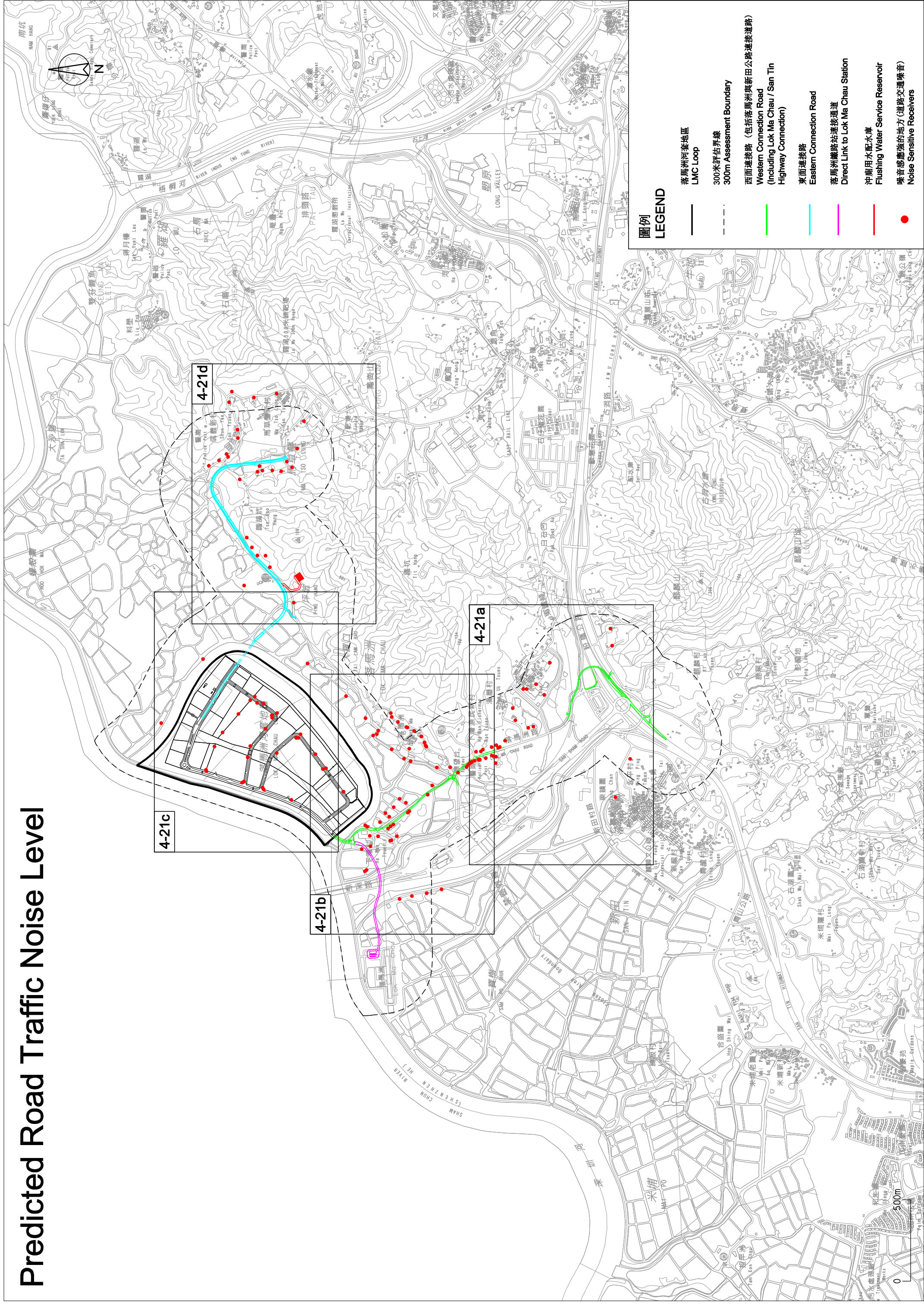









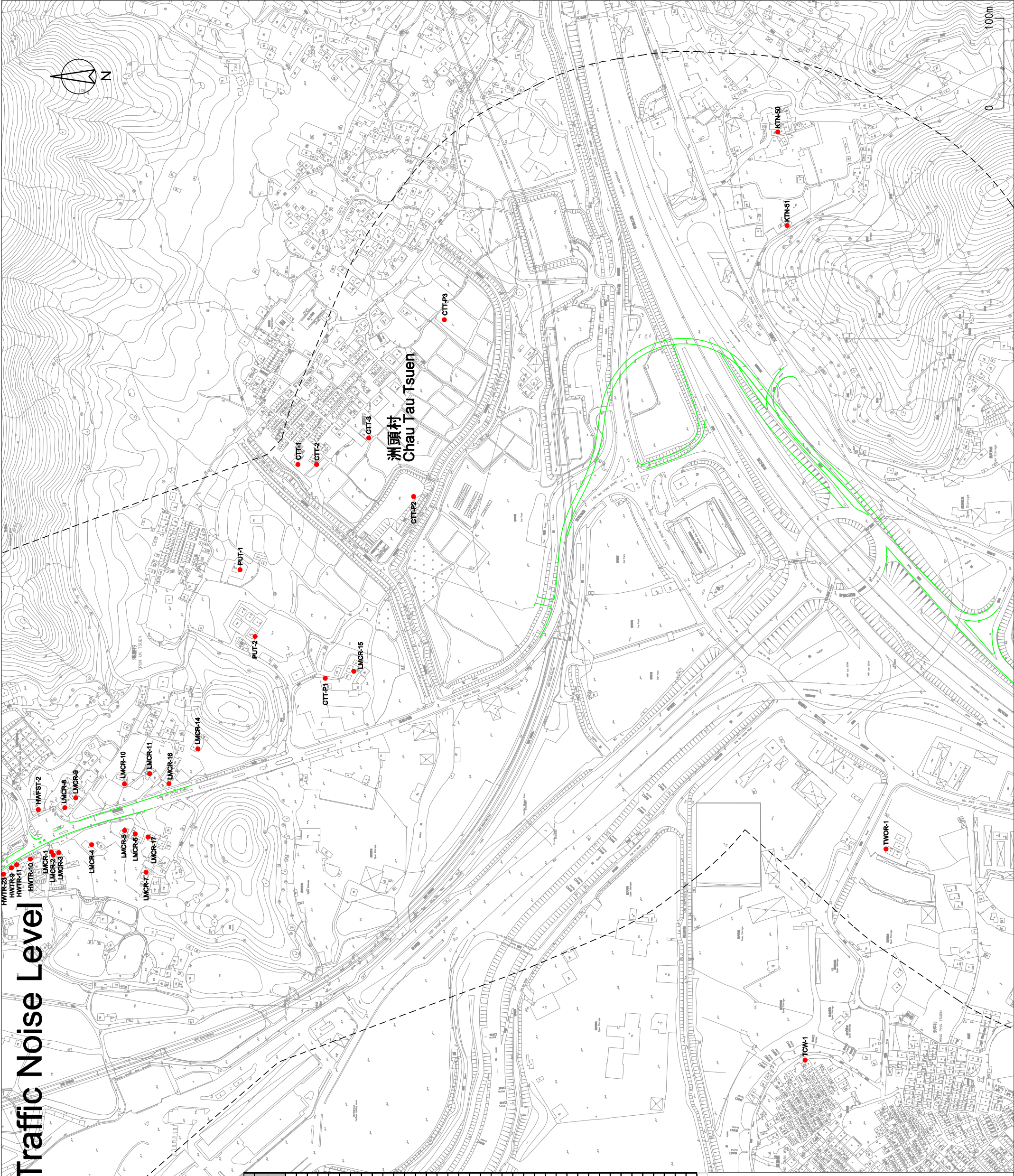
# Predicted Road Traffic Noise Level



## 圖例 LEGEND

-  落馬洲河套地區  
LMC Loop
-  300米評估界線  
300m Assessment Boundary
-  西面連接路 (包括落馬洲與新田公路連接道路)  
Western Connection Road  
(Including Lok Ma Chau / San Tin  
Highway Connection)
-  東面連接路  
Eastern Connection Road
-  落馬洲鐵路站連接通道  
Direct Link to Lok Ma Chau Station
-  沖廁用水配水庫  
Flushing Water Service Reservoir
-  噪音感應強的地方 (道路交通噪音)  
Noise Sensitive Receivers

