

## **Attachment 5**

TD Endorsement Letter

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**From:** Kenneth Pak Kin LEE <kennethpakkinlee@td.gov.hk>  
**Sent:** 2025年9月2日星期二 17:50  
**To:** CKM Asia  
**Subject:** Re: Proposed Redevelopment at lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 - 107 Wo Yi Hop Road, New Territories - Traffic Forecast for Traffic Noise Impact Assessment  
**Attachments:** J7396\_3.pdf

Dear Tommy,

I refer to your submission via letter ref. J7396/3 dated 31 July 2025.

Please note that the Traffic Noise Impact Assessment is not under our purview. We are not in a position to offer comment on the traffic figures tailor-made for the studies.

Notwithstanding the above, I have no comment on the traffic forecast methodology and traffic data, provided that they shall tally with those for the Traffic Impact Assessment (TIA) report. In case there is any discrepancy in the traffic data between the TIA report and the traffic noise impact assessment, please highlight it for our consideration.

Regards,

Kenneth LEE  
E/KwC, TSSD  
2399 2420

From: "CKM Asia" [REDACTED]  
To: "kennethpakkinlee@td.gov.hk" <kennethpakkinlee@td.gov.hk>  
Date: 31/07/2025 04:27 PM  
Subject: Proposed Redevelopment at lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 - 107 Wo Yi Hop Road, New Territories - Traffic Forecast for Traffic Noise Impact Assessment

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**Attn: Transport Department – Mr. LEE Pak Kin, Kenneth (Engr/Kwai Chung)**

Dear Mr. Lee,

We write to submit the enclosed letter (CKM ref.: J7396/3) for the captioned project. The original document is sent to you by post.

Should you have any queries, please do not hesitate to contact the undersigned.

Thank you for your attention.

Regards,  
Tommy Law

CKM Asia Limited  
Traffic and Transportation Planning Consultant  
21st Floor, Methodist House  
36 Hennessy Road  
Wan Chai, Hong Kong  
Tel: [REDACTED]  
Fax: (852) 2528 6343  
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Our Ref: J7396/3

31 July 2025

Transport Department  
NT Regional Office  
Traffic Survey & Support Division  
Kwai Tsing Section  
Rm 1015, 10/F, Mongkok Government Offices,  
30 Luen Wan Street, Mong Kok,  
Kowloon

Attn: Mr. LEE Pak Kin, Kenneth (Engr/Kwai Chung)  
(BY POST & EMAIL: kennethpakkinlee@td.gov.hk)

Dear Mr. Lee,

Section 12A Planning Application for Proposed Commercial-cum-Residential  
Development with Social Welfare Facilities (Residential Care Home for the Elderly and  
/or Residential Care Homes for Persons with Disabilities) (RCHes and / or RCHDs), at  
Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146,  
97 – 107 Wo Yi Hop Road, New Territories

Traffic Forecast for Traffic Noise Impact Assessment

CKM Asia Limited, a traffic and transportation planning consultancy firm, is engaged by the Owner of the captioned lot to produce the year 2045 traffic data for the purpose of conducting the Traffic Noise Impact Assessment ("TNIA") by the project Environmental Consultant.

In connection, we write to submit attached Technical Note on Traffic Forecast Methodology for your office review and comment. It is highly appreciated if you can provide your feedback on the traffic forecast methodology to produce year 2045 traffic data, which are solely used for the TNIA at your earliest convenience.

Should you have any queries, please do not hesitate to contact the undersigned.

Thank you for your attention.

Yours sincerely,

Tommy Law  
Senior Traffic Engineer  
Encl.

KIM/LCH

## Technical Note on Traffic Forecast Methodology for Traffic Noise Impact Assessment

### 1. BACKGROUND

The Subject Site located at 97 – 107 Wo Yi Hop Road in Kwai Chung is currently occupied by an industrial building known as the Park Sun Building (the “Park Sun Building”). The Owner has the intention to redevelop the Park Sun Building into a commercial-cum-residential development with Social Welfare Facilities (the “Proposed Redevelopment”), which comprises of:

- (1) 1 residential block with 253 flats;
- (2) Residential Care Homes for the Elderly (“RCHE”) with no more than 260 beds;
- (3) Residential Care Homes for Persons with Disabilities (“RCHD”) with no more than 120 beds; and
- (4) Retail with the gross floor area (“GFA”) of 131m<sup>2</sup>.

The location of the Subject Site is shown in Figure EIA1.

