

**For discussion
on 24 April 2009**

Legislative Council Panel on Transport

**819TH – Traffic Improvements to Tuen Mun Road
Town Centre Section**

PURPOSE

This paper seeks Members' views on our proposal to upgrade **819TH** – Traffic Improvements to Tuen Mun Road Town Centre Section (TCS) (the Project) to Category A to relieve the congestion on that section of Tuen Mun Road (TMR).

PROJECT SCOPE AND NATURE

2. The scope of **819TH** comprises –
- (a) widening of the TMRTCS between Yan Oi Town Square and Wong Chu Road of approximately 1.5 kilometres (km) long from a dual two-lane carriageway to a dual three-lane carriageway;
 - (b) resurfacing of existing section of TMR;
 - (c) construction of a single-lane flyover of approximately 450 metres (m) long, which extends from Tuen Hing Road and runs along Tsing Hoi Circuit to merge eventually with the TMR Kowloon-bound carriageway;
 - (d) reconstruction of the slip road of the existing Wong Chu Road of approximately 80 m long to facilitate proper merging with the new flyover mentioned in 2(c) above;

- (e) demolition and reconstruction of four existing footbridges and provision of two temporary footbridges during the construction period;
- (f) improvement of three existing traffic light signal-controlled junctions along Castle Peak Road (CPR) between Tuen Hing Road and Hoi Wing Road;
- (g) installation of the following along the carriageway –
 - (i) vertical noise barriers of about 340 m long and 5 m high;
 - (ii) cantilevered noise barriers of about 650 m long and 5.5 m to 8m high with bend ranging from 3 m to 7m;
 - (iii) semi-enclosures of about 800 m long and 6m to 8m high; and
 - (iv) full-enclosures of about 920 m long and 6m to 8m high;
- (h) provision of a traffic control and surveillance system (TCSS);
- (i) associated civil, structural, landscaping, geotechnical works, and works on reprovisioning of existing facilities, environmental mitigation, drainage, road lighting, water mains and traffic aids; and
- (j) implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraph 2(a) to 2(i) above.

———— A plan, with cross-sections showing the proposed works is at **Enclosure 1**.

3. We have substantially completed the design for the Project. We plan to commence the construction works in December 2009 for completion in December 2013.

JUSTIFICATION

4. The Project covers mainly the widening of the TMRTCS between Yan Oi Town Square and Wong Chu Road from a dual two-lane to a dual three-lane carriageway. It aims to improve the traffic condition on the TMRTCS to meet the anticipated traffic growth making use of TMR as the major thoroughfare for the movement of people and goods to and from the Northwest New Territories and cross-border. Without the Project, the TMRTCS will become a bottleneck in the coming years.

5. According to the latest traffic forecast, the TMRTCS is currently operating close to its design capacity. We estimate that the road section will be operating at a critical volume to capacity (v/c) ratio¹ during the peak hours in 2016, and at a worse ratio in 2021, if no improvement is carried out. The projected (v/c) ratios of the road section during the peak hours in 2016 and 2021, with and without the proposed widening, are as follows –

TMRTCS	v/c ratio		
	2008	2016 ²	2021 ²
Without proposed works	0.9	1.2	1.3
With proposed works	–	0.9	1.0

6. In addition, to streamline the traffic by eliminating the weaving movements from Tuen Hing Road towards the Kowloon-bound TMR, we propose to construct a new carriageway, which extends from Tuen Hing Road and runs along Tsing Hoi Circuit, to merge with the TMR Kowloon-bound carriageway. The proposed new carriageway comprises both an at-grade road section and a single-lane flyover.

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.

² The Tuen Mun-Chek Lap Kok Link and Tuen Mun Western Bypass are planned to be completed and become operational by 2016. The impact of the two roads on the v/c ratios is currently being studied. Depending on factors such as the alignments, there may be adjustments to this traffic forecast.

7. As the proposed road widening will be in conflict with four existing footbridges, the latter will need to be demolished. We propose to reconstruct these footbridges to maintain the road crossing facilities.

8. As congestion is anticipated at the road junctions in the vicinity of the proposed works, namely junctions of CPR/Tuen Hing Road, CPR/Tsing Hoi Circuit and CPR/Hoi Wing Road, we also propose to implement improvement works to these junctions to increase their flow capacities and improve the flow between CPR and TMR.

9. As the TMRTCS forms part of the TMR which is a major link between Tuen Mun and Yuen Long, and between Tsuen Wan and Kowloon, we propose to provide a traffic control and surveillance system (TCSS) comprising variable message signs, speed enforcement cameras, lane control signals, variable speed limit signs, closed-circuit television cameras (CCTV) and vehicle detectors to enhance the efficiency and effectiveness of traffic and incident management.

10. We upgraded **746TH** – Reconstruction and Improvement of TMR and **801TH** – Widening of TMR at Tsing Tin Interchange to Category A on 25 April 2008. Both projects are now under construction. The widening of the TMRTCS together with these two projects will turn the entire strategic TMR to a dual-three lane road bringing about an overall improvement to the highway and serving the traffic needs of the Northwest New Territories better.