# Predicted Road Traffic Noise Level



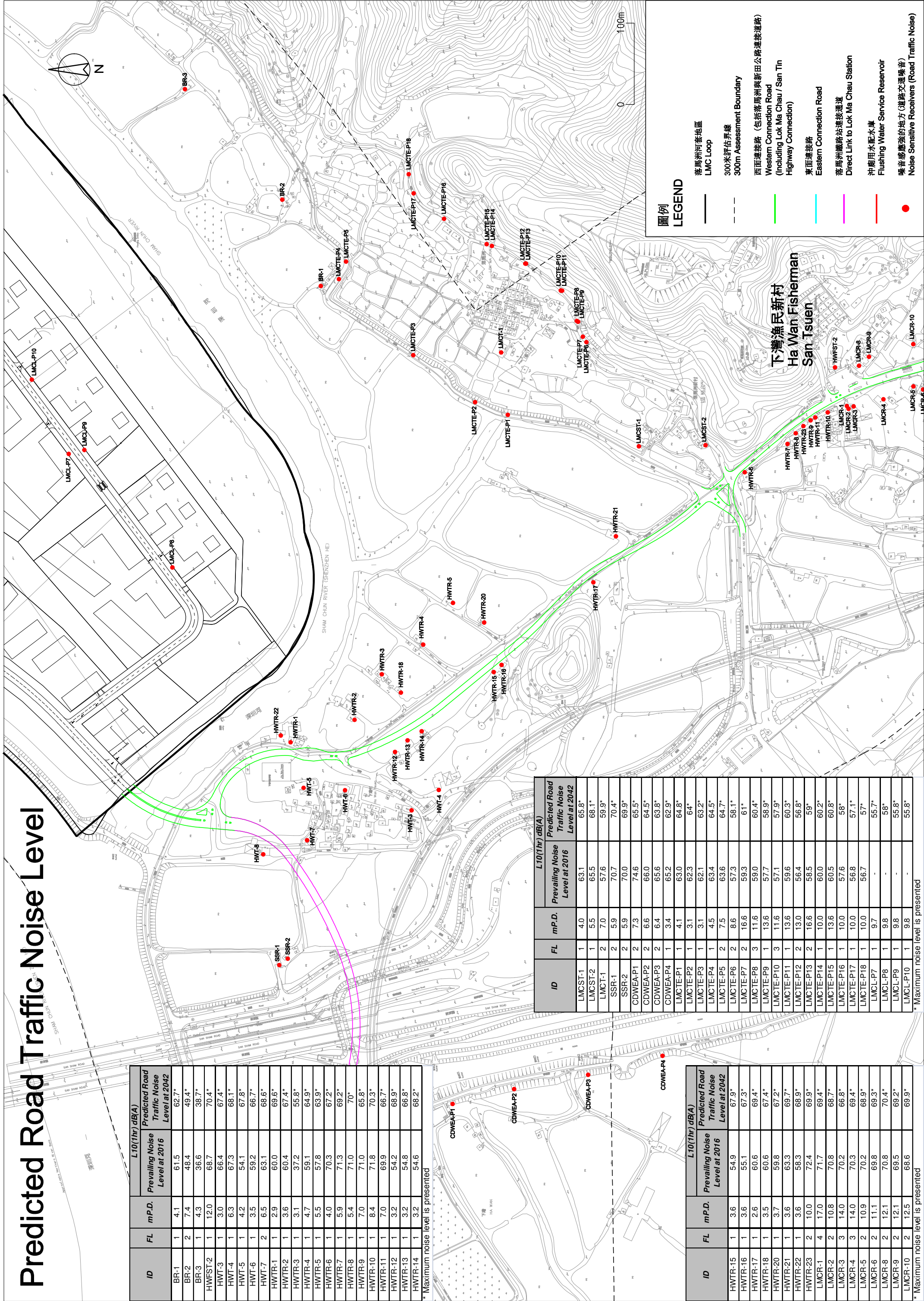
ID	FL	mPD	Prevailing Noise Level at 2016	L10(1hr) dBA	Predicted Road Traffic Noise Level at 2042
CTT-1	3	8.6	62.8	64.1*	64.1*
CTT-2	2	5.6	63.0	65.5*	65.5*
CTT-3	3	9.4	65.3	67*	67*
HWFS2	1	12.0	68.7	70.4*	70.4*
HWTR-9	1	7.0	71.8	65.8*	70.3*
HWTR-10	1	8.4	71.8	70.3*	66.7*
HWTR-11	1	7.0	69.9	66.7*	66.7*
HWTR-23	2	10.0	74.9	69.9*	69.9*
KTN-50	1	13.3	72.3	74.2	74.2
	2	16.3	72.3	74.2	74.2
KTN-51	1	11.9	72.4	74.2	74.2
	2	14.9	72.5	74.3	74.3
LMCR-1	4	17.0	71.7	69.4*	69.4*
LMCR-2	2	10.8	70.8	68.7*	68.7*
LMCR-3	3	14.0	70.2	66.8*	66.8*
LMCR-4	3	14.0	70.3	69.4*	69.4*
LMCR-5	2	10.9	71.0	68.9*	68.9*
LMCR-6	2	11.1	69.8	69.3*	69.3*
LMCR-7	2	10.3	65.1	66.8*	66.8*
LMCR-8	2	12.1	70.8	70.4*	70.4*
LMCR-9	2	12.1	69.5	69.2*	69.2*
LMCR-10	2	12.5	68.6	69.9*	69.9*
LMCR-11	1	9.5	67.2	66*	66*
LMCR-14	3	16.4	70.0	70.4*	70.4*
LMCR-15	3	9.0	68.2	70.1*	70.1*
LMCR-16	1	9.0	73.7	68*	68*
LMCR-17	2	11.9	68.8	70.2*	70.2*
PUT-1	3	12.0	61.6	63.1*	63.1*
PUT-2	3	14.3	64.6	66*	66*
TOW-1	3	9.1	60.7	60.9*	60.9*
	1	5.5	74.5	75.5	75.5
	2	8.5	74.5	75.6	75.6
TWOR-1	3	11.5	74.6	75.6	75.6
CTT-P1	3	9.0	68.4	69.8*	69.8*
CTT-P2	3	8.8	68.4	70.2*	70.2*
	1	3.5	70.6	72.5	72.5
CTT-P3	2	6.5	70.6	72.6	72.6
	3	9.5	70.7	72.6	72.6

\* Maximum noise level is presented

## 圖例 LEGEND

- 落馬洲河套地區 LMC Loop
- 300米評估界線 300m Assessment Boundary
- 西面連接路 (包括落馬洲與新田公路連接道) Western Connection Road (Including Lok Ma Chau / San Tin Highway Connection)
- 東面連接路 Eastern Connection Road
- 落馬洲鐵路站連接道 Direct Link to Lok Ma Chau Station
- 沖廁用水配水庫 Flushing Water Service Reservoir
- 噪音感應強弱地方 (道路交通噪音) Noise Sensitive Receivers (Road Traffic Noise)