CKM Asia Limited is the Traffic Consultant engaged by the Owner to produce year 2045 traffic data for the Environmental Consultant to conduct the Traffic Noise Impact Assessment (“TNIA”). This Technical Note summarises the traffic forecast methodology, and the details are presented in paragraphs below.

### 2. TRAFFIC FORECASTING METHODOLOGY

The 2045 traffic data is produced to suit the requirements of the TNIA, as follows:

- the road sections where traffic data is required are located within 300m of the Proposed Redevelopment – please refer to Figure EIA1
- the 2045 traffic data is classified into 2 categories, including:
  - i. Light Vehicles (including motorcycle, private car and taxi)
  - ii. Heavy Vehicles (including light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus)

The road sections which are located in Kwai Tsing and Tsuen Wan are covered by the “NTW2” Base District Traffic Model (“BDTM”). The BDTM has traffic forecasts up to year 2031, and to produce the 2045 traffic data, the traffic flows are estimated with reference to the following:

- (a) 2031 traffic flows derived based on the NTW2 BDTM;
- (b) estimated traffic growth from 2031 to 2045 based on the higher of:
  - (i) 2019 – based Territorial Population and Employment Data Matrix (“TPEDM”) data for Kwai Chung District produced by Planning Department;
  - (ii) Hong Kong Population Projections 2022 – 2046, published by Census and Statistics Department; and
  - (iii) Annual Traffic Census (“ATC”) published by Transport Department
- (c) other developments in the vicinity of the Proposed Redevelopment; and
- (d) Traffic generated by the Proposed Redevelopment.

Details on Items (b), (c) and (d) are found in the paragraphs below.

## Item (b) Estimated Growth Rate from 2031 to 2045

### (i) 2019-based TPEDM

Table 1 summarises the population and employment data for Kwai Chung District which shows the highest annual growth rate for population is 0.25% per annum and for employment is -0.26% per annum.

TABLE 1 2019-BASED TPEDM DATA FOR KWAI CHUNG DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2019	2026	2031	2019 to 2026	2026 to 2031	2019 to 2031
Population	319,150	315,800	319,700	-0.15%	0.25%	0.01%
Employment	195,950	192,350	183,600	-0.26%	-0.93%	-0.54%

### (ii) Hong Kong Population Projections 2022 – 2046

Table 2 shows that the annual growth rate from 2031 to 2045 is 0.33%.

TABLE 2 HONG KONG POPULATION PROJECTIONS 2022 – 2046

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2045	2031 to 2045
7,820,200	8,190,700	0.33%

### (iii) ATC

Table 3 shows the historical annual average daily traffic of ATC stations located in the vicinity of the Subject Site, which has an overall average annual growth rate of -0.08%.

TABLE 3 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Year \ Station	5225	5226	5431	6046	6024	6023	Overall
2011	16,750	8,450	28,260	12,870	2,530	14,080	82,940
2012	16,640	8,390	28,070	12,230	4,420	13,400	83,150
2013	14,500	7,200	29,260	11,430	3,780	12,950	79,140
2014	14,690	6,700	27,720	11,530	3,820	13,060	77,520
2015	14,970	6,830	21,630	11,740	3,890	13,310	72,370
2016	15,380	7,020	22,230	12,070	4,000	13,680	74,380
2017	15,660	7,140	22,640	10,980	4,060	14,500	74,980
2018	14,090	5,220	22,970	10,980	4,010	12,480	69,750
2019	14,040	7,280	28,020	10,940	4,000	12,440	76,720
2020	13,900	7,210	27,220	10,830	3,960	12,320	75,400
2021	14,440	7,490	28,270	11,250	4,110	12,800	78,360
2022	1,300	7,420	27,980	11,830	5,200	15,410	82,140
2023	16,910	6,330	28,920	13,090	3,880	13,300	82,430
Average Annual Growth							-0.08%

Note: 5225 – Wo Yi Hop Road (From Tai Loong Street to Lei Muk Road)  
5226 – Lei Muk Road (From Wo Yi Hop Road to Chun Pin Street)  
5431 – Wo Yi Hop Road (From Lei Muk Road to Cheung Wing Road)  
6046 – Lei Muk Road (From Wo Yi Hop Road to Tung Chi Street)  
6024 – Lei Muk Road (From Castle Peak Road – Kwai Chung to Chun Pin Street)  
6023 – Wo Yi Hop Road (From Castle Peak Road – Kwai Chung to tai Loong Street)

To be conservative, the growth rate of +0.33% per annum is adopted for the traffic growth between 2031 and 2045.

### Item (c) Other Developments in the Vicinity of the Proposed Redevelopment

The major planned developments in the vicinity of the Proposed Redevelopment are summarized in Table 4, and are included in the traffic forecast.

