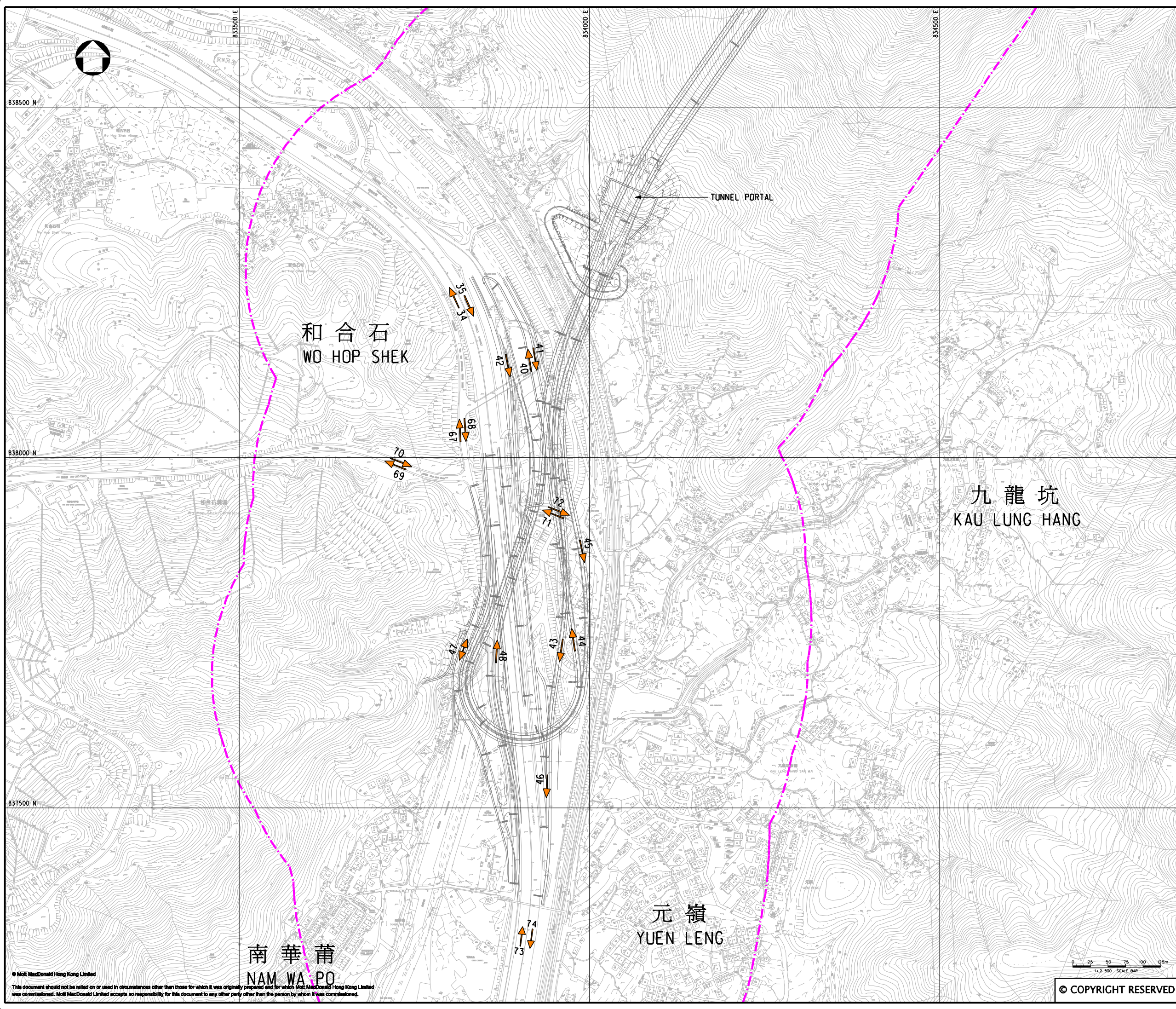
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 LIANTANG/HEUNG YUEN WAI BOUNDARY CONTROL POINT AND ASSOCIATED WORKS

Title
 ROAD TRAFFIC NETWORK
 (SHEET 5 OF 6)

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LEGEND:

- 300m ASSESSMENT AREA
- TRAFFIC FLOW DIRECTION

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ROAD TRAFFIC NETWORK
(SHEET 6 OF 6)

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Drawing No	FIGURE A4.6	Rev	P3	

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