FINANCIAL IMPLICATIONS

11. We estimate the cost of the Project to be \$1,814.4 million in money-of-the-day (MOD) prices, made up as follows –

		\$ million
(a)	Roads and drains	97.3
(b)	Earthworks	26.9
	(i) slopeworks	14.8
	(ii) retaining walls	12.1
(c)	Flyover and footbridges	179.0
	(i) flyover	72.9

		\$ million	
	(ii) demolition and reconstruction of four existing footbridges	106.1	
(d)	Noise mitigation measures	1,042.2	
	(i) full enclosures	563.5	
	(ii) semi-enclosures	364.7	
	(iii) noise barriers	114.0	
(e)	TCSS	9.3	
(f)	Landscaping works	14.1	
(g)	Consultants' fees	8.0	
	(i) construction supervision and contract administration	5.4	
	(ii) EM&A programme	2.6	
(h)	Resident site staff costs	134.1	
(i)	Contingencies	130.3	
	Sub-total	1,641.2	(in September 2008 prices)
(j)	Provision for price adjustment	173.2	
	Total	1,814.4	(in MOD prices)

12. Item 11(a) includes road pavements, street furniture, traffic aids, road markings, lighting, drainage, reprovisioning of existing facilities and temporary traffic arrangement measures. Item 11(b)(i) includes slope cutting and embankment filling. Item 11(b)(ii) includes reinforced earth walls and retaining walls construction. Item 11(c)(i) includes modification works of the existing flyovers and the related structural condition surveys. Item 11(c)(ii)

includes the provision of two temporary footbridges. Item 11(d) includes site investigation, and item 11(d)(iii) in particular includes vertical and cantilevered noise barriers.

13. We estimate that the proposed works will create about 850 jobs (160 for professional/technical staff and 690 for labourers) providing a total employment of about 33 450 man-months.

PUBLIC CONSULTATION

14. We consulted the Traffic and Transport Committee of the Tuen Mun District Council (TMDC) on 14 September 2007 and 14 March 2008 on the details of the improvement works. We consulted the Environment, Hygiene and District Development Committee of the TMDC on 21 September 2007 and 21 November 2008 on the associated noise mitigation measures. We also consulted the District Facilities Management Committee (DFMC) of the TMDC on 19 February 2008 on the treatment of affected trees to facilitate the improvement works. TMDC Members did not object to the details of the Project but required further information on the noise mitigation measures, such as the landscape design. They also requested that noise barriers be installed on the section of TMR along Tseng Choi Street, which is outside the boundary of the Project.

15. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 18 April 2008 and received 54 objections. Five objections have been subsequently withdrawn unconditionally and 49 objections remained unresolved³. Details of the objections and the Administration's response are set out in **Enclosure 2**.

16. Having considered the unresolved objections, and the proposed way forward for the retrofitting of noise barriers on the section of TMR along Tseng Choi Street which is already a dual three-lane carriageway and is thus not included in the Project (see paragraph 2 in Enclosure 2 for details), the Chief Executive-in-Council authorised the proposed works under the Ordinance on 31 March 2009. The authorisation notice was gazetted on 17 April 2009.

17. We briefed this Panel on the progress of the Project on 24 November 2006. Members supported the early implementation of the Project.

³ Under the Ordinance, an objection that is withdrawn unconditionally is treated as if the objector has not lodged the objection. An objection which is not withdrawn or withdrawn with conditions is treated as an unresolved objection and will be submitted to the Chief Executive-in-Council for consideration.

18. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures⁴ on the proposed aesthetic design of the noise barriers and enclosures, vehicular bridge and footbridges under the Project on 17 February 2009. The Committee accepted the proposed aesthetic design.

19. The Administration understands the community's concern on the visual aspects of noise barriers. In this regard, we launched an Open International Ideas Competition for Noise Barrier/Enclosure Design on 6 January 2009. The submission of entries was closed on 6 March 2009. The results will be announced on 27 April 2009. We will incorporate the concept ideas of the winning entries into the design of noise barriers/enclosures under the Project.

ENVIRONMENTAL IMPLICATIONS

20. The Project is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO) . An environmental permit is required for the construction and operation of the Project. The Director of Environmental Protection approved the Environmental Impact Assessment (EIA) report for the Project in February 2009.

21. The EIA report concluded that, with the implementation of the recommended mitigation measures, the environmental impacts of the Project could be controlled to within established criteria under the EIAO and the Technical Memorandum on the EIA Process. We will implement the mitigation measures as recommended in the EIA report and the EM&A Manual. The key environmental mitigation measures include the installation of noise barriers/enclosures along the concerned sections of the TMRTCS.

22. During construction, we will control noise, dust and site run-off nuisance to comply with established criteria through the implementation of appropriate mitigation measures in the works contract. We will implement an EM&A programme during the course of construction to ensure that proactive measures are adopted to avoid the occurrence of adverse environmental impacts on the public.

