

**Appendix 4.3A**

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**Traffic Flow Data for Traffic  
Noise Assessment at Design  
Year (Year 2030)**

Appendix 4.3A - Peak Traffic Data for Year 2030 (Design Year With Project)

ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
1	Kimberley Rd	EB	410	30	7%	50
2	Kimberley Rd	WB	20	0	0%	50
3	Granville Rd	WB	300	90	30%	50
4	Nathan Rd	NB	630	280	44%	50
5	Nathan Rd	SB	740	340	46%	50
6	Nathan Rd	SB	850	380	45%	50
8	Nathan Rd	SB	1030	470	46%	50
9	Hankow Rd	NB	400	110	28%	50
10	Ashley Rd	NB	40	0	0%	50
11	Kowloon Park Drive	SB	1510	450	30%	50
12	Kowloon Park Drive	NB	1790	480	27%	50
13	Canton Rd	SB	590	150	25%	50
14	Haiphong Rd	EB	560	190	34%	50
15	Canton Rd	SB	1890	440	23%	50
16	Kowloon Park Drive	NB	450	140	31%	50
17	Kowloon Park Drive	NB	2070	500	24%	50
18	Canton Rd	SB	3650	830	23%	50
19	Canton Rd	NB	580	140	24%	50
20	Canton Rd	SB	3400	790	23%	50
21	Canton Rd	NB	2900	660	23%	50
24	Austin Rd	WB	700	140	20%	50
25	Austin Rd	EB	850	150	18%	50
26	Austin Rd	WB	920	150	16%	50
27	Austin Rd	EB	1220	230	19%	50
28	Nathan Rd	SB	820	360	44%	50
29	Nathan Rd	NB	770	330	43%	50
30	Bowring St	WB	220	60	27%	50
31	Shanghai St	SB	370	240	65%	50
32	Shanghai St	SB	370	240	65%	50
33	Kwun Chung St	NB	20	0	0%	50
34	Kwun Chung St / Min St	NB	10	0	0%	50
35	Canton Rd	SB	3610	800	22%	50
36	Canton Rd	NB	2690	590	22%	50
37	Austin Rd W	EB	2250	260	12%	50
38	Austin Rd W	WB	1800	240	13%	50
39	Austin Rd W	WB	590	80	14%	50
40	Austin Rd W	WB	380	20	5%	50
41	Austin Rd W	WB	1200	160	13%	50
42	Lin Cheung Rd (underpass)	NB	690	130	19%	50
43	Austin Rd W (depressed)	EB	650	110	17%	50
44	Austin Rd W (depressed)	WB	1800	220	12%	50
45	Austin Rd W (depressed)	EB	360	30	8%	50
46	Lin Cheung Rd (depressed)	SB	1350	240	18%	50
47	Lin Cheung Rd (depressed)	SB	1140	200	18%	50
48	Lin Cheung Rd (depressed)	SB	1070	200	19%	50
49	Lin Cheung Rd (depressed)	SB	190	0	0%	50
50	Lin Cheung Rd (underpass)	SB	1700	310	18%	50
51	Wui Man Rd	SB	470	180	38%	50
52	Wui Man Rd	SB	390	0	0%	50
53	Wui Man Rd	NB	470	260	55%	50
54	Wui Man Rd	NB	140	0	0%	50
55	Wui Cheung Rd	WB	1140	260	23%	50
56	Wui Cheung Rd	EB	1470	340	23%	50
57	Canton Rd	SB	1580	360	23%	50
58	Canton Rd	NB	1560	340	22%	50
59	Road D1a	SB	2320	420	18%	50
60	Road D1a	NB	1110	210	19%	50
61	Lin Cheung Rd	SB	2750	490	18%	50
62	Lin Cheung Rd	SB	2860	520	18%	50
63	Lin Cheung Rd	SB	1540	290	19%	50
64	Lin Cheung Rd	SB	1450	260	18%	50
65	Lin Cheung Rd	SB	930	150	16%	50
66	Lin Cheung Rd	NB	790	130	16%	50
67	Lin Cheung Rd	NB	2020	360	18%	50
68	Lin Cheung Rd	NB	2020	360	18%	50
69	Austin Rd W (depressed)	WB	2650	260	10%	50
70	Austin Rd W (depressed)	EB	1370	140	10%	50
71	Austin Rd W FO	WB	880	80	9%	50
72	Austin Rd W FO	EB	270	0	0%	50
73	Austin Rd W	EB	1360	180	13%	50
74	Austin Rd W	EB	1510	200	13%	50
75	Austin Rd W	EB	290	10	3%	50
76	Austin Rd W	EB	240	10	4%	50
77	Austin Rd W	WB	330	30	9%	50
78	Austin Rd W	WB	820	80	10%	50
79	Austin Rd W	WB	1070	150	14%	50
80	Nga Cheung Rd	SB	1350	260	19%	50
81	Nga Cheung Rd	NB	550	100	18%	50
82	Nga Cheung Rd FO	SB	870	80	9%	50
83	Nga Cheung Rd FO	NB	1290	140	11%	50
84	Nga Cheung Rd FO	SB	270	0	0%	50

ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
85	Lin Cheung Rd Slip Rd	SB	700	130	19%	50
86	Nga Cheung Rd FO	NB	1170	130	11%	50
87	Nga Cheung Rd FO Slip Rd	SB	50	50	100%	50
88	Nga Cheung Rd Slip Rd	NB	140	0	0%	50
89	West Kowloon Highway (WKH)	SB	5120	1390	27%	50
90	West Kowloon Highway (WKH)	SB	4930	450	9%	100
91	West Kowloon Highway (WKH)	NB	4710	1230	26%	50
92	West Kowloon Highway (WKH)	NB	4310	470	11%	100
93	WKH Slip Rd	NB	430	100	23%	50
94	Hoi Po Rd	NB	400	40	10%	50
95	Jordan Rd	WB	1630	550	34%	50
96	Jordan Rd	EB	960	300	31%	50
97	Jordan Rd	WB	2100	730	35%	50
98	Jordan Rd	EB	1340	440	33%	50
99	Nathan Rd	SB	1430	650	45%	50
100	Nathan Rd	NB	880	400	45%	50
101	Jordan Rd	WB	1190	380	32%	50
102	Jordan Rd	EB	1330	470	35%	50
103	Shanghai St	NB	1000	610	61%	50
104	Battery St	NB	240	60	25%	50
105	Canton Rd	NB	1040	220	21%	50
106	Wai Ching St	SB	150	40	27%	50
107	Ferry St	SB	1420	310	22%	50
108	Ferry St	NB	1300	300	23%	50
109	Jordan Rd	WB	830	270	33%	50
110	Jordan Rd	EB	1000	340	34%	50
111	Man Wui St	EB	120	40	33%	50
112	Man Sing St	SB	240	80	33%	50
113	Man Ying St	WB	90	30	33%	50
114	Man Cheong St	EB	250	80	32%	50
115	Man Cheong St	WB	590	220	37%	50
116	Road D1a	SB	1440	250	17%	50
117	Road D1a	NB	1130	210	19%	50
118	Road D1a	NB	960	190	20%	50
119	Road D1a	NB	890	160	18%	50
120	Jordan Rd	WB	2170	740	34%	50
121	Jordan Rd	EB	1670	570	34%	50
122	Lin Cheung Rd	SB	1540	260	17%	50
123	Lin Cheung Rd	SB	830	140	17%	50
124	Lin Cheung Rd	NB	550	100	18%	50
125	Lin Cheung Rd	NB	320	70	22%	50
126	Jordan Rd	WB	2190	740	34%	50
127	Jordan Rd	EB	1420	480	34%	50
128	Jordan Rd	WB	1110	370	33%	50
129	Jordan Rd	EB	1170	380	32%	50
130	Jordan Rd FO	WB	1610	560	35%	50
131	Jordan Rd FO	EB	400	130	33%	50
132	Shanghai St	SB	1280	750	59%	50
133	Canton Rd	NB	430	90	21%	50
134	Reclamation St	NB	120	40	33%	50
135	Man Cheong St	EB	260	80	31%	50
136	Public Square St	EB	730	330	45%	50
137	Public Square St	EB	260	100	38%	50
138	Yan Cheung Rd	WB	1470	420	29%	50
139	Yan Cheung Rd	EB	480	130	27%	50
140	Hoi Wang Rd	SB	1050	250	24%	50
141	Hoi Wang Rd	NB	690	200	29%	50
142	Hoi Wang Rd	SB	1550	460	30%	50
143	Hoi Wang Rd	NB	240	60	25%	50
144	Ngo Cheung Rd	WB	1910	620	32%	50
145	Lai Cheung Rd	EB	2070	620	30%	50
146	Lai Cheung Rd FO	EB	680	210	31%	50
147	Lai Cheung Rd FO	EB	860	80	9%	50
148	Lai Cheung Rd	EB	470	90	19%	50
149	Gascoigne Rd FO	EB	2010	860	43%	50
150	Gascoigne Rd FO	WB	2300	950	41%	50
151	Ferry St FO	NB	1520	650	43%	50
152	Ferry St FO	SB	1590	670	42%	50
153	Ferry St	NB	460	130	28%	50
154	Ferry St	SB	700	280	40%	50
155	Ferry St FO	NB	1060	450	42%	50
156	Ferry St	NB	730	160	22%	50
157	Ferry St	SB	1230	330	27%	50
158	Ferry St	SB	1020	440	43%	50
160	Ferry St	NB	1210	320	26%	50
162	Ferry St FO	SB	2780	1130	41%	50
163	Ferry St	NB	140	40	29%	50
164	Ferry St FO	NB	2550	1040	41%	50
165	Ferry St	NB	40	0	0%	50
166	Hoi Wang Rd	SB	1020	300	29%	50
167	Hoi Wang Rd	NB	470	140	30%	50
168	Hoi Ting Rd	SB	410	100	24%	50
169	Hoi Ting Rd	NB	100	20	20%	50

ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
170	Hoi Ting Rd	NB	230	60	26%	50
171	Hoi Ting Rd	SB	80	20	25%	50
172	Hoi Wang Rd	SB	490	140	29%	50
173	Hoi Wang Rd	NB	50	10	20%	50
174	Hoi Wang Rd	SB	910	260	29%	50
175	Hoi Wang Rd	NB	510	140	27%	50
176	Cherry St	WB	2230	730	33%	50
177	Cherry St	WB	1540	500	32%	50
178	Cherry St Slip Rd	SB	660	210	32%	50
179	Cherry St U-turn	EB	870	270	31%	50
180	Cherry St	EB	10	0	0%	50
181	Sham Mong Rd	NB	80	20	25%	50
182	Sham Mong Rd	SB	480	150	31%	50
183	Cherry St	EB	230	80	35%	50
184	Cherry St Roundabout	EB	320	120	38%	50
185	Cherry St Slip Rd	WB	180	60	33%	50
186	Cherry St (Underpass)	WB	690	240	35%	50
187	Cherry St (Underpass)	EB	190	50	26%	50
188	Cherry St Slip Rd	EB	410	150	37%	50
189	Cherry St	WB	1630	590	36%	50
190	Cherry St	EB	760	270	36%	50
191	Tai Kok Tsui Road	NB	640	230	36%	50
192	Hoi Fai Rd	WB	300	90	30%	50
193	Hoi Fan Rd	NB	470	140	30%	50
194	Hoi Fan Rd	SB	240	70	29%	50
197	Lin Cheung Rd	NB	1780	340	19%	50
198	Lin Cheung Rd Slip Rd	NB	390	90	23%	50
199	Lin Cheung Rd Slip Rd	NB	1930	350	18%	50
200	Lin Cheung Rd (depressed)	NB	1140	220	19%	50
201	CKR Slip Rd	WB	920	270	29%	50
202	Lin Cheung Rd	SB	2960	550	19%	50
203	Lin Cheung Rd Slip Rd	SB	1160	210	18%	50
204	Lin Cheung Rd Slip Rd	SB	1130	210	19%	50
205	Lin Cheung Rd Slip Rd	SB	2930	590	20%	50
206	West Kowloon Highway (WKH)	SB	2970	790	27%	100
207	West Kowloon Highway (WKH)	NB	2490	610	24%	100
208	WKH Slip Rd	NB	2500	450	18%	80
209	Hoi Po Rd	NB	1740	170	10%	50
210	Hoi Po Rd	NB	460	30	7%	50
211	Hoi Po Rd Slip Rd	NB	1250	240	19%	50
212	WKH Slip Rd	NB	1550	310	20%	50
213	WKH Slip Rd	NB	2960	560	19%	50
214	WKH Slip Rd	NB	1050	200	19%	50
215	WKH Slip Rd	NB	2980	560	19%	80
216	Ngo Cheung Rd Slip Rd	WB	1930	360	19%	50
217	Ngo Cheung Rd Slip Rd	WB	2500	460	18%	50
218	Ngo Cheung Rd Slip Rd	WB	1580	310	20%	50
219	Ngo Cheung Rd Slip Rd	WB	1460	310	21%	50
220	CKR Slip Rd	WB	1560	440	28%	70
221	CKR Slip Rd	WB	930	280	30%	70
223	CKR Slip Rd	WB	300	80	27%	70
224	Central Kowloon Route (CKR)	WB	3290	930	28%	80
225	Central Kowloon Route (CKR)	EB	3210	880	27%	80
227	Lin Cheung Rd Slip Rd	SB	1450	270	19%	50
228	WKH Slip Rd	EB	1260	220	17%	50
229	CKR Slip Rd	EB	2090	580	28%	70
230	CKR Slip Rd	EB	540	150	28%	70
231	CKR Slip Rd	EB	1240	360	29%	70
232	Lin Cheung Rd Slip Rd	SB	2930	560	19%	50
233	Lin Cheung Rd Slip Rd	SB	560	110	20%	50
234	WKH Slip Rd	SB	2340	440	19%	50
235	WKH Slip Rd	SB	440	110	25%	50
236	WKH Slip Rd	SB	700	130	19%	50
237	Lin Cheung Rd Slip Rd	SB	1830	340	19%	100
238	Lin Cheung Rd Slip Rd	SB	1200	230	19%	80
239	WKH Slip Rd	SB	2770	540	19%	50
240	West Kowloon Highway (WKH)	SB	2570	690	27%	100
241	Lin Cheung Rd Slip Rd	NB	3580	700	20%	50
242	Lin Cheung Rd Slip Rd	NB	50	0	0%	80
243	Lin Cheung Rd Slip Rd	NB	3200	730	23%	80
244	WKH Slip Rd	NB	2750	530	19%	50
245	Lin Cheung Rd Slip Rd	SB	30	0	0%	50
246	WKH Slip Rd	NB	210	10	5%	50
247	Lin Cheung Rd	NB	3370	990	29%	80
248	West Kowloon Highway (WKH)	NB	5600	1490	27%	100
249	West Kowloon Highway (WKH)	SB	6350	1700	27%	100
250	WKH Slip Rd	SB	3820	880	23%	100
251	Lin Cheung Rd	SB	1730	510	29%	80
252	Lin Cheung Rd Slip Rd	SB	2050	460	22%	50
253	Lin Cheung Rd	SB	4020	1180	29%	80
254	Cherry St Roundabout	WB	750	280	37%	50
255	Cherry St Roundabout	WB	2500	940	38%	50
256	Hoi Ting Rd	SB	440	120	27%	50

ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
257	Hoi Ting Rd	NB	110	20	18%	50
258	Lin Cheung Rd	SB	3490	1040	30%	80
259	Lin Cheung Rd	NB	3590	1080	30%	80
260	Lin Cheung Rd	NB	3160	960	30%	80
261	Hoi Fai Rd	EB	170	60	35%	50
262	Hoi Fai Rd	NB	700	190	27%	50
263	Hoi Fai Rd	SB	270	80	30%	50
264	Hoi Fan Rd	WB	510	90	18%	50
265	Hoi Fan Rd	EB	280	70	25%	50
266	Hoi Fai Rd	NB	1160	360	31%	50
267	Hoi Fai Rd	SB	460	130	28%	50
268	Lin Cheung Rd	NB	390	90	23%	50
269	Lin Cheung Rd	NB	2890	840	29%	80
270	Hoi Fai Rd Roundabout	NB	1540	460	30%	50
271	Lin Cheung Rd	NB	1020	310	30%	50
272	Hoi Fai Rd Roundabout	EB	800	240	30%	50
273	Lin Cheung Rd	SB	1200	370	31%	50
274	Hoi Fai Rd	EB	1650	490	30%	50
275	Hoi Fai Rd	WB	700	200	29%	50
276	Hoi Fai Rd Roundabout	SB	1900	550	29%	50
277	Hoi Fai Rd Roundabout	WB	1050	310	30%	50
278	Lin Cheung Rd	SB	1740	500	29%	80
279	Lin Cheung Rd Slip Rd	SB	940	190	20%	50
280	Sham Mong Rd	NB	230	70	30%	50
281	Sham Mong Rd	SB	790	230	29%	50
282	Sham Mong Rd	SB	520	170	33%	50
283	Sham Mong Rd	NB	600	180	30%	50
284	Sham Mong Rd	SB	410	150	37%	50
285	Harbour Green Egress	EB	100	0	0%	50
286	Harbour Green Ingress	WB	60	0	0%	50
287	Ivy Street	EB	340	130	38%	50
288	Kok Cheung St	NB	140	50	36%	50
289	Kok Cheung St	SB	230	90	39%	50
290	Ivy Street	WB	110	40	36%	50
291	Tai Kok Tsui Road	NB	260	120	46%	50
292	Tai Kok Tsui Road	SB	560	240	43%	50
293	Tai Kok Tsui Road	NB	340	150	44%	50
294	Tai Kok Tsui Road	SB	640	290	45%	50
295	West Kowloon Corridor	NB	1360	470	35%	50
296	Tai Kok Tsui Road	SB	690	310	45%	50
297	Beech St	NB	340	130	38%	50
298	Oak St	SB	20	0	0%	50
299	Cherry St Roundabout	SB	1180	470	40%	50
300	Cherry St	EB	480	170	35%	50
301	Tai Kok Tsui Road	NB	870	390	45%	50
302	Cherry St	EB	820	280	34%	50
303	Pok Man St	EB	440	110	25%	50
304	Pok Man St	WB	190	40	21%	50
305	Cherry St	WB	2330	880	38%	50
306	Beech St	SB	110	40	36%	50
307	West Kowloon Corridor	NB	2040	730	36%	70

