

Our Ref. HD(CEPWP)12/5/30

23 January 2017

Clerk to Public Works Subcommittee  
Finance Committee of the Legislative Council  
Legislative Council Complex  
1 Legislative Council Road, Central  
Hong Kong  
(Attn.: Ms Sharon CHUNG)

Dear Ms CHUNG,

Thank you for your email dated 17 January 2017. In the email, you attached a letter dated 17 January 2017 from Hon CHU Hoi-dick requesting the Government to provide further information on the issues listed below -

- (i) wet markets;
- (ii) regional traffic;
- (iii) regional planning;
- (iv) feeder bus service for Fu Heng Estate;
- (v) rezoning of Green Belt (“GB”);
- (vi) works arrangements for Hong Chi Pinehill Village;
- (vii) average living space per person in public rental housing (PRH) units;
- (viii) regional demand for schools;
- (ix) tree information under construction projects; and
- (x) community facilities.

After consolidation of information gathered from relevant bureaux/departments, we provide a reply to the related issues as follows -

## **Wet Markets**

The parts concerning public markets in Chapter 6 Retail Facilities of the Hong Kong Planning Standards and Guidelines (HKPSG) were amended in April 2009 and have remained in force since then. The revised HKPSG provides flexibility in the consideration of various factors for relevant departments to determine the scale of new public markets.

When planning new housing estates, the Hong Kong Housing Authority (HA) will consider a number of factors in order to determine the provision of suitable retail facilities for the estates concerned. They include the scale of the proposed housing estates and the availability of shopping arcades and retail facilities nearby. Some circumstances specific to individual public housing developments are also required attention. For example, the inclusion of non-domestic facilities in a particular project will lead to reduction of flat production, extension of construction period and substantial financial commitment. Also, consideration will be given to the viability and suitability of the concerned facilities from the operational and financial perspectives.

HA will make adjustments to the original proposal for Tai Po Area 9, taking into account the above factors and the views of various parties. Instead of a superstore with wet trade and a frozen food store as previously proposed, the size of the superstore will be reduced for the provision of fresh food retail outlets in the form of street shops with an area approximately equivalent to 30 to 40 traditional wet market stalls. The revised proposal, together with other retail mix, will meet the shopping needs of the future residents at Tai Po Area 9. The above adjustments will enhance the operational and financial viability of the shopping facilities and at the same time ensure better utilisation of public resources. As explained by the HA representatives during the meetings of the Public Works Subcommittee (PWSC) of the Legislative Council (LegCo) on 21 December 2016, 11 January 2017 and 17 January 2017, HA would consider a number of factors such as the population in the area, including the demographic mix, the number of public and private market facilities and fresh food retail outlets in the vicinity and the vacancy rates when determining the number of fresh food retail outlets to be provided. This approach will be more comprehensive than simply considering the population in the provision of public markets. Hence, it is appropriate to provide fresh food retail outlets in the form of street shops with an area equivalent to 30 to 40 traditional wet

market stalls at Tai Po Area 9.

HA will construct lifts and covered walkways to connect the public housing developments at Tai Po Area 9 site and Chung Nga Road East site for pedestrian connectivity, providing convenient access to the people in the district. Residents of Fu Heng Estate can also make use of the facilities to gain convenient access to and from the shopping facilities at Tai Po Area 9.

### **Regional Traffic**

The Administration submitted supplementary information (LC Paper No. PWSC47/16-17(01) refers) on 16 January 2017 at the request made by Members during the PWSC meeting on 11 January 2017. The Traffic Impact Assessment Report of the project was attached in the submission.

Listed below are some of the planned development projects, but not yet implemented. Their traffic impact assessments have already been conducted -

- TD 33/2011 - Traffic and Transport Study on Provision of Vehicular Bridge near Kwong Fuk Bridge (Study on Vehicular Bridge near Kwong Fuk);
- Sports centre, community hall and football pitches in Area 1, Tai Po;
- Lung Mei Beach;
- Public housing developments at Chung Nga Road;
- Proposed alteration of Tsz Shan Monastery;
- Proposed construction of public columbarium at Shuen Wan ex-Landfill in Tai Po;
- Proposed developments at Tai Po Kau and Ma Wo; and
- Various lots in D.D.34 and 36 and adjoining government land, Tsiu Hang, Tai Po.