TABLE 4 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Site	Address	Use	Development Parameter (Approx.)
1	CDA at 1 - 7 Cheung Wing Road (TPB ref: A/KC/444)	Residential, Office and Retail	Around 1,336 flats, 8,563 m <sup>2</sup> Retail GFA and 14,685 m <sup>2</sup> Office GFA
2	45 - 51 Kwok Shui Road (TPB ref: A/KC/463)	Industrial	around 13,472 m <sup>2</sup> GFA
3	2 - 16 Lam Tin Street (TPB ref: A/KC/466)	Data Centre	around 22,931 m <sup>2</sup> GFA
4	Shek Lei (II) Estate, Kwai Chung (TPB ref: A/KC/467)	Residential	additional of 1,700 flats
5	2 - 10 Tai Yuen Street (TPB ref: A/KC/473)	Data Centre	around 21,821 m <sup>2</sup> GFA
6	94 - 100 Ta Cheung Ping Street (TPB ref: A/KC/476)	Industrial	around 16,945 m <sup>2</sup> GFA
7	7 - 13 Lam Tin Street (TPB ref: A/KC/478)	Industrial	around 9,531 m <sup>2</sup> GFA
8	45 - 51 Tai Kin Pai Road (TPB ref: A/KC/480)	Industrial	around 24,955 m <sup>2</sup> GFA
9	57 - 61 Ta Chuen Ping Street (TPB ref: A/KC/484)	Data Centre	around 25,775 m <sup>2</sup> GFA
10	66 - 72 Lei Muk Road (TPB ref: A/KC/486)	Industrial	around 18,793 m <sup>2</sup> GFA
11	543 – 549 Castle Peak Road, Kwai Chung (TPB ref: A/KC/487)	Industrial	around 16,423 m <sup>2</sup> GFA
12	13 - 17 Wah Sing Street (TPB ref: A/KC/505)	Industrial	around 20,265 m <sup>2</sup> GFA
13	1 Lei Muk Road, Kwai Chung (Ref.: LSPS/006)	Residential	Around 829 flats

### Item (d) Traffic Generated by the Proposed Redevelopment

In view that the TPDM does not provide trip generation rates of RCHE and RCHD, trip generation surveys were conducted during the AM and PM weekday peak periods at 3 RCHes found in Table 5 and 3 RCHDs in Table 6. The derived trip rates are presented in Tables 7 and 8.

TABLE 5 TRIP RATES OF 3 RCHES

Ref.	RCHE	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	11	4	3	3
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	9	6	7	13
3	Freni Care and Attention Home	3	3	2	3
Trip Rates (pcu/hour/bed)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	0.0210	0.0076	0.0057	0.0057
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	0.0346	0.0231	0.0269	0.0500
3	Freni Care and Attention Home	0.0150	0.0150	0.0100	0.0150
Adopted (maximum rates) =		0.0346	0.0231	0.0269	0.0500

TABLE 6 TRIP RATES OF 3 RCHDS

Ref.	RCHD	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Home of Loving Faithfulness	1	1	1	1
2	Caritas Jockey Club Lai King Rehabilitation Centre	11	9	1	3
3	Tung Hoi Association for the Gifted Child Limited	5	4	4	5
Trip Rates (pcu/hour/ bed)					
1	Home of Loving Faithfulness	0.0303	0.0303	0.0303	0.0303
2	Caritas Jockey Club Lai King Rehabilitation Centre	0.0218	0.0178	0.0020	0.0059
3	Tung Hoi Association for the Gifted Child Limited	0.0450	0.0360	0.0360	0.0450
Adopted (maximum rates) =		0.0450	0.0360	0.0360	0.0450

The calculated traffic generation associated with the Proposed Redevelopment is presented in Table 7.