Appendix 4.3A - Peak Traffic Data for Year 2030 (Design Year Without Project)

ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
1	Kimberley Rd	EB	410	30	7%	50
2	Kimberley Rd	WB	20	0	0%	50
3	Granville Rd	WB	300	90	30%	50
4	Nathan Rd	NB	630	280	44%	50
5	Nathan Rd	SB	740	340	46%	50
6	Nathan Rd	SB	850	380	45%	50
8	Nathan Rd	SB	1030	470	46%	50
9	Hankow Rd	NB	400	110	28%	50
10	Ashley Rd	NB	40	0	0%	50
11	Kowloon Park Drive	SB	1510	450	30%	50
12	Kowloon Park Drive	NB	1790	480	27%	50
13	Canton Rd	SB	590	150	25%	50
14	Haiphong Rd	EB	560	190	34%	50
15	Canton Rd	SB	1890	440	23%	50
16	Kowloon Park Drive	NB	450	140	31%	50
17	Kowloon Park Drive	NB	2070	500	24%	50
18	Canton Rd	SB	3650	830	23%	50
19	Canton Rd	NB	580	140	24%	50
20	Canton Rd	SB	3400	790	23%	50
21	Canton Rd	NB	2900	660	23%	50
24	Austin Rd	WB	700	140	20%	50
25	Austin Rd	EB	850	150	18%	50
26	Austin Rd	WB	920	150	16%	50
27	Austin Rd	EB	1220	230	19%	50
28	Nathan Rd	SB	820	360	44%	50
29	Nathan Rd	NB	770	330	43%	50
30	Bowring St	WB	220	60	27%	50
31	Shanghai St	SB	370	240	65%	50
32	Shanghai St	SB	370	240	65%	50
33	Kwun Chung St	NB	20	0	0%	50
34	Kwun Chung St / Min St	NB	10	0	0%	50
35	Canton Rd	SB	3610	800	22%	50
36	Canton Rd	NB	2690	590	22%	50
37	Austin Rd W	EB	2250	260	12%	50
38	Austin Rd W	WB	1800	240	13%	50
39	Austin Rd W	WB	590	80	14%	50
40	Austin Rd W	WB	380	20	5%	50
41	Austin Rd W	WB	1200	160	13%	50
42	Lin Cheung Rd (underpass)	NB	690	130	19%	50
43	Austin Rd W (depressed)	EB	650	110	17%	50
44	Austin Rd W (depressed)	WB	1800	220	12%	50
45	Austin Rd W (depressed)	EB	360	30	8%	50
46	Lin Cheung Rd (depressed)	SB	1350	240	18%	50
47	Lin Cheung Rd (depressed)	SB	1140	200	18%	50
48	Lin Cheung Rd (depressed)	SB	1070	200	19%	50
49	Lin Cheung Rd (depressed)	SB	190	0	0%	50
50	Lin Cheung Rd (underpass)	SB	1780	330	19%	50
51	Wui Man Rd	SB	470	180	38%	50
52	Wui Man Rd	SB	390	0	0%	50
53	Wui Man Rd	NB	470	260	55%	50
54	Wui Man Rd	NB	140	0	0%	50
55	Wui Cheung Rd	WB	1140	260	23%	50
56	Wui Cheung Rd	EB	1470	340	23%	50
57	Canton Rd	SB	1580	360	23%	50
58	Canton Rd	NB	1560	340	22%	50
59	Road D1a	SB	2320	420	18%	50
60	Road D1a	NB	1110	210	19%	50
61	Lin Cheung Rd	SB	2750	490	18%	50
62	Lin Cheung Rd	SB	2860	520	18%	50
63	Lin Cheung Rd	SB	1540	290	19%	50
64	Lin Cheung Rd	SB	1450	260	18%	50
65	Lin Cheung Rd	SB	930	150	16%	50
66	Lin Cheung Rd	NB	790	130	16%	50
67	Lin Cheung Rd	NB	2020	360	18%	50
68	Lin Cheung Rd	NB	2020	360	18%	50
69	Austin Rd W (depressed)	WB	2650	260	10%	50
70	Austin Rd W (depressed)	EB	1370	140	10%	50
71	Austin Rd W FO	WB	880	80	9%	50
72	Austin Rd W FO	EB	880	50	6%	50
73	Austin Rd W	EB	1360	180	13%	50
74	Austin Rd W	EB	1510	200	13%	50
75	Austin Rd W	EB	290	10	3%	50
76	Austin Rd W	EB	240	10	4%	50
77	Austin Rd W	WB	330	30	9%	50
78	Austin Rd W	WB	820	80	10%	50
79	Austin Rd W	WB	1070	150	14%	50
80	Nga Cheung Rd	SB	1350	260	19%	50
81	Nga Cheung Rd	NB	550	100	18%	50
82	Nga Cheung Rd FO	SB	870	80	9%	50
83	Nga Cheung Rd FO	NB	1290	140	11%	50
84	Nga Cheung Rd FO	SB	270	0	0%	50

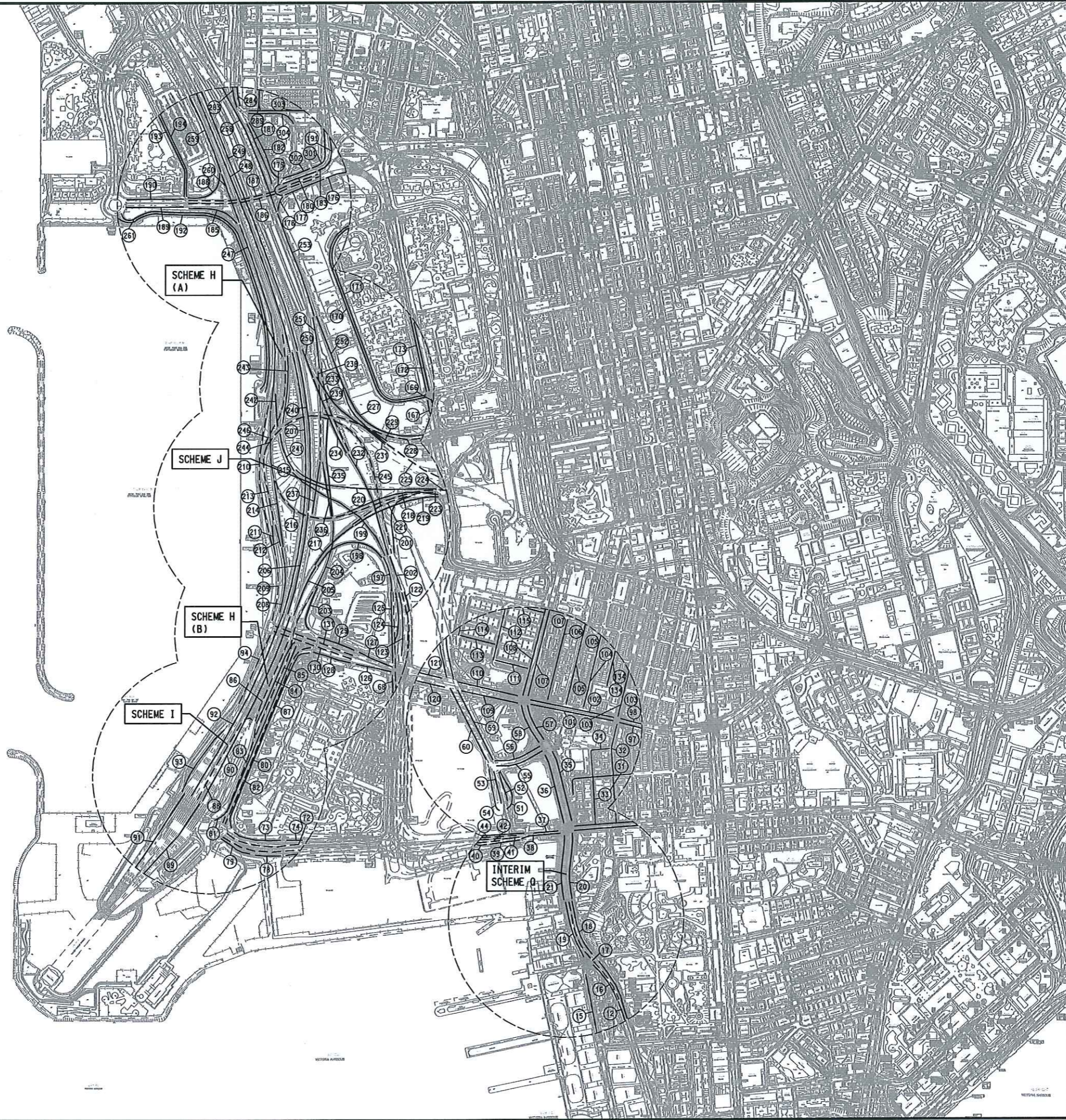
ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
85	Lin Cheung Rd Slip Rd	SB	390	60	15%	50
86	Nga Cheung Rd FO	NB	1320	150	11%	50
87	Nga Cheung Rd FO Slip Rd	SB	50	50	100%	50
89	West Kowloon Highway (WKH)	SB	5120	1390	27%	50
90	West Kowloon Highway (WKH)	SB	5070	460	9%	100
91	West Kowloon Highway (WKH)	NB	4710	1230	26%	50
92	West Kowloon Highway (WKH)	NB	4310	470	11%	100
93	WKH Slip Rd	NB	430	100	23%	50
94	Hoi Po Rd	NB	400	40	10%	50
95	Jordan Rd	WB	1630	550	34%	50
96	Jordan Rd	EB	960	300	31%	50
97	Jordan Rd	WB	2100	730	35%	50
98	Jordan Rd	EB	1340	440	33%	50
99	Nathan Rd	SB	1430	650	45%	50
100	Nathan Rd	NB	880	400	45%	50
101	Jordan Rd	WB	1190	380	32%	50
102	Jordan Rd	EB	1330	470	35%	50
103	Shanghai St	NB	1000	610	61%	50
104	Battery St	NB	240	60	25%	50
105	Canton Rd	NB	1040	220	21%	50
106	Wai Ching St	SB	150	40	27%	50
107	Ferry St	SB	1820	410	23%	50
108	Ferry St	NB	1300	300	23%	50
109	Jordan Rd	WB	830	270	33%	50
110	Jordan Rd	EB	1000	340	34%	50
111	Man Wui St	EB	120	40	33%	50
112	Man Sing St	SB	240	80	33%	50
113	Man Ying St	WB	90	30	33%	50
114	Man Cheong St	EB	250	80	32%	50
115	Man Cheong St	WB	590	220	37%	50
116	Road D1a	SB	1440	250	17%	50
117	Road D1a	NB	1130	210	19%	50
118	Road D1a	NB	960	190	20%	50
119	Road D1a	NB	890	160	18%	50
120	Jordan Rd	WB	2170	740	34%	50
121	Jordan Rd	EB	1670	570	34%	50
122	Lin Cheung Rd	SB	1910	320	17%	50
123	Lin Cheung Rd	SB	830	140	17%	50
124	Lin Cheung Rd	NB	550	100	18%	50
125	Lin Cheung Rd	NB	660	120	18%	50
126	Jordan Rd	WB	2190	740	34%	50
127	Jordan Rd	EB	1780	610	34%	50
128	Jordan Rd	WB	1110	370	33%	50
129	Jordan Rd	EB	1170	380	32%	50
130	Jordan Rd FO	WB	1610	560	35%	50
131	Jordan Rd FO	EB	540	170	31%	50
132	Shanghai St	SB	1280	750	59%	50
133	Canton Rd	NB	430	90	21%	50
134	Reclamation St	NB	120	40	33%	50
135	Man Cheong St	EB	260	80	31%	50
136	Public Square St	EB	730	330	45%	50
137	Public Square St	EB	260	100	38%	50
138	Yan Cheung Rd	WB	1470	420	29%	50
139	Yan Cheung Rd	EB	480	130	27%	50
140	Hoi Wang Rd	SB	1050	250	24%	50
141	Hoi Wang Rd	NB	690	200	29%	50
142	Hoi Wang Rd	SB	1550	460	30%	50
143	Hoi Wang Rd	NB	240	60	25%	50
144	Ngo Cheung Rd	WB	1910	620	32%	50
145	Lai Cheung Rd	EB	2070	620	30%	50
146	Lai Cheung Rd FO	EB	680	210	31%	50
147	Lai Cheung Rd FO	EB	860	80	9%	50
148	Lai Cheung Rd	EB	470	90	19%	50
149	Gascoigne Rd FO	EB	2010	860	43%	50
150	Gascoigne Rd FO	WB	2300	950	41%	50
151	Ferry St FO	NB	1520	650	43%	50
152	Ferry St FO	SB	1590	670	42%	50
153	Ferry St	NB	460	130	28%	50
154	Ferry St	SB	700	280	40%	50
155	Ferry St FO	NB	1060	450	42%	50
156	Ferry St	NB	730	160	22%	50
157	Ferry St	SB	1230	330	27%	50
158	Ferry St	SB	1020	440	43%	50
160	Ferry St	NB	1210	320	26%	50
162	Ferry St FO	SB	2780	1130	41%	50
163	Ferry St	NB	140	40	29%	50
164	Ferry St FO	NB	2550	1040	41%	50
165	Ferry St	NB	40	0	0%	50
166	Hoi Wang Rd	SB	1020	300	29%	50
167	Hoi Wang Rd	NB	470	140	30%	50
168	Hoi Ting Rd	SB	410	100	24%	50
169	Hoi Ting Rd	NB	100	20	20%	50
170	Hoi Ting Rd	NB	230	60	26%	50

ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
171	Hoi Ting Rd	SB	80	20	25%	50
172	Hoi Wang Rd	SB	490	140	29%	50
173	Hoi Wang Rd	NB	50	10	20%	50
174	Hoi Wang Rd	SB	910	260	29%	50
175	Hoi Wang Rd	NB	510	140	27%	50
176	Cherry St	WB	2230	730	33%	50
177	Cherry St	WB	1540	500	32%	50
178	Cherry St Slip Rd	SB	660	210	32%	50
179	Cherry St U-turn	EB	870	270	31%	50
180	Cherry St	EB	10	0	0%	50
181	Sham Mong Rd	NB	80	20	25%	50
182	Sham Mong Rd	SB	480	150	31%	50
183	Cherry St	EB	230	80	35%	50
184	Cherry St Roundabout	EB	320	120	38%	50
185	Cherry St Slip Rd	WB	180	60	33%	50
186	Cherry St (Underpass)	WB	690	240	35%	50
187	Cherry St (Underpass)	EB	190	50	26%	50
188	Cherry St Slip Rd	EB	410	150	37%	50
189	Cherry St	WB	1630	590	36%	50
190	Cherry St	EB	760	270	36%	50
191	Tai Kok Tsui Road	NB	640	230	36%	50
192	Hoi Fai Rd	WB	300	90	30%	50
193	Hoi Fan Rd	NB	470	140	30%	50
194	Hoi Fan Rd	SB	240	70	29%	50
197	Lin Cheung Rd	NB	2110	390	18%	50
198	Lin Cheung Rd Slip Rd	NB	540	120	22%	50
199	Lin Cheung Rd Slip Rd	NB	2150	410	19%	50
200	Lin Cheung Rd (depressed)	NB	1140	220	19%	50
201	CKR Slip Rd	WB	920	270	29%	50
202	Lin Cheung Rd	SB	3390	640	19%	50
203	Lin Cheung Rd Slip Rd	SB	1020	180	18%	50
204	Lin Cheung Rd Slip Rd	SB	710	140	20%	50
205	Lin Cheung Rd Slip Rd	SB	3040	590	19%	50
206	West Kowloon Highway (WKH)	SB	2970	790	27%	100
207	West Kowloon Highway (WKH)	NB	2490	610	24%	100
208	WKH Slip Rd	NB	2500	450	18%	80
209	Hoi Po Rd	NB	1520	140	9%	50
210	Hoi Po Rd	NB	460	30	7%	50
211	Hoi Po Rd Slip Rd	NB	1030	190	18%	50
212	WKH Slip Rd	NB	1550	310	20%	50
213	WKH Slip Rd	NB	2770	540	19%	50
214	WKH Slip Rd	NB	1050	200	19%	50
215	WKH Slip Rd	NB	2980	560	19%	80
216	Ngo Cheung Rd Slip Rd	WB	1930	360	19%	50
217	Ngo Cheung Rd Slip Rd	WB	2500	460	18%	50
218	Ngo Cheung Rd Slip Rd	WB	1580	310	20%	50
219	Ngo Cheung Rd Slip Rd	WB	1460	310	21%	50
220	CKR Slip Rd	WB	1560	440	28%	70
221	CKR Slip Rd	WB	930	280	30%	70
223	CKR Slip Rd	WB	300	80	27%	70
224	Central Kowloon Route (CKR)	WB	3290	930	28%	80
225	Central Kowloon Route (CKR)	EB	3210	880	27%	80
227	Lin Cheung Rd Slip Rd	SB	1450	270	19%	50
228	WKH Slip Rd	EB	1260	220	17%	50
229	CKR Slip Rd	EB	2090	580	28%	70
230	CKR Slip Rd	EB	540	150	28%	70
231	CKR Slip Rd	EB	1240	360	29%	70
232	Lin Cheung Rd Slip Rd	SB	3340	620	19%	50
233	Lin Cheung Rd Slip Rd	SB	560	110	20%	50
234	WKH Slip Rd	SB	2780	540	19%	50
236	WKH Slip Rd	SB	700	130	19%	50
237	Lin Cheung Rd Slip Rd	SB	1830	340	19%	100
238	Lin Cheung Rd Slip Rd	SB	1200	230	19%	80
239	WKH Slip Rd	SB	2770	540	19%	50
240	West Kowloon Highway (WKH)	SB	2570	690	27%	100
241	Lin Cheung Rd Slip Rd	NB	3800	760	20%	50
242	Lin Cheung Rd Slip Rd	NB	50	0	0%	80
243	Lin Cheung Rd Slip Rd	NB	3410	790	23%	80
244	WKH Slip Rd	NB	2750	530	19%	50
245	Lin Cheung Rd Slip Rd	SB	30	0	0%	50
247	Lin Cheung Rd	NB	3370	990	29%	80
248	West Kowloon Highway (WKH)	NB	5600	1490	27%	100
249	West Kowloon Highway (WKH)	SB	6350	1700	27%	100
250	WKH Slip Rd	SB	3820	880	23%	100
251	Lin Cheung Rd	SB	1730	510	29%	80
252	Lin Cheung Rd Slip Rd	SB	2050	460	22%	50
253	Lin Cheung Rd	SB	4020	1180	29%	80
254	Cherry St Roundabout	WB	750	280	37%	50
255	Cherry St Roundabout	WB	2500	940	38%	50
256	Hoi Ting Rd	SB	440	120	27%	50
257	Hoi Ting Rd	NB	110	20	18%	50
258	Lin Cheung Rd	SB	3490	1040	30%	80
259	Lin Cheung Rd	NB	3590	1080	30%	80



