

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary Information on

27CG – Yuen Long south eastern extension – site formation, roads and drainage works

28CG – Yuen Long south western extension – site formation, roads and drainage works

INTRODUCTION

When considering PWSC(2002-03)29 on **27CG** and **28CG** at the Public Works Subcommittee meeting held on 22 May 2002, Members requested the Administration to provide supplementary information on –

- (a) the performance of major road junctions in Yuen Long South after the implementation of the proposed road work; and
- (b) how road users from villages south of Area 14 could get onto Yuen Long Highway via Shap Pat Heung Interchange.

THE ADMINISTRATION'S RESPONSE

2. Based on the findings of the Yuen Long South Traffic Impact Study Final Report completed by TDD, there will be sufficient capacity throughout the road network in Yuen Long South up to year 2011 after implementation of **27CG** and **28CG**. The performance of major road junctions in Yuen Long South after completion of the proposed road work is set out in the following tables –

Table 1

Table 1 - Performance on existing signalised road junctions

Existing Junctions	Reserve Capacity ¹			
	Without proposed new roads		With proposed new roads	
	2001	2006	2006	2011
Ma Tong Road/ Tai Tong Road	7%	-50%	98%	16%
Ma Tong Road/ Ma Tin Road	5%	-18%	222%	40%

Table 2 - Performance on new signalised road junctions after implementation of the proposed road works

New Junctions	Reserve Capacity ¹	
	With proposed new roads	
	2006	2011
Ma Tin Road/Road L3	49%	40%
Tai Tong Road/Road L2	12%	24% ²
Road L2/Road L3	125%	86%
Road L2/Road L5	78%	50%
Road L4/Road L5	86%	31%

/3.

¹ "Reserve Capacity" (RC) is an indicator which reflects a junction's performance. A positive RC indicates that the road junction has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A negative RC indicates that the junction is overloaded, thus resulting in traffic queues and delay.

² The junction performance is estimated based on the assumption of further local improvement at the road junction before year 2011.

3. The proposed Road L2 is designed as the main route to serve both Yuen Long Areas 13 and 14, including villages south of Area 14, and it will be connected to Yuen Long Highway at Shap Pat Heung Interchange. Once the entire road network is in place in mid 2005, road users from villages south of Area 14 can easily get onto Yuen Long Highway via Tai Tong Road and the eastern section of Road L2.

Planning and Lands Bureau
June 2002