TABLE 7 TRAFFIC GENERATION OF THE PROPOSED REDEVELOPMENT

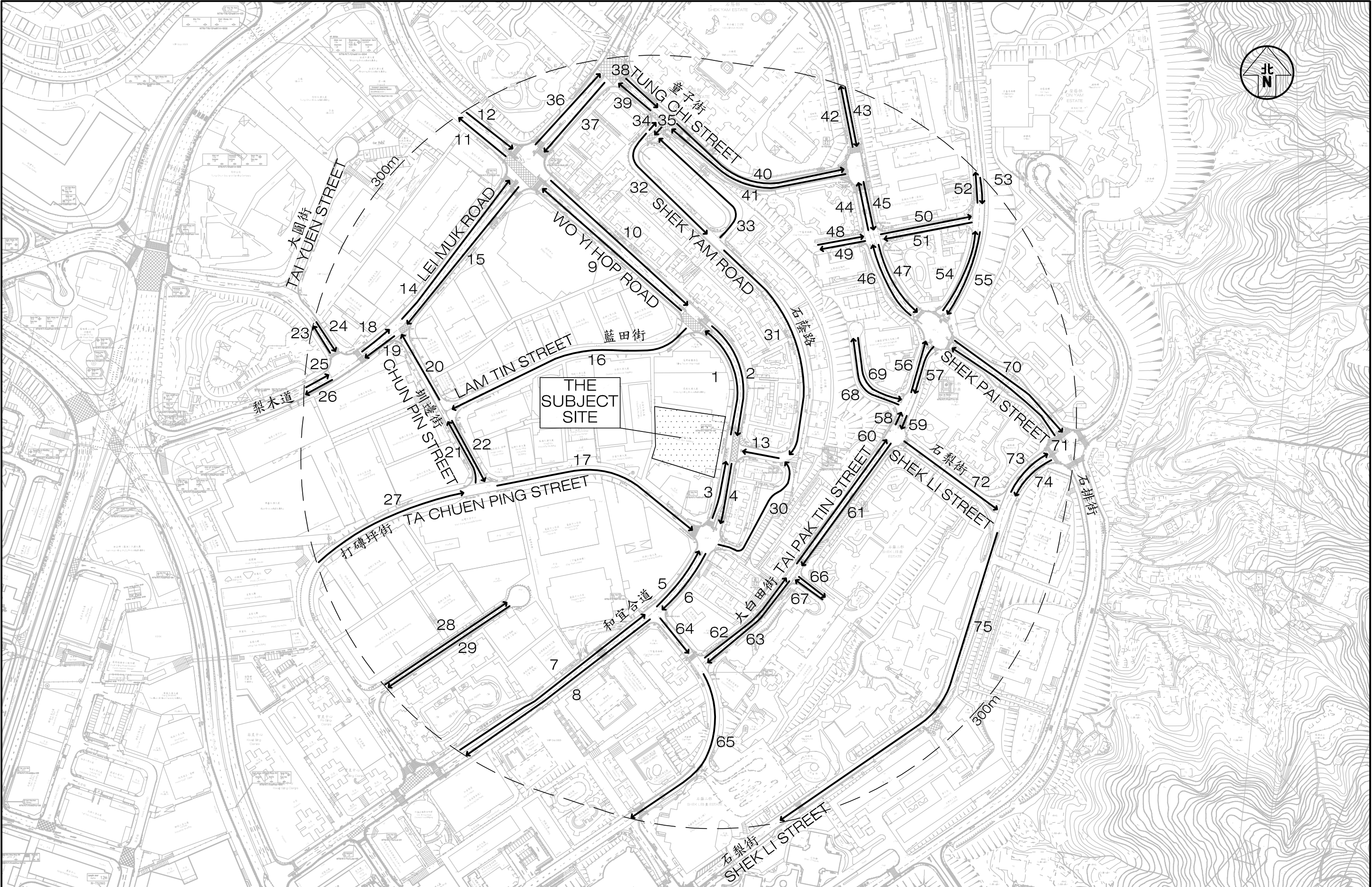
Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for residential use (pcu/hour/flat) from TPDM						
Private Housing: Medium-Density / R(A) with an average flat size of 60m <sup>2</sup>	0.0425	0.0718	NA	0.037	0.0286	NA
Trip Generation Rates for retail use (pcu/hour/100 sq.m. GFA) from TPDM						
Retail	0.2434	0.2296	NA	0.3563	0.3100	NA
Trip Generation Rates for RCHE (pcu/hour/bed)						
RCHE (Table 5)	0.0346	0.0231	NA	0.0269	0.0500	NA
Trip Generation Rates for RCHD (pcu/hour/bed)						
RCHD (Table 6)	0.0450	0.0360	NA	0.0360	0.0450	NA
Traffic Generation of Proposed Redevelopment (pcu/hour)						
Residential Use: 253 flats [a]	11	19	30	10	8	18
Retail: 131 m <sup>2</sup> GFA [b]	1	1	2	1	1	2
RCHE: 260 beds [c]	9	7	16	7	13	20
RCHD: 120 beds [d]	6	5	11	5	6	11
Total [a] + [b] + [c] + [d]	27	32	59	23	28	51

### 3. OUTPUTS OF TRAFFIC FORECAST

After applying the above derived traffic growths to the 2031 BDTM, the 2045 matrices are produced. These 2045 matrices are used for the traffic model assignment in order to produce the 2045 traffic flow which is presented in Appendix A.