ID	Road	Bound	Total Vehicle	Heavy Vehicle	Percentage HV, %	Speed, km/h
260	Lin Cheung Rd	NB	3160	960	30%	80
261	Hoi Fai Rd	EB	170	60	35%	50
262	Hoi Fai Rd	NB	700	190	27%	50
263	Hoi Fai Rd	SB	270	80	30%	50
264	Hoi Fan Rd	WB	510	90	18%	50
265	Hoi Fan Rd	EB	280	70	25%	50
266	Hoi Fai Rd	NB	1160	360	31%	50
267	Hoi Fai Rd	SB	460	130	28%	50
268	Lin Cheung Rd	NB	390	90	23%	50
269	Lin Cheung Rd	NB	2890	840	29%	80
270	Hoi Fai Rd Roundabout	NB	1540	460	30%	50
271	Lin Cheung Rd	NB	1020	310	30%	50
272	Hoi Fai Rd Roundabout	EB	800	240	30%	50
273	Lin Cheung Rd	SB	1200	370	31%	50
274	Hoi Fai Rd	EB	1650	490	30%	50
275	Hoi Fai Rd	WB	700	200	29%	50
276	Hoi Fai Rd Roundabout	SB	1900	550	29%	50
277	Hoi Fai Rd Roundabout	WB	1050	310	30%	50
278	Lin Cheung Rd	SB	1740	500	29%	80
279	Lin Cheung Rd Slip Rd	SB	940	190	20%	50
280	Sham Mong Rd	NB	230	70	30%	50
281	Sham Mong Rd	SB	790	230	29%	50
282	Sham Mong Rd	SB	520	170	33%	50
283	Sham Mong Rd	NB	600	180	30%	50
284	Sham Mong Rd	SB	410	150	37%	50
285	Harbour Green Egress	EB	100	0	0%	50
286	Harbour Green Ingress	WB	60	0	0%	50
287	Ivy Street	EB	340	130	38%	50
288	Kok Cheung St	NB	140	50	36%	50
289	Kok Cheung St	SB	230	90	39%	50
290	Ivy Street	WB	110	40	36%	50
291	Tai Kok Tsui Road	NB	260	120	46%	50
292	Tai Kok Tsui Road	SB	560	240	43%	50
293	Tai Kok Tsui Road	NB	340	150	44%	50
294	Tai Kok Tsui Road	SB	640	290	45%	50
295	West Kowloon Corridor	NB	1360	470	35%	50
296	Tai Kok Tsui Road	SB	690	310	45%	50
297	Beech St	NB	340	130	38%	50
298	Oak St	SB	20	0	0%	50
299	Cherry St Roundabout	SB	1180	470	40%	50
300	Cherry St	EB	480	170	35%	50
301	Tai Kok Tsui Road	NB	870	390	45%	50
302	Cherry St	EB	820	280	34%	50
303	Pok Man St	EB	440	110	25%	50
304	Pok Man St	WB	190	40	21%	50
305	Cherry St	WB	2330	880	38%	50
306	Beech St	SB	110	40	36%	50
307	West Kowloon Corridor	NB	2040	730	36%	70