⁴ The Advisory Committee on the Appearance of Bridges and Associated Structures, which comprises representatives of the Hong Kong Institute of Architects; the Hong Kong Institution of Engineers; the Hong Kong Institute of Planners; an academic institution; Architectural Services Department; Highways Department; Housing Department; and Civil Engineering and Development Department, is responsible for vetting the design of bridges and other structures associated with the public highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

23. We have considered optimising the alignment and the designed level of road works in the planning and design stages to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil materials) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities⁵. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

24. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure the day-to-day operations on site to comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip ticket system.

25. We estimate that the Project will generate about 23 700 tonnes of construction waste. Of these, we will reuse about 6 000 tonnes (25%) of inert construction waste on site and deliver 13 200 tonnes (56%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 4 500 tonnes (19%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be about \$920,000 for the Project (based on an unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne⁶ at landfills).

26. Of the about 990 trees within the Project boundary, about 130 trees will be preserved. The proposed works will involve the removal of about 860 trees, including about 500 trees to be felled (including 23 dead trees/*Leucaena leucocephala*) and about 360 trees to be transplanted. All of

⁵ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

⁶ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

the trees to be removed are not important trees⁷. We will incorporate planting proposals as part of the proposed works, including an estimated quantity of about 500 heavy standard or standard trees, 4 000 whip trees and 150 shrubs which totals to approximately 6 000 square metres of woodland planting area. The total number of trees to be planted will outweigh the number of trees affected by the Project. We briefed the Task Group of DFMC of the TMDC and some green groups on the tree proposal and received no adverse comments.

HERITAGE IMPLICATIONS

27. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

TEMPORARY TRAFFIC ARRANGEMENTS

28. The TMRTCS is an important part of the strategic TMR. We will implement temporary traffic arrangements (TTAs) to enable the construction works, involving lane closures, traffic diversion and other arrangements. To minimise the traffic impact caused by the works to the TMRTCS, we will maintain the same number of traffic lanes in each direction of the existing carriageway during peak hours in the construction period. To facilitate the safe installation of the cantilevered and overhead panels of noise barriers, we have to implement lane closures at night time (or non-working days). We will minimise these closures as far as practicable.

29. We will consult the TMDC prior to the implementation of major TTAs especially those involving lane closures. A traffic management liaison group comprising representatives from the Highways Department, Hong Kong Police Force, Transport Department and other concerned Government departments will be set up to assess the TTAs to be proposed by the contractor.

⁷ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria:-

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25 metres.

LAND ACQUISITION

30. No resumption of private land or major land clearance will be required.

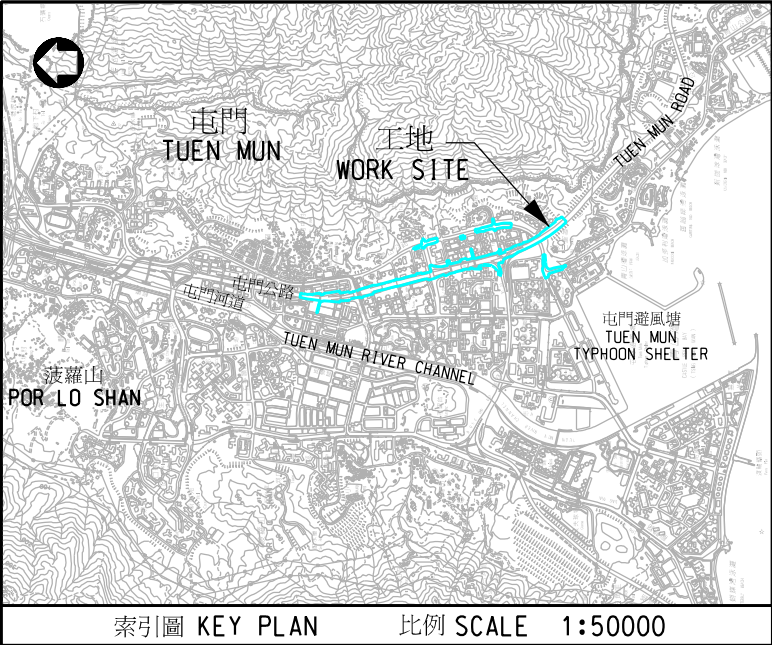
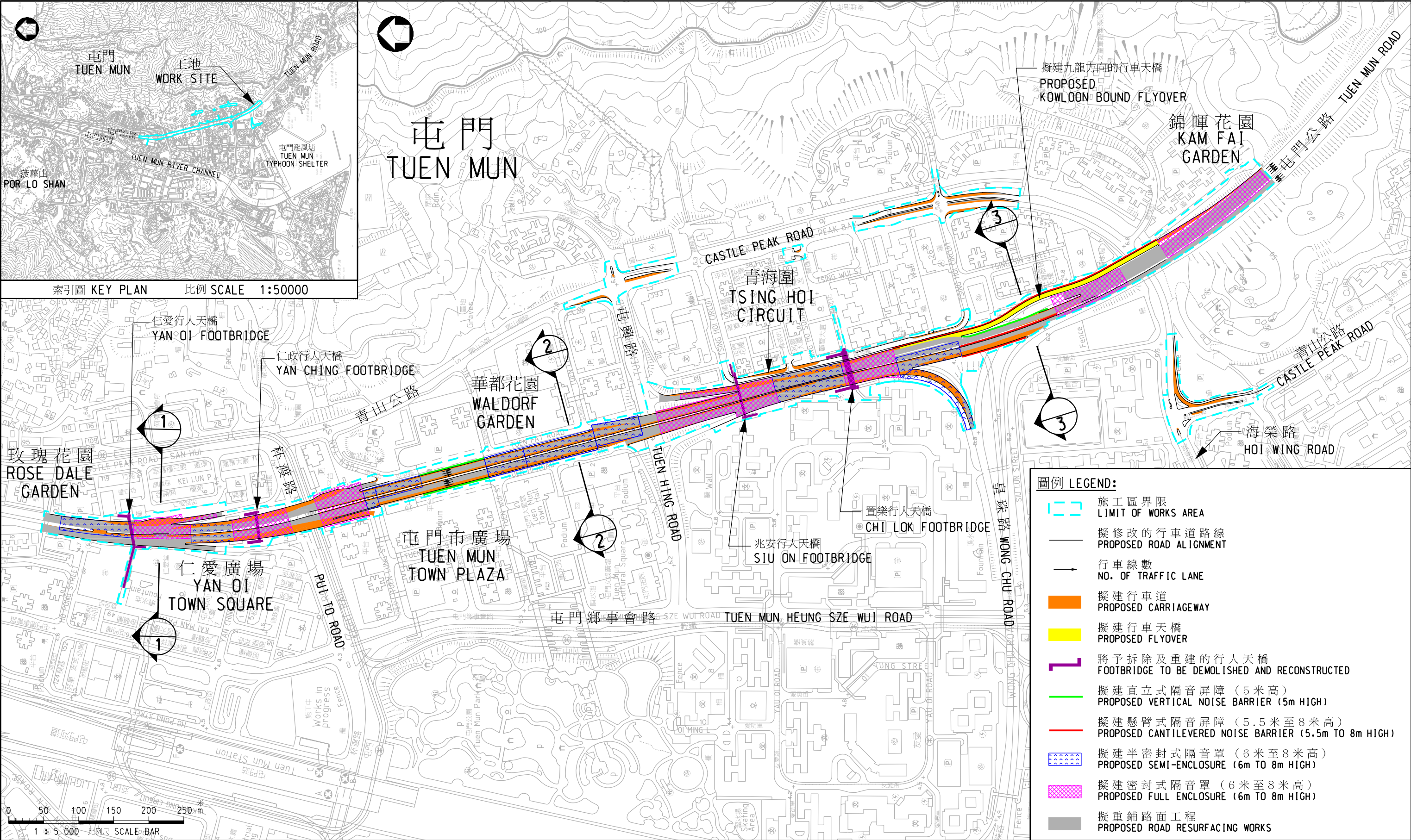
WAY FORWARD

31. We intend to seek the funding support of the Public Works Sub-committee and the Finance Committee of the Legislative Council on 20 May 2009 and 5 June 2009 respectively for upgrading the Project to Category A. Subject to funding approval, we plan to commence the construction works in December 2009 for completion in December 2013.

ADVICE SOUGHT

32. Members are invited to comment on this paper.

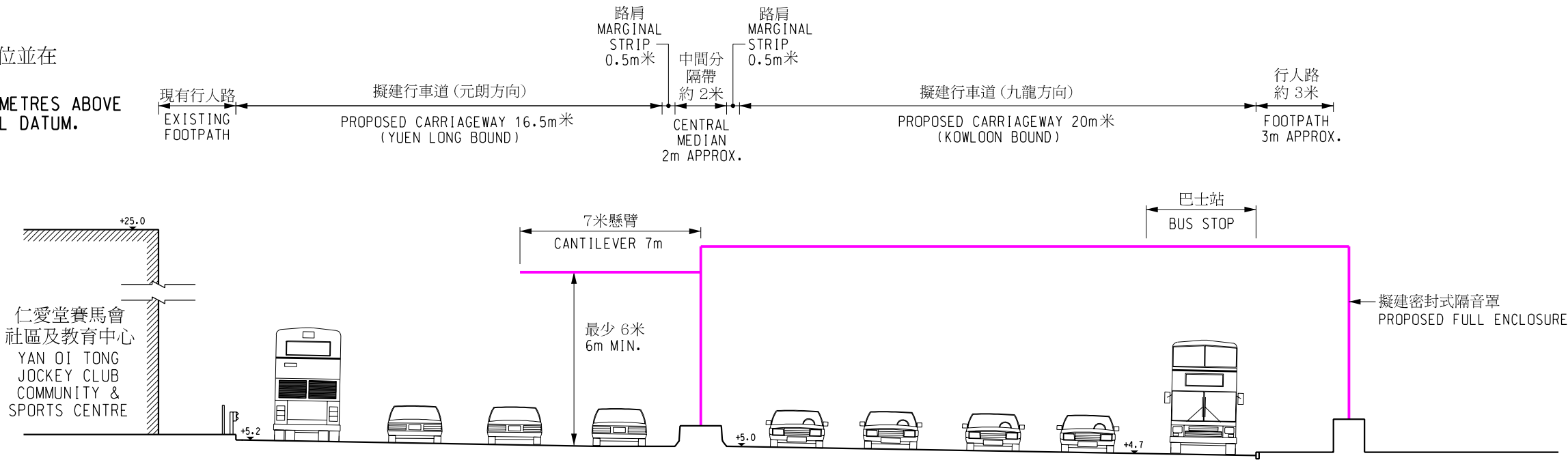
Transport and Housing Bureau
April 2009



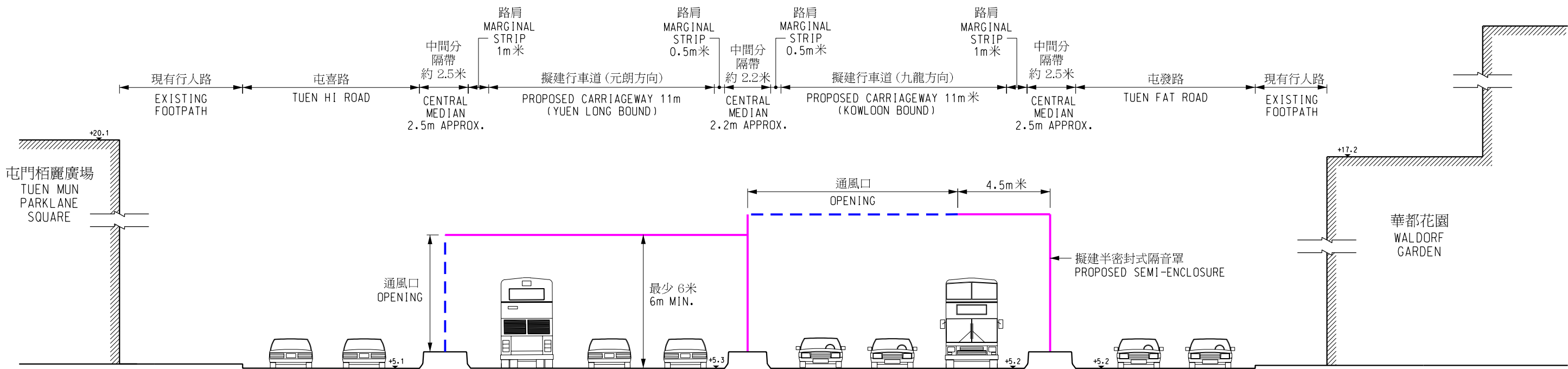
- 圖例 LEGEND:
- 施工區界限
LIMIT OF WORKS AREA
 - 擬修改的行車道路線
PROPOSED ROAD ALIGNMENT
 - 行車線數
NO. OF TRAFFIC LANE
 - 擬建行車道
PROPOSED CARRIAGEWAY
 - 擬建行車天橋
PROPOSED FLYOVER
 - 將予拆除及重建的行人天橋
FOOTBRIDGE TO BE DEMOLISHED AND RECONSTRUCTED
 - 擬建直立式隔音屏障 (5米高)
PROPOSED VERTICAL NOISE BARRIER (5m HIGH)
 - 擬建懸臂式隔音屏障 (5.5米至8米高)
PROPOSED CANTILEVERED NOISE BARRIER (5.5m TO 8m HIGH)
 - 擬建半密封式隔音罩 (6米至8米高)
PROPOSED SEMI-ENCLOSURE (6m TO 8m HIGH)
 - 擬建密封式隔音罩 (6米至8米高)
PROPOSED FULL ENCLOSURE (6m TO 8m HIGH)
 - 擬重鋪路面工程
PROPOSED ROAD RESURFACING WORKS

圖則名稱 plan title	工務計劃項目第819TH號 - 屯門公路市中心段交通改善工程 - 平面圖				設計 designed		繪圖 drawn		圖則編號 plan no.		比例 scale	
	PWP ITEM NO. 819TH - TRAFFIC IMPROVEMENTS TO TUEN MUN ROAD TOWN CENTRE SECTION - LAYOUT PLAN				T.F.HOU		W.L.LAM		HMW6819TH-SP0002		1:5000	
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					W.C.CHAN		C.K.WONG		 HIGHWAYS DEPARTMENT HONG KONG		路政署 香港	
				主 要 工 程 管 理 處 MAJOR WORKS PROJECT MANAGEMENT OFFICE								

註釋 NOTES:
所有水平均以米為單位並在
香港主水平基準上。
ALL LEVELS ARE IN METRES ABOVE
HONG KONG PRINCIPAL DATUM.