# Predicted Road Traffic Noise Level



ID	FL	mP.D.	Prevailing Noise Level at 2016	L10(1hr) dBA Predicted Road Traffic Noise Level at 2042
BR-1	1	4.1	61.5	62.7*
BR-2	2	7.4	48.4	49.4*
BR-3	1	4.3	36.6	38.7*
HWFST-2	1	12.0	68.7	70.4*
HWT-3	1	3.0	66.4	67.4*
HWT-4	1	6.3	67.3	68.1*
HWT-5	1	4.2	54.1	67.8*
HWT-6	1	3.5	59.2	66.7*
HWT-7	2	6.5	63.1	68.6*
HWTR-1	1	2.9	60.0	69.6*
HWTR-2	1	3.6	60.4	67.4*
HWTR-3	1	3.1	37.2	55.8*
HWTR-4	1	4.7	59.1	64.9*
HWTR-5	1	5.5	57.8	63.9*
HWTR-6	1	4.0	70.3	67.2*
HWTR-7	1	5.9	71.3	69.2*
HWTR-8	1	5.4	71.0	70*
HWTR-9	1	7.0	71.0	65.8*
HWTR-10	1	8.4	71.8	70.3*
HWTR-11	1	7.0	69.9	66.7*
HWTR-12	1	3.2	54.2	66.9*
HWTR-13	1	3.2	54.8	66.8*
HWTR-14	1	3.2	54.6	66.2*

\* Maximum noise level is presented

ID	FL	mP.D.	Prevailing Noise Level at 2016	L10(1hr) dBA Predicted Road Traffic Noise Level at 2042
CDWEA-P1	1	3.6	54.9	67.9*
CDWEA-P2	1	3.6	55.1	67.3*
CDWEA-P3	1	2.6	60.6	69.4*
CDWEA-P4	1	3.5	60.6	67.4*
HWTR-15	1	3.7	59.8	67.2*
HWTR-21	1	3.6	63.3	69.7*
HWTR-22	1	3.6	58.3	66.9*
HWTR-23	2	10.0	72.4	69.9*
LMCR-1	4	17.0	71.7	69.4*
LMCR-2	2	10.8	70.8	66.7*
LMCR-3	3	14.0	70.2	66.8*
LMCR-4	3	14.0	70.3	69.4*
LMCR-5	2	10.9	70.2	66.9*
LMCR-6	2	11.1	69.8	69.3*
LMCR-8	2	12.1	70.8	70.4*
LMCR-9	2	12.1	69.5	69.2*
LMCR-10	2	12.5	68.6	69.9*

\* Maximum noise level is presented

ID	FL	mP.D.	Prevailing Noise Level at 2016	L10(1hr) dBA Predicted Road Traffic Noise Level at 2042
LMCST-1	1	4.0	63.1	65.8*
LMCST-2	1	5.5	65.5	68.1*
LMCT-1	2	7.0	57.6	59.9*
SSR-1	2	5.9	70.7	70.4*
SSR-2	2	5.9	70.0	69.9*
CDWEA-P1	2	7.3	74.6	65.5*
CDWEA-P2	2	6.6	66.0	64.5*
CDWEA-P3	2	6.4	65.6	63.8*
CDWEA-P4	1	3.4	65.2	62.9*
LMCTE-P1	1	4.1	63.0	64.8*
LMCTE-P2	1	3.1	62.3	64*
LMCTE-P3	1	3.1	62.1	63.2*
LMCTE-P4	1	4.5	63.4	64.5*
LMCTE-P5	2	7.5	63.6	64.7*
LMCTE-P6	2	8.6	57.3	58.1*
LMCTE-P7	2	16.6	59.3	61*
LMCTE-P8	3	11.6	59.0	60.4*
LMCTE-P9	1	13.6	57.7	58.9*
LMCTE-P10	3	11.6	57.1	57.9*
LMCTE-P11	1	13.6	59.6	60.3*
LMCTE-P12	2	13.0	56.4	56.8*
LMCTE-P13	2	16.6	58.5	59*
LMCTE-P14	1	10.0	60.0	60.2*
LMCTE-P15	1	13.6	60.5	60.8*
LMCTE-P16	1	10.0	57.6	58*
LMCTE-P17	1	10.0	56.8	57.1*
LMCTE-P18	1	10.0	56.7	57*
LMCL-P7	1	9.7	-	55.7*
LMCL-P8	1	9.8	-	58*
LMCL-P9	1	9.8	-	55.8*
LMCL-P10	1	9.8	-	55.8*

\* Maximum noise level is presented

**圖例 LEGEND**

- 落馬洲河套地區 LMC Loop
- 300米評估界線 300m Assessment Boundary
- 西面連接路 (包括落馬洲與新田公路連接道路) Western Connection Road (Including Lok Ma Chau / San Tin Highway Connection)
- 東面連接路 Eastern Connection Road
- 落馬洲鐵路站連接通道 Direct Link to Lok Ma Chau Station
- 沖廁水配水庫 Flushing Water Service Reservoir
- 噪音感應強的地方 (道路交通噪音) Noise Sensitive Receivers (Road Traffic Noise)