Figure

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Project Title	PROPOSED DEVELOPMENT AT 97 – 107 WO YI HOP ROAD, KWAI CHUNG					Figure No.	NIA1		Revision	A		CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title	LOCATION OF TRAFFIC DATA WITHIN 300M STUDY AREA FROM SUBJECT SITE					Designed by	Drawn by	Checked by				
						T T O	N C M	K C				
						Scale in A3	Date					
						1 : 3000	16 APR 2025					

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Appendix A  
Year 2045 Traffic Forecast

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# TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

## YEAR 2045 TRAFFIC FORECAST

Date: 7 May 2025

Job No.: J7396

Link ID	Road Section	From Road	To Road	AM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Wo Yi Hop Road (NB)	Shek Yi Road	Lam Tin Street	580	66%	34%
L002	Wo Yi Hop Road (SB)	Lam Tin Street	Shek Yi Road	420	75%	25%
L003	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Shek Yi Road	440	66%	34%
L004	Wo Yi Hop Road (SB)	Shek Yi Road	Ta Chuen Ping Street	530	68%	32%
L005	Wo Yi Hop Road (NB)	Tai Loong Street	Ta Chuen Ping Street	320	70%	30%
L006	Wo Yi Hop Road (SB)	Ta Chuen Ping Street	Tai Loong Street	540	64%	36%
L007	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Tai Loong Street	510	69%	31%
L008	Wo Yi Hop Road (SB)	Tai Loong Street	Ta Chuen Ping Street	260	71%	29%
L009	Wo Yi Hop Road (NB)	Lam Tin Street	Lei Muk Road	550	63%	37%
L010	Wo Yi Hop Road (SB)	Lei Muk Road	Lam Tin Street	560	72%	28%
L011	Wo Yi Hop Road (NB)	Lei Muk Road	Cheung Wing Road	1,260	65%	35%
L012	Wo Yi Hop Road (SB)	Cheung Wing Road	Lei Muk Road	1,340	68%	32%
L013	Shek Yi Road (WB)	Shek Yam Road	Wo Yi Hop Road	280	60%	40%
L014	Lei Muk Road (EB)	Chun Pin Street	Wo Yi Hop Road	440	64%	36%
L015	Lei Muk Road (WB)	Wo Yi Hop Road	Chun Pin Street	360	58%	42%
L016	Lam Tin Street (WB)	Wo Yi Hop Road	Chun Pin Street	180	64%	36%
L017	Ta Chuen Ping Street (EB)	Chun Pin Street	Wo Yi Hop Road	190	42%	58%
L018	Lei Muk Road (EB)	Kwok Shui Road	Chun Pin Street	320	63%	37%
L019	Lei Muk Road (WB)	Chun Pin Street	Kwok Shui Road	640	54%	46%
L020	Chun Pin Street (NB)	Lam Tin Street	Lei Muk Road	410	54%	46%
L021	Chun Pin Street (NB)	Ta Chuen Ping Street	Lam Tin Street	320	54%	46%
L022	Chun Pin Street (SB)	Lam Tin Street	Ta Chuen Ping Street	90	69%	31%
L023	Kwok Shui Road (NB)	Lei Muk Road	Tai Yuen Street	740	56%	44%
L024	Kwok Shui Road (SB)	Tai Yuen Street	Lei Muk Road	100	56%	44%
L025	Lei Muk Road (EB)	Cheung Wing Road	Kwok Shui Road	440	68%	32%
L026	Lei Muk Road (WB)	Kwok Shui Road	Cheung Wing Road	120	70%	30%
L027	Ta Chuen Ping Street (EB)	Shek Kin Street	Chun Pin Street	440	47%	53%
L028	Shek Kin Street (EB)	Ta Chuen Ping Street	Cul-de-sac	120	56%	44%
L029	Shek Kin Street (WB)	Cul-de-sac	Ta Chuen Ping Street	110	51%	49%
L030	Shek Yam Road (NB)	Wo Yi Hop Road	Shek Yi Road	80	56%	44%
L031	Shek Yam Road (SB)	Shek Yam Road	Shek Yi Road	200	48%	52%