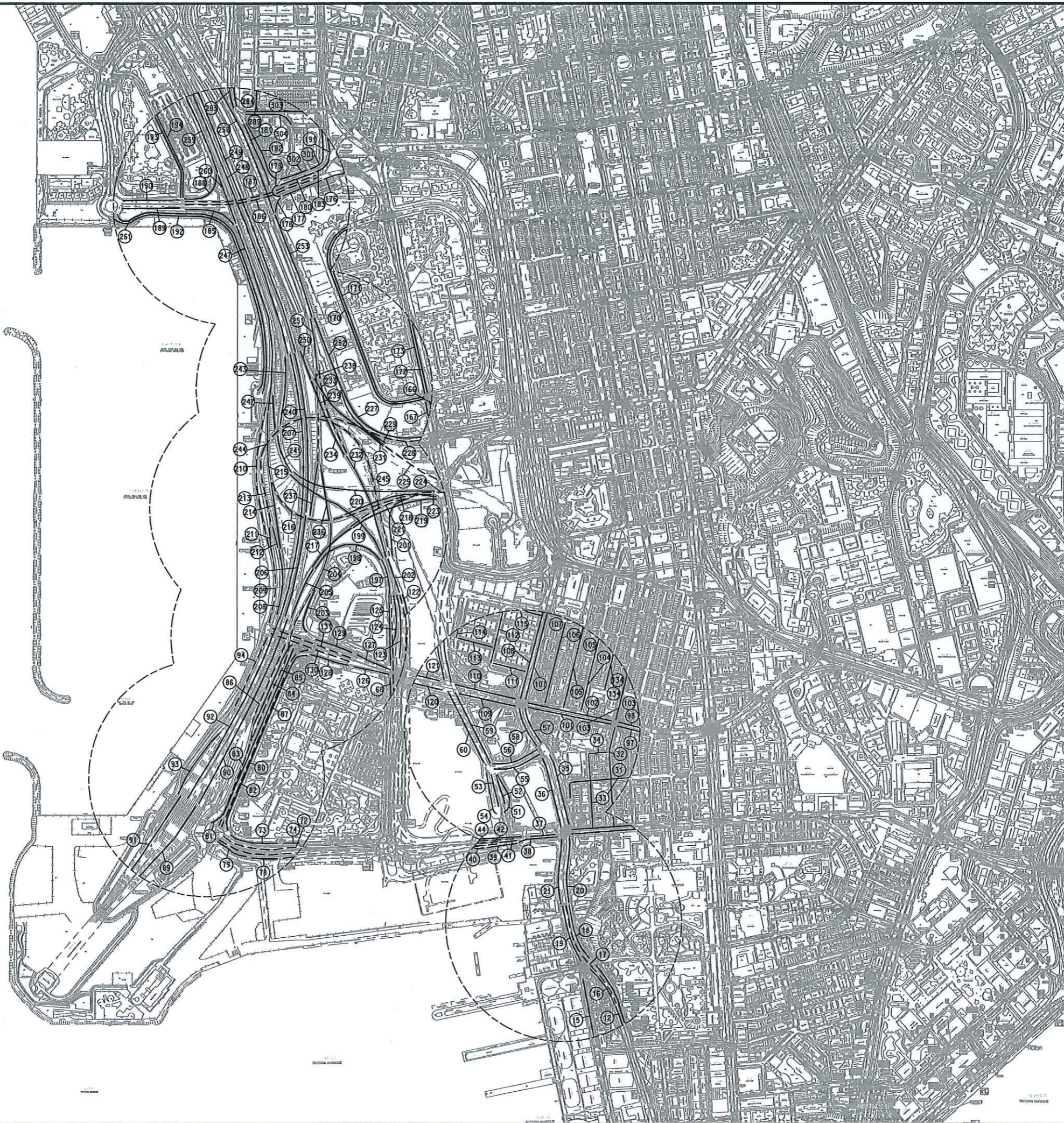
**LEGEND :**

	IMPROVEMENT SCHEMES
	SECTION AT-GRADE ROAD
	SECTION FLYOVER/UNDERPASS
	SECTION NO.
	DEFINE AREA

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Rev	Description	By	Date
Consultant			
<b>PARSONS BRINCKERHOFF</b>			
Project title			
AGREEMENT NO. CE 44/2011 (HY) PROPOSED ROAD IMPROVEMENT WORKS IN WEST KOWLOON RECLAMATION DEVELOPMENT - PHASE 1 INVESTIGATION, DESIGN AND CONSTRUCTION			
Drawing title			
<b>ROAD NETWORK (WITH SCHEME)    FOR 2030 YEAR    NOISE IMPACT ASSESSMENT</b>			
Drawing no.		Rev.	
<b>CE44/K/EV/0732</b>		-	
Drawn	Date	Checked	Approved
CAD	-	-	-
Scale	Status		
-	PRELIMINARY DESIGN		
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LEGEND :

- SECTION AT-GRADE ROAD
- - - SECTION FLYOVER/UNDERPASS
- (101) SECTION NO.
- - - DEFINE AREA

Rev	Description	By	Date

Consultant



Project title  
 AGREEMENT NO. CE 44/2011 (HY)  
 PROPOSED ROAD IMPROVEMENT WORKS IN  
 WEST KOWLOON RECLAMATION DEVELOPMENT  
 - PHASE 1 INVESTIGATION,  
 DESIGN AND CONSTRUCTION

Drawing title  
**ROAD NETWORK (REFERENCE)  
 FOR 2030 YEAR  
 NOISE IMPACT ASSESSMENT**

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Scale	--	Status	PRELIMINARY DESIGN

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