

For Information

Legislative Council Panel on Transport

Supplementary Information on Reconstruction and Improvement to Tuen Mun Road

INTRODUCTION

At its meeting on 23 April 2004, Members of the Panel noted paper CB(1)/1556/03-04(04) which sets out our proposal to upgrade part of **746TH** – Reconstruction and Improvement of Tuen Mun Road (TMR) (the Project) to carry out the detailed design and associated site investigation works. Members supported the proposal in general though some expressed concerns about the traffic flow on TMR during the construction period, taking into account the effect of possible reduction in speed limit along the Road and also the commissioning of the Hong Kong – Shenzhen Western Corridor (HK – SWC) and the Deep Bay Link (DBL) in end 2005. Members requested the Administration to provide information on the volume to capacity (v/c) ratios¹.

THE ADMINISTRATION'S RESPONSE

2. Construction works for the Project are scheduled to commence in end 2005. The contractor will be required to maintain all three lanes in the dominant flow direction during peak hours throughout the construction period. Since the construction activities are not expected to generate significant construction traffic along TMR, and the loading and unloading activities of construction vehicles will mainly take place during the off-peak periods, the impact of the construction activities on traffic flow along TMR throughout the construction period is unlikely to be significant.

¹ Volume to capacity (v/c) ratio is an indicator which reflects the performance of a road. A v/c ratio equal to or less than 1.0 means that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio above 1.0 indicates the onset of congestion; that above 1.2 indicates more serious congestion with traffic speeds deteriorating progressively with further increase in traffic.

3. As regards the impact of possible reduction in speed limit of TMR during the construction period on the v/c ratio, Transport Department will discuss with relevant parties, including the Police and the Contractor prior to the commencement of the construction works, on the appropriate speed limit during the works period. The speed limit, in any event, will not be lower than 50 km/h² so as to maintain an optimum traffic throughput. This reduced speed limit is expected to have limited impact on the traffic throughput of TMR as a whole since with vehicles at a lower speed, the gaps between moving vehicles will be reduced thereby leading to higher traffic density on the road. Therefore, though the speed limit is reduced during the works period, the overall traffic volume on the road will be more or less the same as that before the lowering of the speed limit, hence virtually no effect on the v/c ratio.

4. The commissioning of the HK – SWC and DBL in end 2005 is expected to have marginal impact on the traffic flow of TMR as there is adequate capacity for TMR to absorb the anticipated additional traffic even during the construction stage of the Project. The v/c ratios of TMR, before, during and after completion of the works, are as follows :

	Before Commencement of Works³	During Construction of Works⁴		After Completion of Works⁴
Year	2005	2006	2010	2010
v/c ratio	0.85	0.92	1.07	1.06

Advice Sought

5. Members are invited to note the content of this paper.

Environment, Transport and Works Bureau
May 2004

² The current speed limit for the section of TMR between Wong Chu Road and Sham Tseng Interchange is 80 km/h while that between Sham Tseng Interchange and Tsuen Wan Road is 70 km/h.

³ Before commissioning of the HK – SWC.

⁴ After commissioning of the HK – SWC.