# Predicted Road Traffic Noise Level

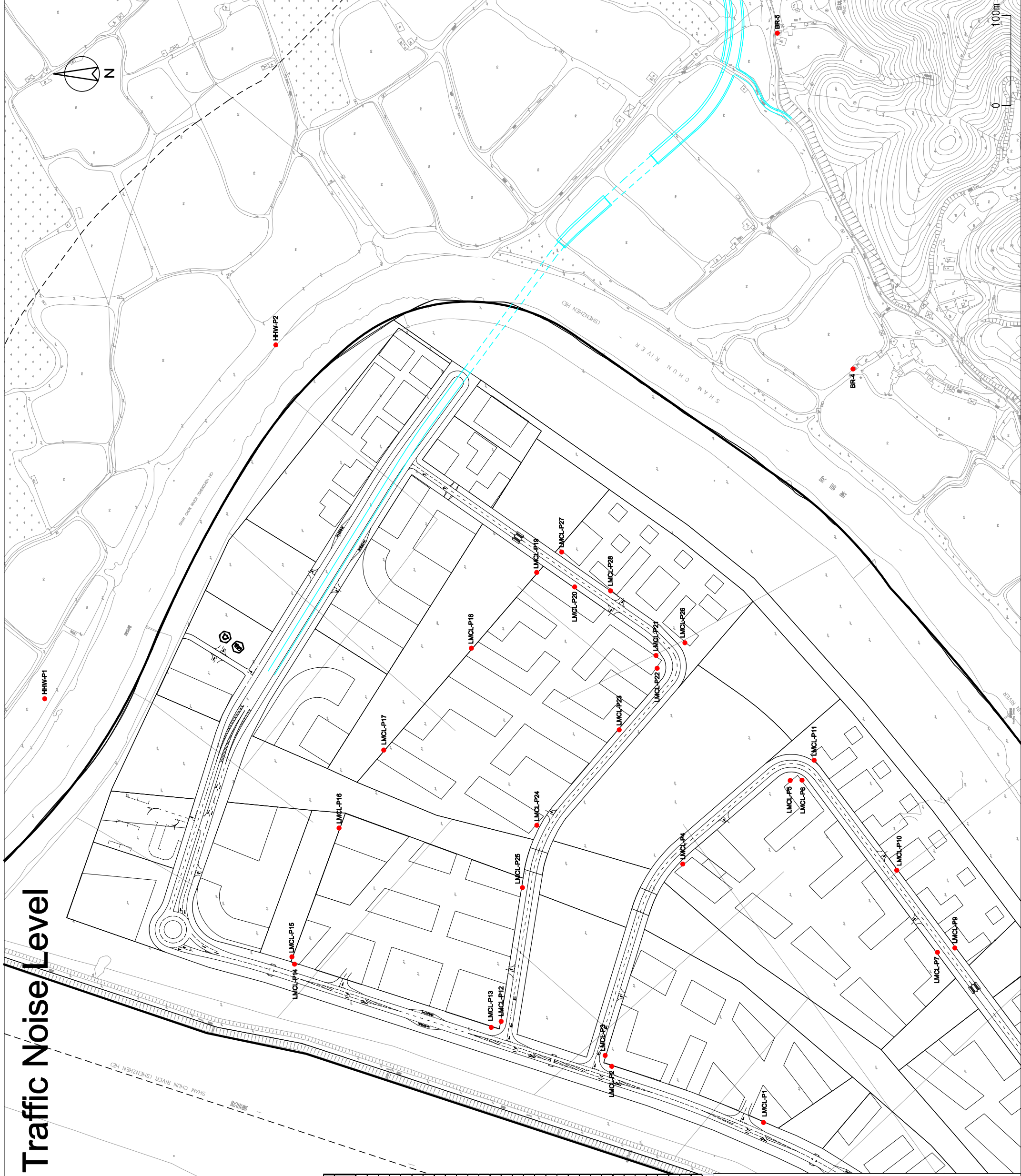
深圳市  
SHENZHEN SHI

ID	FL	mP.D.	Prevailing Noise Level at 2016	L10(1hr) dB(A) Predicted Road Traffic Noise Level at 2042
BR-4	2	6.2	-	37.4*
BR-5	1	7.2	47.8	66.6*
HHW-P1	3	9.6	40.3	63.2*
HHW-P2	3	9.6	-	62.3*
LMCL-P1	1	9.8	-	69.4*
LMCL-P2	1	9.8	-	70.2*
LMCL-P3	1	9.8	69.9*	-
LMCL-P4	1	9.7	-	59.4*
LMCL-P5	1	9.7	-	54.3*
LMCL-P6	1	9.7	-	54.8*
LMCL-P7	1	9.7	-	55.7*
LMCL-P9	1	9.8	-	55.8*
LMCL-P10	1	9.8	-	55.8*
LMCL-P11	1	9.8	-	54.9*
LMCL-P12	1	9.8	69.6*	-
LMCL-P13	1	9.8	-	70*
LMCL-P14	1	9.8	-	68.4*
LMCL-P15	1	9.8	-	63.4*
LMCL-P16	1	9.8	-	60.5*
LMCL-P17	10	41.3	-	49.5*
LMCL-P18	9	37.7	-	53.8*
LMCL-P19	1	9.7	-	54.9*
LMCL-P20	1	9.7	-	55.7*
LMCL-P21	1	9.7	-	53.8*
LMCL-P22	1	9.7	-	53.9*
LMCL-P23	1	9.7	-	56.5*
LMCL-P24	1	9.8	-	61.4*
LMCL-P25	1	9.8	-	68.2*
LMCL-P26	1	9.7	-	54*
LMCL-P27	1	9.7	-	55.2*
LMCL-P28	1	9.7	-	55.5*

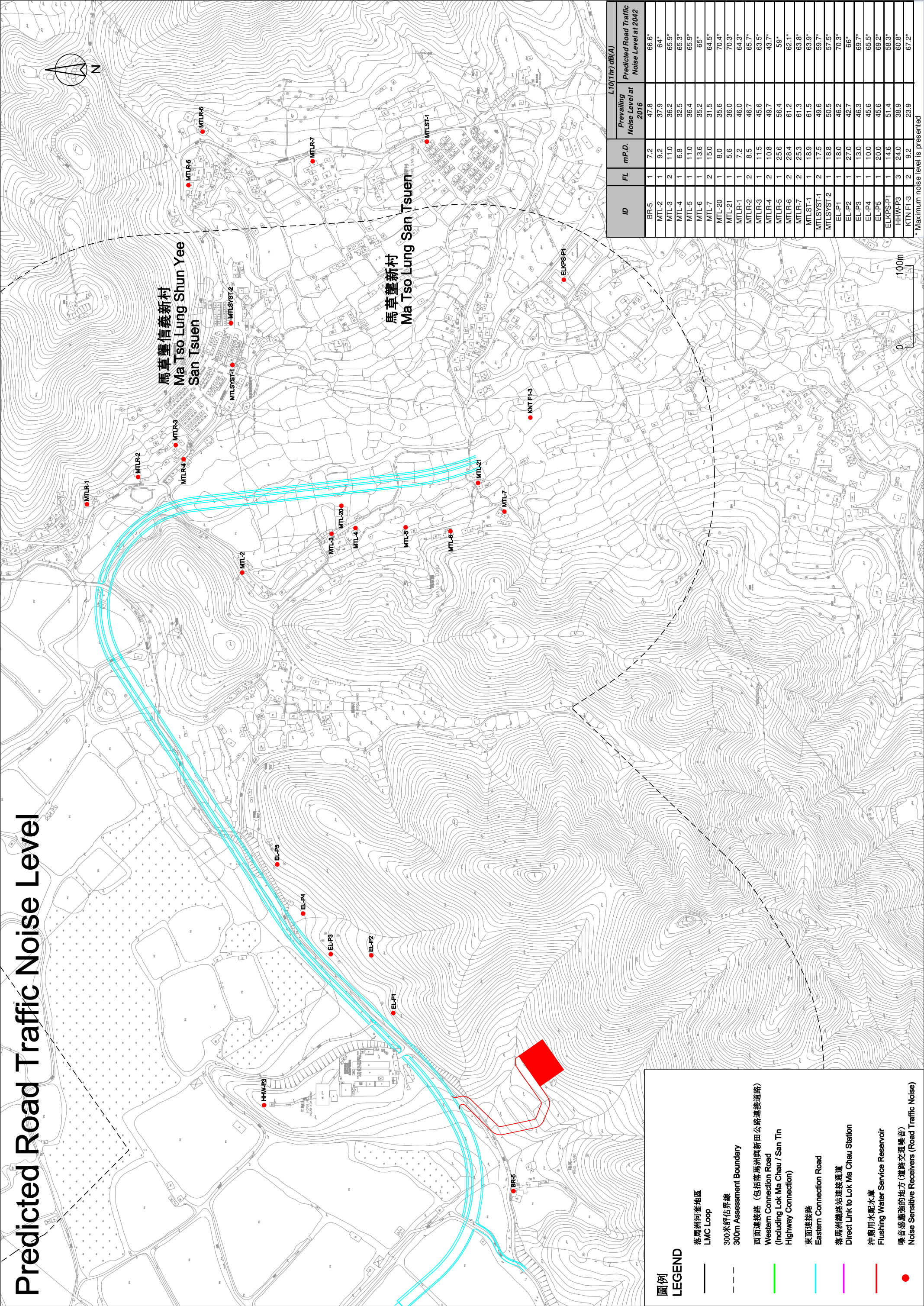
\* Maximum noise level is presented

## 圖例 LEGEND

-  落馬洲河套地區  
LMC Loop
-  300米評估界線  
300m Assessment Boundary
-  西面連接路 (包括落馬洲與新田公路連接道)  
Western Connection Road  
(Including Lok Ma Chau / San Tin Highway Connection)
-  東面連接路  
Eastern Connection Road
-  落馬洲鐵路站連接道  
Direct Link to Lok Ma Chau Station
-  沖廁用水配水庫  
Flushing Water Service Reservoir
-  噪音感應強的地方 (道路交通噪音)  
Noise Sensitive Receivers (Road Traffic Noise)



# Predicted Road Traffic Noise Level



**圖例 LEGEND**

- 落馬洲河套地區 LMC Loop
- - - 300米評估界線 300m Assessment Boundary
- 西面連接路 (包括落馬洲與新田公路連接道) Western Connection Road (Including Lok Ma Chau / San Tin Highway Connection)
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- 落馬洲鐵路站連接道 Direct Link to Lok Ma Chau Station
- 沖廁用水配水庫 Flushing Water Service Reservoir
- 噪音感應強的地方 (道路交通噪音) Noise Sensitive Receivers (Road Traffic Noise)