L032	Shek Yam Road (SB)	Shek Yam Road	Shek Yam Road	260	35%	65%
L033	Shek Yam Road (NB)	Shek Yam Road	Shek Yam Road	70	0%	100%
L034	Shek Yam Road (NB)	Shek Yam Road	Tung Chi Street	70	0%	100%
L035	Shek Yam Road (SB)	Tung Chi Street	Shek Yam Road	260	35%	65%
L036	Lei Muk Road (EB)	Wo Yi Hop Road	Tung Chi Street	670	63%	37%
L037	Lei Muk Road (WB)	Tung Chi Street	Wo Yi Hop Road	520	60%	40%
L038	Tung Chi Street (EB)	Lei Muk Road	Shek Yam Road	420	53%	47%
L039	Tung Chi Street (WB)	Shek Yam Road	Lei Muk Road	300	54%	46%
L040	Tung Chi Street (EB)	Shek Yam Road	Tai Pak Tin Street	250	61%	39%
L041	Tung Chi Street (WB)	Tai Pak Tin Street	Shek Yam Road	340	56%	44%
L042	Tai Pak Tin Street (NB)	Tung Chi Street	Lei Muk Road	310	48%	52%
L043	Tai Pak Tin Street (SB)	Lei Muk Road	Tung Chi Street	390	57%	43%
L044	Tai Pak Tin Street (NB)	On Chit Street	Tung Chi Street	440	61%	39%
L045	Tai Pak Tin Street (SB)	Tung Chi Street	On Chit Street	430	71%	29%
L046	Tai Pak Tin Street (NB)	On Chit Lane	On Chit Street	360	55%	45%
L047	Tai Pak Tin Street (SB)	On Chit Street	On Chit Lane	280	62%	38%
L048	On Chit Street (EB)	Cul-de-sac	Tai Pak Tin Street	10	40%	60%
L049	On Chit Street (WB)	Tai Pak Tin Street	Cul-de-sac	10	67%	33%
L050	On Chit Street (EB)	Tai Pak Tin Street	On Chit Lane	200	79%	21%
L051	On Chit Street (WB)	On Chit Lane	Tai Pak Tin Street	120	78%	22%
L052	On Chit Street (NB)	On Chit Lane	Access Road of On Chit Street	210	79%	21%
L053	On Chit Street (WB)	Access Road of On Chit Street	On Chit Lane	220	79%	21%
L054	On Chit Lane (NB)	Shek Pai Street	On Chit Street	50	60%	40%
L055	On Chit Lane (SB)	On Chit Street	Shek Pai Street	140	73%	27%
L056	Tai Pak Tin Street (NB)	Tai Pak Tin Lane	Shek Pai Street	90	57%	43%
L057	Tai Pak Tin Street (SB)	Shek Pai Street	Tai Pak Tin Lane	150	57%	43%
L058	Tai Pak Tin Street (NB)	Shek Li Street	Tai Pak Tin Lane	90	57%	43%
L059	Tai Pak Tin Street (SB)	Tai Pak Tin Lane	Shek Li Street	150	57%	43%
L060	Tai Pak Tin Street (NB)	Access Road of Shek Lei (ii) Estate	Shek Li Street	170	49%	51%
L061	Tai Pak Tin Street (SB)	Shek Li Street	Access Road of Shek Lei (ii) Estate	50	92%	8%
L062	Tai Pak Tin Street (NB)	Tai Loong Street	Access Road of Shek Lei (ii) Estate	170	49%	51%
L063	Tai Pak Tin Street (SB)	Access Road of Shek Lei (ii) Estate	Tai Loong Street	60	91%	9%
L064	Tai Loong Street (SB)	Wo Yi Hop Road	Tai Pak Tin Street	480	62%	38%
L065	Tai Loong Street (SB)	Tai Pak Tin Street	Wai Kek Street	370	72%	28%
L066	Access Road of Shek Lei (ii) Estate (EB)	Tai Pak Tin Street	Cul-de-sac	20	81%	19%
L067	Access Road of Shek Lei (ii) Estate (WB)	Cul-de-sac	Tai Pak Tin Street	30	77%	23%
L068	Tai Pak Tin Lane (NB)	Tai Pak Tin Street	Cul-de-sac	10	100%	0%
L069	Tai Pak Tin Lane (SB)	Cul-de-sac	Tai Pak Tin Street	10	88%	13%
L070	Shek Pai Street (EB)	Tai Pak Tin Street	On Chuk Street	290	68%	32%
L071	Shek Pai Street (WB)	On Chuk Street	Tai Pak Tin Street	350	53%	47%
L072	Shek Li Street (EB)	Tai Pak Tin Street	On Chuk Street	180	40%	60%

**TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION**  
**YEAR 2045 TRAFFIC FORECAST**

Date: 7 May 2025

Job No.: J7396

Link ID	Road Section	From Road	To Road	AM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L073	On Chuk Street (NB)	Shek Li Street	Shek Pai Street	70	54%	46%
L074	On Chuk Street (SB)	Shek Pai Street	Shek Li Street	50	77%	23%
L075	Shek Li Street (SB)	On Chuk Street	Wai Kek Street	160	45%	55%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

# TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

## YEAR 2045 TRAFFIC FORECAST

Date: 7 May 2025

Job No.: J7396

Link ID	Road Section	From Road	To Road	PM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Wo Yi Hop Road (NB)	Shek Yi Road	Lam Tin Street	660	70%	30%
L002	Wo Yi Hop Road (SB)	Lam Tin Street	Shek Yi Road	400	85%	15%
L003	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Shek Yi Road	470	61%	39%
L004	Wo Yi Hop Road (SB)	Shek Yi Road	Ta Chuen Ping Street	520	71%	29%
L005	Wo Yi Hop Road (NB)	Tai Loong Street	Ta Chuen Ping Street	310	61%	39%
L006	Wo Yi Hop Road (SB)	Ta Chuen Ping Street	Tai Loong Street	540	68%	32%
L007	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Tai Loong Street	540	56%	44%
L008	Wo Yi Hop Road (SB)	Tai Loong Street	Ta Chuen Ping Street	280	73%	27%
L009	Wo Yi Hop Road (NB)	Lam Tin Street	Lei Muk Road	570	70%	30%
L010	Wo Yi Hop Road (SB)	Lei Muk Road	Lam Tin Street	530	82%	18%
L011	Wo Yi Hop Road (NB)	Lei Muk Road	Cheung Wing Road	1,270	68%	32%
L012	Wo Yi Hop Road (SB)	Cheung Wing Road	Lei Muk Road	1,390	76%	24%
L013	Shek Yi Road (WB)	Shek Yam Road	Wo Yi Hop Road	330	66%	34%
L014	Lei Muk Road (EB)	Chun Pin Street	Wo Yi Hop Road	470	59%	41%
L015	Lei Muk Road (WB)	Wo Yi Hop Road	Chun Pin Street	370	69%	31%
L016	Lam Tin Street (WB)	Wo Yi Hop Road	Chun Pin Street	220	60%	40%
L017	Ta Chuen Ping Street (EB)	Chun Pin Street	Wo Yi Hop Road	250	61%	39%
L018	Lei Muk Road (EB)	Kwok Shui Road	Chun Pin Street	270	61%	39%
L019	Lei Muk Road (WB)	Chun Pin Street	Kwok Shui Road	610	67%	33%
L020	Chun Pin Street (NB)	Lam Tin Street	Lei Muk Road	440	60%	40%
L021	Chun Pin Street (NB)	Ta Chuen Ping Street	Lam Tin Street	340	63%	37%
L022	Chun Pin Street (SB)	Lam Tin Street	Ta Chuen Ping Street	120	66%	34%
L023	Kwok Shui Road (NB)	Lei Muk Road	Tai Yuen Street	740	65%	35%
L024	Kwok Shui Road (SB)	Tai Yuen Street	Lei Muk Road	80	65%	35%
L025	Lei Muk Road (EB)	Cheung Wing Road	Kwok Shui Road	450	65%	35%
L026	Lei Muk Road (WB)	Kwok Shui Road	Cheung Wing Road	140	76%	24%
L027	Ta Chuen Ping Street (EB)	Shek Kin Street	Chun Pin Street	460	61%	39%
L028	Shek Kin Street (EB)	Ta Chuen Ping Street	Cul-de-sac	120	57%	43%
L029	Shek Kin Street (WB)	Cul-de-sac	Ta Chuen Ping Street	110	52%	48%
L030	Shek Yam Road (NB)	Wo Yi Hop Road	Shek Yi Road	80	60%	40%
L031	Shek Yam Road (SB)	Shek Yam Road	Shek Yi Road	250	58%	42%
L032	Shek Yam Road (SB)	Shek Yam Road	Shek Yam Road	300	46%	54%
L033	Shek Yam Road (NB)	Shek Yam Road	Shek Yam Road	60	0%	100%
L034	Shek Yam Road (NB)	Shek Yam Road	Tung Chi Street	60	0%	100%
L035	Shek Yam Road (SB)	Tung Chi Street	Shek Yam Road	300	46%	54%
L036	Lei Muk Road (EB)	Wo Yi Hop Road	Tung Chi Street	740	69%	31%