The Transport Department (TD) commissioned a consultant to carry out the Study on Vehicular Bridge near Kwong Fuk mentioned above. As far as the regional traffic in Tai Po was concerned, the scope of this Study was quite extensive as it covered all the major roads in the Tai Po Central Area. The Study also mentioned the traffic issues in Tai Po District and the related

improvement measures by the Government.

The Executive Summary of the above Study (Chinese version only) is at the Annex. The traffic issues mentioned in the Study and the improvement measures by the Government are detailed below -

(1) Strong demand for parking spaces in Tai Po Market during holidays and traffic congestion caused by the queues of vehicles waiting to get into car parks

Since vehicles waiting to get into the car park queued up outside the Tai Po Complex at Tai Po Market, it caused traffic congestion at Wan Tau Street. As such, TD improved the arrangement of traffic lanes on Wan Tau Street at end 2014 and the traffic problems arising from the queuing vehicles have been significantly improved. Besides, the Housing Department provided around 100 public parking spaces at Po Heung Estate. These parking spaces have been made available for public use since the completion of the Estate in 2016.

(2) Connectivity between Tai Po Market and Tai Po North

In 2011, TD commissioned a consultancy study on the provision of a vehicular bridge near Kwong Fuk Bridge to connect the existing road networks of Tai Po Market and Tai Po North for diverting the additional vehicular flow to be generated in the future. The Study concluded that the proposed vehicular bridge could improve the traffic conditions at most of the junctions (such as the junction of Nam Wan Road/Kwong Fuk Road) in the area. The proposal was referred to relevant works departments in 2015 for technical feasibility studies.

(3) Traffic at Nam Wan Road

TD has been monitoring the traffic conditions at the junction of Nam Wan Road/Kwong Fuk Road. The table below shows the present traffic conditions at the junction and the projected conditions ten years later -



	Present	2026
Southbound vehicular flow on Nam Wan Road during morning peak hours (passenger car unit)	995	Approximately between 1 050 and 1 150

According to the forecast, the junction of Nam Wan Road / Kwong Fuk Road will reach its full capacity in 2026. To address the situation, the Government has taken the following measures -

- during the construction of the sports centre, community hall and football pitches in Area 1, Tai Po, the relevant works departments will construct an additional traffic lane connecting the existing Tung Cheong Street and Nam Wan Road to further improve the traffic conditions along Nam Wan Road, including the junction of Kwong Fuk Road;
- the project of Kwong Fuk Vehicular Bridge mentioned above can also alleviate the traffic flow at the junction of Nam Wan Road/Kwong Fuk Road; and
- TD is working on schemes to improve the above junction. The proposed schemes will be circulated to other government departments for consultation within this year. If technically feasible, TD will consult the District Council on the proposals.

Meanwhile, TD continues monitoring the traffic conditions on various roads within the area, makes reference to the information in the Traffic Impact Assessment Reports conducted for various developments in the area, the views of District Council and the general public, and carries out site inspections and traffic surveys. Where necessary, TD makes recommendations and carries out traffic improvement works. Related information is as follows -

(1) Traffic at Kwong Fuk Roundabout

To address the traffic congestion arising from vehicles queuing up at the liquefied petroleum gas filling station adjacent to Kwong Fuk Roundabout, TD formulated a plan in 2013 to improve the situation by providing an additional traffic lane at Kwong Fuk Roundabout and the works was completed

in mid-2016.

(2) Kowloon-bound Traffic on Ting Kok Road

To improve the Kowloon-bound traffic on Ting Kok Road, TD implemented traffic management measures in 2014 to re-route Dai Hung Street at Tai Po Industrial Estate from eastbound to westbound in order to provide an alternative route from Ting Kok Road to Kowloon. At the same time, a number of laybys are being set up along Ting Kok Road (i.e. the road section in Plover Cove) to alleviate the intermittent traffic congestion on Ting Kok Road during peak hours. In addition, TD has also requested the relevant department to reserve a strip of land of 10 metres wide on the Kowloon-bound side on the section of Ting Kok Road near Fung Yuen Road for the necessary junction widening in the future.

(3) Passenger Picking Up / Dropping Off Facilities at Tai Po Market Station

Tai Po Market MTR Station is a major point of passenger picking up / dropping off in Tai Po District. According to the available information, the non-franchised bus service has taken up 60% of the capacity of the existing boarding bays. TD is planning to review the existing arrangements of boarding bays so as to cater for more demand for picking up / dropping off activities.

In addition, 33 minor traffic improvement works are being carried out in the district. It is believed that the implementation of the above mentioned measures in various areas can smooth the traffic flow in Tai Po District.

## **Regional Planning**

Information on the planning for Tai Po District as requested by Members is as follows -

Project	Population (about)
Area 9 and Chung Nga Road East	17 500
Chung Nga Road West	2 400
Lo Fai Road	1 760
Lai Chi Shan	4 120
Yat Yiu Avenue	650
Kon Hang	350

According to the 2011 Population Census, the current population of Tai Po District is about 251 200<sup>1</sup> and the estimated population upon completion of the new planning is about 277 500<sup>1</sup>.

At present, the train frequency of the East Rail Line is every three to eight minutes during morning peak hours. On working days, the capacity of Kowloon-bound train service at Tai Po Market Station can cope with the passenger demand during morning peak hours. On the other hand, the MTR Corporation arranges special train services from Tai Po Market Station to Kowloon during morning peaks having regard to the travel patterns of passengers. As for the train loading and waiting time of passengers at present and in 10 to 15 years later, TD does not compile such information.

### **Feeder Bus Service for Fu Heng Estate**

Regarding feeder bus service to and from MTR station, as pointed out in the written reply to Hon CHU Hoi-dick, Dr Hon Fernando CHEUNG Chiu-hung and Tai Po District Council Member Mr YAM Man-chuen on the same subject dated 16 January 2017 (LC Paper No. PWSC40/16-17(02)), KMB route no. 71A has been providing feeder bus service to and from Tai Po Market MTR Station for the residents of Fu Heng Estate. As for the transport arrangements for other new development projects, TD will formulate proposals for public transport arrangements in accordance with the schedules of population intake and development programmes of the projects concerned in a timely manner to cater for the additional passenger demand.

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<sup>1</sup> As stated in Tai Po Outline Zoning Plan No. S/TP/26.

TD will also consult the Traffic and Transport Committee of the relevant District Council on the public transport services proposals.

With regard to fare concessions, though MTRCL has provided interchange discounts for franchised bus route nos. K12, K14, K17 and K18, whether MTRCL will extend such fare concessions to other franchised bus routes like KMB route no. 71A is a business decision of the company. Noting that a copy of Hon CHU Hoi-dick's letter has been copied to MTRCL, the Government believes that MTRCL will give him a reply on the related proposals directly.

### **Rezoning of Green Belt**

Information on projects requiring rezoning of "GB" in Tai Po requested by Members is as follows -

Projects requiring rezoning of "GB" in Tai Po (all advocated by the Government)	Site area	Housing type	Number of flats (About)
Tai Po Area 9 and Chung Nga Road East	9.59 ha <sup>2</sup>	Public housing	7 070
Chung Nga Road West			970
Lo Fai Road	4.13 ha	Private housing	660
Lai Chi Shan	4.25 ha	Private housing	1 785
Kon Hang	2.54 ha	Private housing	150

The Government announced in the 2014 Policy Address that it had identified some 150 potential housing sites through land use reviews, of which about 70 sites (with a total area over 150 ha) were zoned GB. It was estimated that, subject to the timely completion of the statutory plan amendment and other processes required, over 80 000 flats (of which over

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<sup>2</sup> 66% of which was originally zoned "Government, Institution or Community" (mainly located in Tai Po Area 9 and Chung Nga Road East) and only 34% was in "GB" zone.

70% are for public housing) could be provided within these “GB” sites. For the locations of these “GB” sites and the proposed housing types, please refer to the table (Chinese version only) attached. In respect of those “GB” sites pending statutory rezoning procedures, the Government, after completion of the necessary technical assessments, will provide further details of individual sites when seeking to amend the statutory plans concerned and will consult District Councils and the public in accordance with the established procedures, just like the arrangements for other potential housing sites.

### **Works Arrangements for Hong Chi Pinehill Village**

The Government attaches great importance to community participation and views throughout the process of public housing developments. Regarding the developments at Tai Po Area 9 and Chung Nga Road, the Government and HA have begun local consultation since December 2013. The Government and HA consulted Hong Chi Pinehill Village on the project between 2014 and 2016, briefly explained the project to the special school operated by the Hong Chi Association at Pinehill, and listened to their views in order to understand the concerns of the school. The Government and HA will continue to make timely communication with the local community so that the views of stakeholders can be taken account of in the planning and design of the project.

The Civil Engineering and Development Department (CEDD) has also liaised with Hong Chi Pinehill Village since early 2016 to seek their views on the design and arrangements of the works. The proposed works arrangements will not affect the operation of the Village. CEDD will maintain close contact with all stakeholders during construction to minimise the impact on the stakeholders.

The public housing developments at Tai Po Area 9 and Chung Nga Road East will be accessed from the proposed carriageway connecting Tai Po Area 9 and Chuen On Road, so the access of Hong Chi Pinehill Village will not be affected. In addition, the construction works will not cause adverse air quality and noise impacts on Hong Chi Pinehill Village.

## Average Living Space Per Person in PRH Units

The public housing developments at Tai Po Area 9 and Chung Nga Road East will provide approximately 7 070 flats. The numbers of 1/2-person flats, 2/3-person flats, 3/4-person flats and 4/5-person flats will be about 1 320, 3 020, 1 510 and 1 220 respectively. All the flats meet the standard of not less than 7m<sup>2</sup> per person.

The average living space per person of PRH households in the past ten years is as follows-

	Average living space per person in square metre <sup>3</sup> (Internal Floor Area)
2007	12.2
2008	12.4
2009	12.5
2010	12.6
2011	12.8
2012	12.9
2013	13.0
2014	13.0
2015	13.1
2016	13.1

Note: The figures reflect the position in late March of each year.

HA does not have the statistics of the average living space per person for different types of flats.

“Planning for a Liveable High-density City” is the foremost building block under Hong Kong 2030+. Its overall directions include optimising new development areas and retrofitting densely developed urban areas. We will enhance the liveability of Hong Kong through promoting eight city attributes, making the city compact, integrated, unique, diverse, vibrant, healthy, inclusive and supportive. We will also leverage green and blue assets, provide shared

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<sup>3</sup> Average living space per person is calculated by taking the average of the living space per person of all PRH households. The living space per person of each PRH household is defined as the ratio of the internal floor area of the PRH flat occupied by the PRH household and the number of authorised persons in that household.

public spaces and properly maintain and rejuvenate the ageing urban fabric.

In addition, the enhanced strategic planning approach of creating capacity as recommended in Hong Kong 2030+ will not only allow us to meet the estimated long-term land requirements and cater for unforeseeable circumstances, but also provide us with the room and buffer to turn the visions of improving living space (including the average living space per person), enhancing living quality, averting demographic challenges, strengthening community services and capturing economic opportunities into reality.