ID	FL	m.P.D.	L10(1hr) dB(A)	
			Prevailing Noise Level at 2016	Predicted Road Traffic Noise Level at 2042
BR-5	1	7.2	47.8	66.6*
MTL-2	1	9.2	37.9	64*
MTL-3	2	11.0	36.2	65.9*
MTL-4	1	6.8	32.5	65.3*
MTL-5	1	11.0	36.4	65.9*
MTL-6	1	13.6	35.2	65*
MTL-7	2	15.0	31.5	64.5*
MTL-20	1	8.0	35.6	70.4*
MTL-21	1	5.6	36.0	70.3*
MTLR-1	1	7.2	46.0	64.3*
MTLR-2	2	8.5	46.7	65.7*
MTLR-3	1	11.5	45.6	63.5*
MTLR-4	2	10.8	49.7	43.7*
MTLR-5	1	25.6	56.4	59*
MTLR-6	2	28.4	61.2	62.1*
MTLR-7	2	25.3	61.3	63.8*
MTLST-1	1	18.9	61.5	63.9*
MTLSYST-1	2	17.5	49.6	59.7*
MTLSYST-2	1	18.8	50.5	57.5*
EL-P1	1	18.0	46.2	70.3*
EL-P2	1	27.0	42.7	66*
EL-P3	1	13.0	46.3	69.7*
EL-P4	1	10.0	45.6	65.5*
EL-P5	1	20.0	45.6	69.2*
ELKPS-P1	1	14.6	51.4	58.3*
HHWP-P3	3	24.0	38.9	60.8*
KTN FI-3	2	9.2	23.9	67.2*

\* Maximum noise level is presented











Title: Road Traffic Noise Assessment Results (2042 Mitigated Case)

Receivers		Without Project			With Project					Major Concerned Roads Causing Exceedance	
ID	FL	mP.D.	Overall noise Level at 2016 dB(A)	Overall noise Level at 2042 dB(A)	Noise Level dB(A)			Noise Criteria	New Road Exceedance (Y/N)		Overall Exceedance (Y/N)
					EXISTING ROADS	NEW ROADS	ALL ROADS				
					at 2042	at 2042	at 2042				
LMCL-P19	1	9.7	-	0	0	54.9	54.9	70	N	N	N/A
LMCL-P19	2	13.2	-	0	0	54.9	54.9	70	N	N	N/A
LMCL-P19	3	16.7	-	0	0	54.8	54.8	70	N	N	N/A
LMCL-P19	4	20.2	-	0	0	54.8	54.8	70	N	N	N/A
LMCL-P19	5	23.7	-	0	0	54.8	54.8	70	N	N	N/A
LMCL-P19	6	27.2	-	0	0	54.7	54.7	70	N	N	N/A
LMCL-P19	7	30.7	-	0	0	54.6	54.6	70	N	N	N/A
LMCL-P19	8	34.2	-	0	0	54.5	54.5	70	N	N	N/A
LMCL-P19	9	37.7	-	0	0	54.4	54.4	70	N	N	N/A
LMCL-P20	1	9.7	-	0	0	55.7	55.7	70	N	N	N/A
LMCL-P20	2	13.2	-	0	0	55.5	55.5	70	N	N	N/A
LMCL-P20	3	16.7	-	0	0	55.3	55.3	70	N	N	N/A
LMCL-P20	4	20.2	-	0	0	55.1	55.1	70	N	N	N/A
LMCL-P20	5	23.7	-	0	0	54.9	54.9	70	N	N	N/A
LMCL-P20	6	27.2	-	0	0	54.8	54.8	70	N	N	N/A
LMCL-P20	7	30.7	-	0	0	54.7	54.7	70	N	N	N/A
LMCL-P20	8	34.2	-	0	0	54.8	54.8	70	N	N	N/A
LMCL-P20	9	37.7	-	0	0	55.1	55.1	70	N	N	N/A
LMCL-P21	1	9.7	-	29.8	29.6	53.8	53.8	70	N	N	N/A
LMCL-P21	2	13.2	-	29.8	29.6	53.8	53.8	70	N	N	N/A
LMCL-P21	3	16.7	-	29.8	29.6	53.6	53.6	70	N	N	N/A
LMCL-P21	4	20.2	-	29.7	29.5	53.5	53.5	70	N	N	N/A
LMCL-P21	5	23.7	-	29.7	29.5	53.3	53.3	70	N	N	N/A
LMCL-P21	6	27.2	-	29.7	29.5	53.1	53.1	70	N	N	N/A
LMCL-P21	7	30.7	-	29.7	29.5	52.8	52.9	70	N	N	N/A
LMCL-P21	8	34.2	-	29.7	29.5	52.5	52.5	70	N	N	N/A
LMCL-P21	9	37.7	-	29.7	29.5	52.2	52.2	70	N	N	N/A
LMCL-P22	1	9.7	-	30.7	29.7	53.9	53.9	70	N	N	N/A
LMCL-P22	2	13.2	-	30.7	29.7	53.9	53.9	70	N	N	N/A
LMCL-P22	3	16.7	-	30.7	29.7	53.8	53.8	70	N	N	N/A
LMCL-P22	4	20.2	-	30.6	29.6	53.7	53.7	70	N	N	N/A
LMCL-P22	5	23.7	-	30.6	29.6	53.6	53.6	70	N	N	N/A
LMCL-P22	6	27.2	-	30.6	29.6	53.4	53.4	70	N	N	N/A
LMCL-P22	7	30.7	-	30.6	29.6	53.1	53.1	70	N	N	N/A
LMCL-P22	8	34.2	-	30.6	29.6	52.9	52.9	70	N	N	N/A
LMCL-P22	9	37.7	-	30.6	29.6	52.6	52.7	70	N	N	N/A
LMCL-P23	1	9.7	-	26.7	-5.1	56.5	56.5	70	N	N	N/A
LMCL-P23	2	13.2	-	26.7	-4.6	56.4	56.4	70	N	N	N/A
LMCL-P23	3	16.7	-	26.7	-3.9	56.2	56.2	70	N	N	N/A
LMCL-P23	4	20.2	-	26.7	-3.3	56.1	56.1	70	N	N	N/A
LMCL-P23	5	23.7	-	26.7	-2.7	55.9	55.9	70	N	N	N/A
LMCL-P23	6	27.2	-	26.7	-2.1	55.8	55.8	70	N	N	N/A
LMCL-P23	7	30.7	-	26.7	-1.5	55.7	55.7	70	N	N	N/A
LMCL-P23	8	34.2	-	26.7	-1	55.5	55.5	70	N	N	N/A
LMCL-P23	9	37.7	-	26.7	-0.3	55.2	55.2	70	N	N	N/A
LMCL-P24	1	9.8	-	33.8	30.2	61.3	61.4	70	N	N	N/A
LMCL-P24	2	13.3	-	33.8	30.2	61.1	61.1	70	N	N	N/A
LMCL-P24	3	16.8	-	33.8	30.2	60.9	60.9	70	N	N	N/A
LMCL-P24	4	20.3	-	33.8	30.2	60.7	60.7	70	N	N	N/A
LMCL-P24	5	23.8	-	33.8	30.2	60.5	60.5	70	N	N	N/A
LMCL-P24	6	27.3	-	33.8	30.2	60.3	60.3	70	N	N	N/A
LMCL-P24	7	30.8	-	33.8	30.2	60.2	60.2	70	N	N	N/A
LMCL-P24	8	34.3	-	33.8	30.2	60.1	60.1	70	N	N	N/A
LMCL-P24	9	37.8	-	33.8	30.2	60	60	70	N	N	N/A
LMCL-P24	10	41.3	-	33.8	30.2	59.8	59.9	70	N	N	N/A
LMCL-P25	1	9.8	-	40.2	39.1	68.2	68.2	70	N	N	N/A
LMCL-P25	2	13.3	-	40.2	39.1	67.7	67.7	70	N	N	N/A
LMCL-P25	3	16.8	-	40.2	39.1	67.2	67.2	70	N	N	N/A
LMCL-P25	4	20.3	-	40.2	39.1	66.7	66.7	70	N	N	N/A
LMCL-P25	5	23.8	-	40.2	39.1	66.3	66.3	70	N	N	N/A
LMCL-P25	6	27.3	-	40.2	39.1	65.8	65.9	70	N	N	N/A
LMCL-P25	7	30.8	-	40.2	39.1	65.5	65.5	70	N	N	N/A
LMCL-P25	8	34.3	-	40.2	39.1	65.3	65.3	70	N	N	N/A
LMCL-P25	9	37.8	-	40.2	39.1	65	65	70	N	N	N/A
LMCL-P25	10	41.3	-	40.2	39.1	64.7	64.7	70	N	N	N/A
LMCL-P26	1	9.7	-	22.9	-7.6	54	54	70	N	N	N/A
LMCL-P26	2	13.2	-	22.9	-6.9	53.9	53.9	70	N	N	N/A
LMCL-P26	3	16.7	-	22.9	-6.1	53.8	53.8	70	N	N	N/A
LMCL-P26	4	20.2	-	22.9	-5.4	53.6	53.6	70	N	N	N/A
LMCL-P26	5	23.7	-	22.9	-4.7	53.5	53.5	70	N	N	N/A
LMCL-P26	6	27.2	-	22.9	-3.9	53.4	53.4	70	N	N	N/A
LMCL-P27	1	9.7	-	0	0	55.2	55.2	70	N	N	N/A
LMCL-P27	2	13.2	-	0	0	55	55	70	N	N	N/A
LMCL-P27	3	16.7	-	0	0	54.9	54.9	70	N	N	N/A
LMCL-P27	4	20.2	-	0	0	54.8	54.8	70	N	N	N/A
LMCL-P27	5	23.7	-	0	0	54.7	54.7	70	N	N	N/A
LMCL-P27	6	27.2	-	0	0	54.6	54.6	70	N	N	N/A
LMCL-P28	1	9.7	-	0	0	55.5	55.5	70	N	N	N/A
LMCL-P28	2	13.2	-	0	0	55.2	55.2	70	N	N	N/A
LMCL-P28	3	16.7	-	0	0	55.1	55.1	70	N	N	N/A
LMCL-P28	4	20.2	-	0	0	54.8	54.8	70	N	N	N/A
LMCL-P28	5	23.7	-	0	0	54.7	54.7	70	N	N	N/A
LMCL-P28	6	27.2	-	0	0	54.4	54.4	70	N	N	N/A