L037	Lei Muk Road (WB)	Tung Chi Street	Wo Yi Hop Road	480	70%	30%
L038	Tung Chi Street (EB)	Lei Muk Road	Shek Yam Road	410	59%	41%
L039	Tung Chi Street (WB)	Shek Yam Road	Lei Muk Road	240	55%	45%
L040	Tung Chi Street (EB)	Shek Yam Road	Tai Pak Tin Street	220	71%	29%
L041	Tung Chi Street (WB)	Tai Pak Tin Street	Shek Yam Road	300	63%	37%
L042	Tai Pak Tin Street (NB)	Tung Chi Street	Lei Muk Road	250	50%	50%
L043	Tai Pak Tin Street (SB)	Lei Muk Road	Tung Chi Street	290	54%	46%
L044	Tai Pak Tin Street (NB)	On Chit Street	Tung Chi Street	440	57%	43%
L045	Tai Pak Tin Street (SB)	Tung Chi Street	On Chit Street	400	62%	38%
L046	Tai Pak Tin Street (NB)	On Chit Lane	On Chit Street	400	55%	45%
L047	Tai Pak Tin Street (SB)	On Chit Street	On Chit Lane	350	62%	38%
L048	On Chit Street (EB)	Cul-de-sac	Tai Pak Tin Street	10	71%	29%
L049	On Chit Street (WB)	Tai Pak Tin Street	Cul-de-sac	10	25%	75%
L050	On Chit Street (EB)	Tai Pak Tin Street	On Chit Lane	80	68%	32%
L051	On Chit Street (WB)	On Chit Lane	Tai Pak Tin Street	70	71%	29%
L052	On Chit Street (NB)	On Chit Lane	Access Road of On Chit Street	80	58%	43%
L053	On Chit Street (WB)	Access Road of On Chit Street	On Chit Lane	100	64%	36%
L054	On Chit Lane (NB)	Shek Pai Street	On Chit Street	30	46%	54%
L055	On Chit Lane (SB)	On Chit Street	Shek Pai Street	60	58%	42%
L056	Tai Pak Tin Street (NB)	Tai Pak Tin Lane	Shek Pai Street	80	62%	38%
L057	Tai Pak Tin Street (SB)	Shek Pai Street	Tai Pak Tin Lane	90	48%	52%
L058	Tai Pak Tin Street (NB)	Shek Li Street	Tai Pak Tin Lane	70	58%	42%
L059	Tai Pak Tin Street (SB)	Tai Pak Tin Lane	Shek Li Street	90	49%	51%
L060	Tai Pak Tin Street (NB)	Access Road of Shek Lei (ii) Estate	Shek Li Street	160	49%	51%
L061	Tai Pak Tin Street (SB)	Shek Li Street	Access Road of Shek Lei (ii) Estate	40	72%	28%
L062	Tai Pak Tin Street (NB)	Tai Loong Street	Access Road of Shek Lei (ii) Estate	170	50%	50%
L063	Tai Pak Tin Street (SB)	Access Road of Shek Lei (ii) Estate	Tai Loong Street	50	73%	27%
L064	Tai Loong Street (SB)	Wo Yi Hop Road	Tai Pak Tin Street	510	60%	40%
L065	Tai Loong Street (SB)	Tai Pak Tin Street	Wai Kek Street	390	66%	34%
L066	Access Road of Shek Lei (ii) Estate (EB)	Tai Pak Tin Street	Cul-de-sac	30	72%	28%
L067	Access Road of Shek Lei (ii) Estate (WB)	Cul-de-sac	Tai Pak Tin Street	40	69%	31%
L068	Tai Pak Tin Lane (NB)	Tai Pak Tin Street	Cul-de-sac	10	60%	40%
L069	Tai Pak Tin Lane (SB)	Cul-de-sac	Tai Pak Tin Street	10	100%	0%
L070	Shek Pai Street (EB)	Tai Pak Tin Street	On Chuk Street	340	64%	36%
L071	Shek Pai Street (WB)	On Chuk Street	Tai Pak Tin Street	380	53%	47%
L072	Shek Li Street (EB)	Tai Pak Tin Street	On Chuk Street	150	38%	62%

**TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION**  
**YEAR 2045 TRAFFIC FORECAST**

Date: 7 May 2025

Job No.: J7396

Link ID	Road Section	From Road	To Road	PM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L073	On Chuk Street (NB)	Shek Li Street	Shek Pai Street	70	48%	52%
L074	On Chuk Street (SB)	Shek Pai Street	Shek Li Street	100	59%	41%
L075	Shek Li Street (SB)	On Chuk Street	Wai Kek Street	170	47%	53%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus