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By Fax

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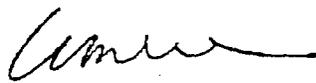
MEMO

From	Traffic Engineering/NTW Division Transport Department	To	DEP
Ref.	() in NRC / 35 / 160-2 IV	(Attn.:	Mr. H M Wong
Tel. No.	2399 2433	Your Ref.	(20) in EP CR 89/2002 to EP2/N6/52
Fax No.	2381 3799	Dated	31.12.2002
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Improvement to Lok Ma Chau - Huanggang Boundary Bridge

With reference to your memo under reference, I have the following input :

- (i) The existing dual 2-lane Huanggang Boundary Bridge and the adjoining dual 2-lane San Sham Road fall into the category of Rural Road A.
- (ii) The proposed dual 4-lane Huanggang Boundary Bridge and the adjoining dual 4-lane section of San Sham Road after improvement will fall into the category of Rural Road A.
- (iii) The existing one-way peak hour flow on the dual 2-lane Huanggang Boundary Bridge and the adjoining dual 2-lane San Sham Road is 1050 vehicles/h, 36% and 42% of which are goods vehicles and container vehicles respectively.
- (iv) The anticipated one-way peak hour flow on the dual 2-lane Huanggang Boundary Bridge and the dual 2-lane San Sham Road in 2003 on completion of the on-going expansion works at the Lok Ma Chau Control Point is 1150 vehicles/h, 36% and 41% of which are goods vehicles and container vehicles respectively.
- (v) The anticipated one-way peak hour flow on the proposed dual 4-lane Huanggang Boundary Bridge and the adjoining dual 4-lane San Sham Road in 2006 before the opening of the Shenzhen Western Corridor is 1500 vehicles/h, 35% and 39% are goods vehicles and container vehicles respectively.



(Y. M. LEE)

for Assistant Commissioner
for Transport/New Territories

c.c. SETW
Internal

(Attn.: Mr. Chariles Wu) 2136 8017

SE/B
EYE
- to note on file

Figure A2.10