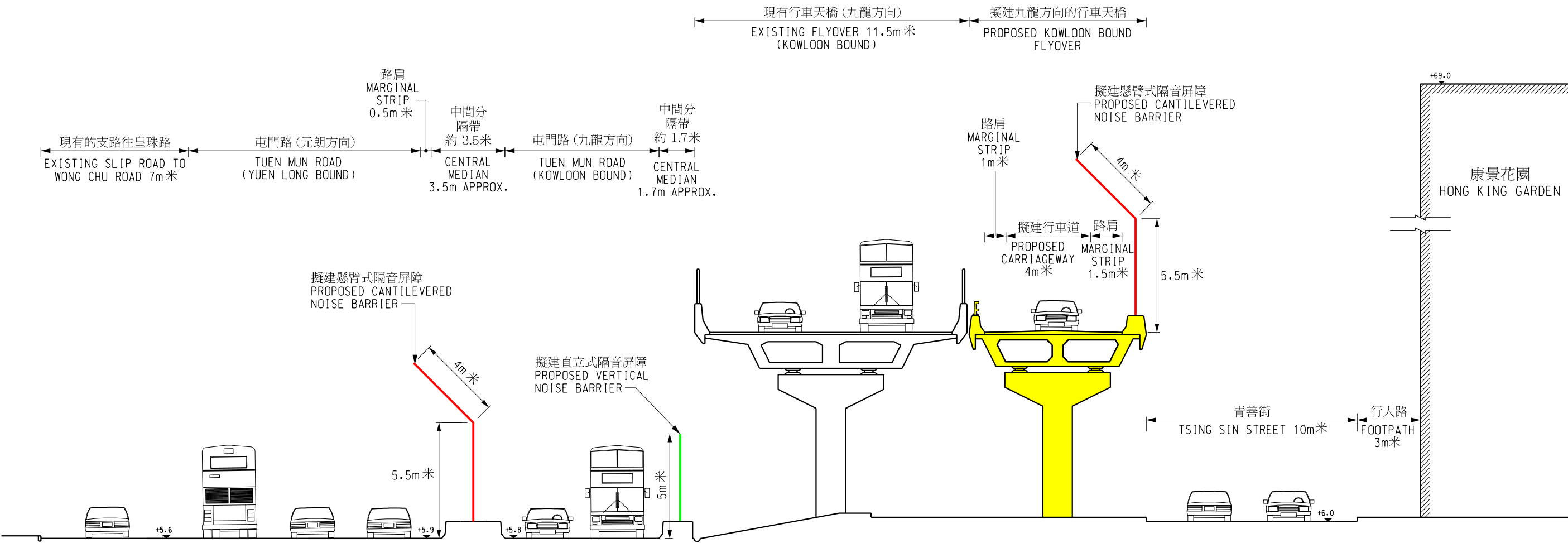
切面圖 SECTION 1-1



切面圖 SECTION 2-2

圖則名稱 plan title 工務計劃項目第819TH號 - 屯門公路市中心段交通改善工程 - 切面圖 PWP ITEM NO. 819TH - TRAFFIC IMPROVEMENTS TO TUEN MUN ROAD TOWN CENTRE SECTION - SECTION	設計 designed T.F.HOU 14/04/09		繪圖 drawn W.L.LAM 14/04/09		圖則編號 plan no. HMW6819TH-SP0003		比例 scale 1:200	
	覆核 checked W.C.CHAN 14/04/09		批准 approved C.K.WONG 14/04/09		© 版權所有 COPYRIGHT RESERVED			
	主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE				 HIGHWAYS DEPARTMENT HONG KONG		路政署 香港	

註釋 NOTES:
所有水平均以米為單位並在
香港主水平基準上。
ALL LEVELS ARE IN METRES ABOVE
HONG KONG PRINCIPAL DATUM.



切面圖 SECTION 3-3

圖則名稱 plan title 工務計劃項目第819TH號 - 屯門公路市中心段交通改善工程 - 切面圖 PWP ITEM NO. 819TH - TRAFFIC IMPROVEMENTS TO TUEN MUN ROAD TOWN CENTRE SECTION - SECTION	設計 designed T.F.HOU 14/04/09		繪圖 drawn W.L.LAM 14/04/09		圖則編號 plan no. HMW6819TH-SP0004	比例 scale 1:200
	覆核 checked W.C.CHAN 14/04/09		批准 approved C.K.WONG 14/04/09		© 版權所有 COPYRIGHT RESERVED	
	主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE		HIGHWAYS DEPARTMENT HONG KONG		路政署 HONG KONG	

**Details of Objections
and Administration's Response
under the Roads (Works, Use and Compensation) Ordinance (Cap. 370)**

Details of the objections and the Administration's response are summarized as follows –

- (a) One objector was of the view that the Project would involve the felling of a large number of trees. In addition, he considered that the proposed works would cause noise and environmental impacts, and create potential safety concerns during construction. He was also concerned about the reasons for adopting different types of noise barriers in the Project and the visual impact of noise enclosures. Moreover, he considered that there would be an increase in traffic along the section of CPR between Sam Shing Hui and Rose Dale Garden, and requested the installation of noise barriers/enclosures thereat. He also pointed out that no improvement was proposed to the existing public transport arrangements between the section of CPR between Wah Fat Street and Tsing Hoi Circuit and Kowloon.

The Administration's response was that the Project was a designated project under the EIAO. Any tree felling proposal would be submitted to the concerned District Lands Officer for approval. No old and valuable trees were found within the Project boundary and a Task Group under the DFMC of the TMDC had been formed to oversee the treatment of affected trees. In addition, necessary requirements in accordance with the EIAO would be laid down in the contract to monitor the environmental impacts during construction, and barriers or hoardings would be erected for works near shops and footways. As for the choice of noise barriers and enclosures, it was based on the results of the noise and air quality assessments carried out under the EIAO, and the visual impact of noise enclosures would be adequately addressed in the concerned EIA report. As traffic impact was not expected on the section of CPR between Sam Shing Hui and Rose Dale Garden, which is

outside the scope of the Project, noise mitigation measures were considered not necessary in accordance with the EIAO. The existing public transport arrangements between the section of CPR between Wah Fat Street and Tsing Hoi Circuit and Kowloon were outside the scope of the Project. As we were unable to contact the objector, the objection was considered unresolved.

- (b) Three objectors requested that –
- (i) the Administration should install noise barriers or enclosures at the section of TMR between Kam Hing Building and Parkview Court as they considered that the noise level thereof was excessive, and the relevant works should be incorporated into the Project to minimise disturbance to TMR traffic and reduce construction cost; and
 - (ii) noise mitigation measures, such as planting trees, should be applied along the section of TMR between Yan Oi Tong and Tseng Choi Street to mitigate traffic noise.

In reply, the Administration stated that –

- (iii) the section of TMR near Tseng Choi Street was already a dual three-lane carriageway and was thus not included in the Project. The proposed noise barriers under the road scheme would be required in order to meet the requirements under the EIAO whereas the section of TMR near Tseng Choi Street was outside the Project scope and should be dealt with separately under the existing retrofitting policy¹. The Administration was conducting a review study to investigate the feasibility of retrofitting works on this concerned section of TMR; and

¹ Under a policy endorsed by the Chief Executive in Council in November 2000 to address noise impact of existing roads on nearby residents, engineering solutions, by way of retrofitting of barriers and enclosures as well as resurfacing roads with low noise material, should be implemented where practicable at existing roads where traffic noise exceeds the stipulated level.

- (iv) the planting of trees would not be effective in mitigating noise. Low-noise road surfacing materials would be adopted at the section of TMR between Yan Oi Tong and Tseng Choi Street.

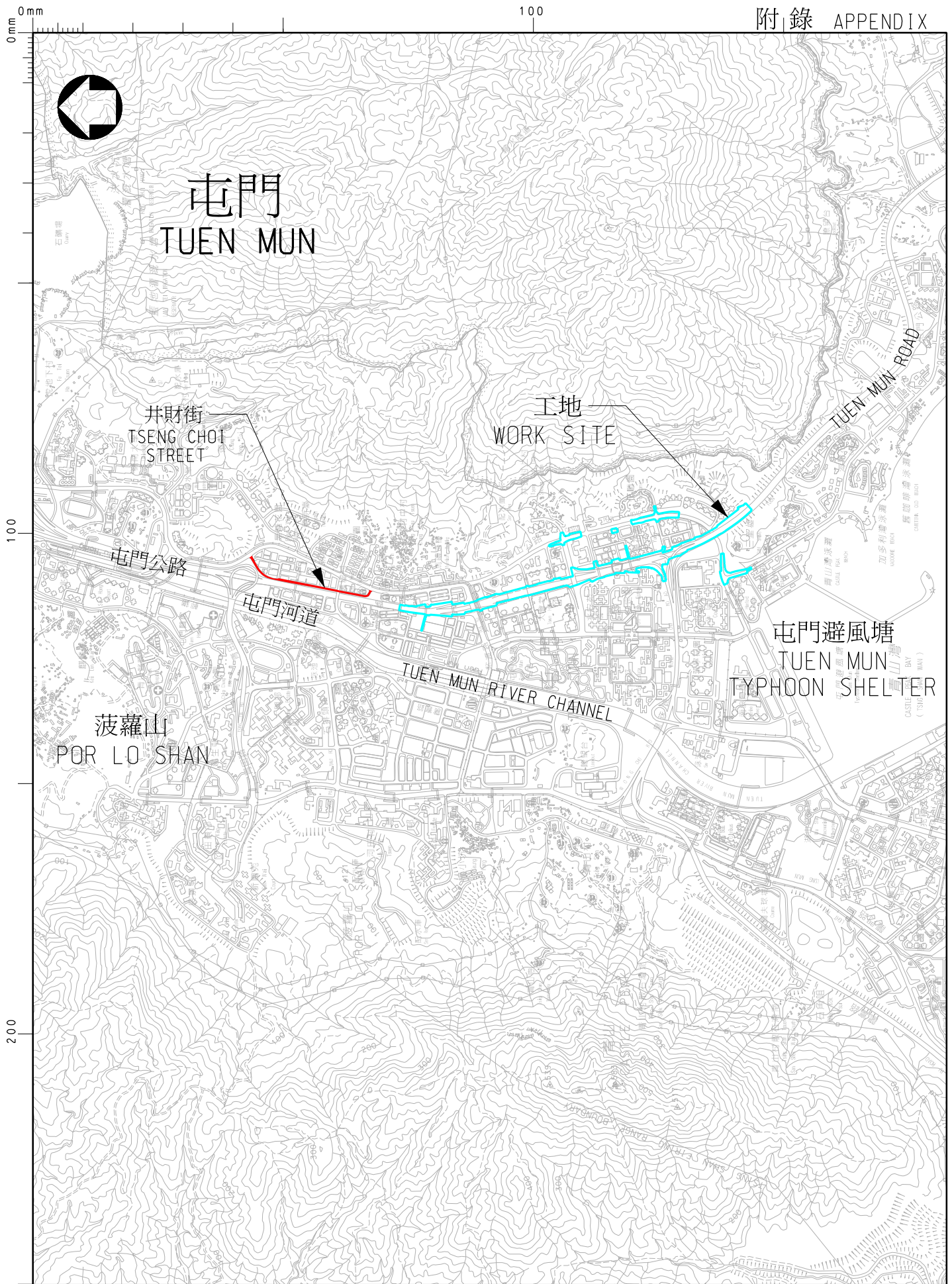
Noting our explanation, the objectors further requested the Administration to complete the concerned study as soon as possible. We replied that the Administration would endeavour to achieve this goal (see paragraph 2 below). Despite our explanation, the three objectors maintained their objections.

- (c) One objector raised similar concerns as described in paragraph (b)(ii) above. He further suggested that after the completion of the Project, the traffic volume, vehicle speed and noise nuisance would likely be increased. We responded in accordance with paragraph (b)(iv), and that the proposed works serve to widen sections of the existing TMR and eliminate the existing bottlenecks, but would not create additional traffic. We further explained that the speed limit would not be changed upon the completion of road widening. In response to our explanation, the objector withdrew the objection unconditionally. The objection was considered resolved.
- (d) 49 objectors considered that the proposed noise barriers in the Project should be extended to cover the section of TMR fronting Kam Hing Building which was located immediately outside the Project boundary, as the building had been facing the same noise level from TMR traffic for many years as those within the Project boundary. They also considered that with the likely increase of traffic volume and vehicle speed, the air quality and noise levels would be worsened after the completion of the proposed works. Similar to paragraph (b)(iii) above, we responded that the section of TMR near Tseng Choi Street was already a dual three-lane carriageway and was thus not included in the Project. We explained that the Administration was carrying out a review study to investigate the feasibility of retrofitting works on this concerned section of TMR. To address objectors' concerns on the environmental impact of the Project, we explained that the scope

of the EIA includes assessments on air quality, noise and visual impacts, and the assessment results would be compiled into the EIA report.

The objectors further requested the Administration to complete the review study for the retrofitting feasibility study and provide a concrete retrofitting programme as soon as possible. We replied that the Administration would endeavour to achieve this goal. In response to our explanation, four objectors withdrew their objections unconditionally. The remaining 45 objections were considered unresolved.

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2. The Administration has confirmed the need for the retrofitting of noise barriers on the section of TMR along Tseng Choi Street (see **Appendix** for its location), and will accordingly prepare a Technical Feasibility Study (TFS). The Administration aims to complete the TFS by end 2009. Subject to the formal establishment of the feasibility and the availability of resources, the Administration plans to consult the TMDC on the retrofitting early next year, and will endeavour to commence construction works in 2012.



<p>圖則名稱 plan title</p> <p>工務計劃項目第819TH號 - 屯門公路市中心段 交通改善工程 - 索引圖</p> <p>PWP ITEM NO. 819TH - TRAFFIC IMPROVEMENTS TO TUEN MUN ROAD TOWN CENTRE SECTION - KEY PLAN</p>	<p>設計 designed SIGNED T.F.HOU 14/04/09</p> <p>覆核 checked SIGNED W.C.CHAN 14/04/09</p>	<p>繪圖 drawn SIGNED W.L.LAM 14/04/09</p> <p>批准 approved SIGNED C.K.WONG 14/04/09</p>	<p>圖則編號 plan no. HMW6819TH-SP0005</p> <p>比例 scale 1:25000</p>	<p>© 版權所有 COPYRIGHT RESERVED</p> <p>HIGHWAYS DEPARTMENT HONG KONG</p> <p>路政署 香港</p>
<p>主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE</p>				