### **Regional Demand for Schools**

The numbers of public sector primary schools and primary school places in Tai Po District and the North District in the 2016/17 school year are as follows -

	Tai Po	North District
Number of primary schools <sup>4</sup>	18	28
Number of primary school places <sup>5</sup>	13 044	19 123

The numbers of students in public sector primary schools in Tai Po District and the North District in each of the school years from 2012/13 to 2016/17 are as follows -

School Year	Tai Po	North District
2012/13	10 414	17 704
2013/14	11 008	18 124
2014/15	11 793	18 558
2015/16	12 642	18 958
2016/17	13 617	19 596

Note: The figures reflect the position as at mid-September in the respective years.

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<sup>4</sup> The figures include government and aided primary schools but exclude special schools.

<sup>5</sup> The number of school places refers to the number of students that can be accommodated in operating classes (excluding vacant classrooms) in accordance with the planned class sizes as adopted by the schools concerned. The figures reflect the position as at 14 September 2016.

Since the implementation of the policy on “Consolidation of Under-utilised Primary Schools” by the Education Bureau (EDB) from the 2003/04 school year onwards, 6 and 10 public sector primary schools in Tai Po District and the North District respectively have ceased operation under the policy.

According to the Student Enrolment Survey in the 2016/17 school year, 96% and 93% of public sector primary school students living in Tai Po District and the North District respectively go to schools in the districts they live in.

Under the established mechanism, the Government will reserve sites for school development when planning large-scale residential developments having regard to the population and on the basis of the needs for community services in accordance with the guidelines set out in HKPSG. This mechanism enables us to accommodate the population growth and related public housing development, meet the demand for education service in the community and support the related policies on education (including the demand for school places in local communities, the need for reprovisioning of existing schools and the diversified development of the school system in Hong Kong etc.).

The proposed public housing developments at Tai Po Area 9 and Chung Nga Road East will provide about 7 070 flats and HA expects to build about 970 public housing units in Chung Nga Road West. These housing developments are scheduled for completion between 2021 and 2025 with a population of about 19 900. To support the above public housing developments and to meet the educational needs arising from the estimated population growth, EDB has reserved two sites in Tai Po Area 9 and Chung Nga Road West for construction of a 36-classroom primary school and a 30-classroom primary school respectively in accordance with HKPSG. Preliminary information showed that there were approximately 130 trees in the proposed school site at Tai Po Area 9 and none of them were important trees.

There are 18 public sector primary schools in Tai Po District, operating 77 Primary One classes in the 2016/17 school year. In recent years, it was necessary to temporarily and flexibly allocate more students to each class to meet the demand for school places. On the whole, Tai Po District for



the time being does not have a problem of under-enrolment. With the completion of new housing estates in Tai Po and the rebound in the births born to Hong Kong residents in recent years, the growth of school-age population in Tai Po District is expected to continue, and so sufficient school sites must be reserved to meet the planning needs for the future population development. According to the population growth, new school premises may also be used for re-provisioning existing schools to enhance learning and teaching environment. EDB will review the assumptions underlying the projection from time to time and continue to keep in view the future educational needs and the changes in the demand and supply of school places in Tai Po in order to implement school building programmes in a timely manner.

### **Tree Information under Construction Projects**

A replanting exercise will be carried out by the Government in Tai Po District. Initially, new trees will be planted on the riverside of Lam Tsuen River near Tai Po Tau, in Tai Po town centre and along the roadside of Tolo Highway near Tsiu Hang, etc. We will liaise with relevant departments for the detailed arrangements before replanting and consult the District Council or local communities when necessary.

Contractors are required to submit proposals stating clearly the management measures for trees being removed with the aim of encouraging recycling for reuse. For example, some of the removed trees, after processing, will be turned into organic fertilisers or mulches for reuse in this project, while the residual materials may be used in other suitable projects. As for the remaining parts such as trees with health problems which cannot be recycled, they will be disposed of at the landfills.

### **Community Facilities**

The planning brief of public housing developments is prepared based on planning intentions, development restrictions on the Outline Zoning Plan, topography, surrounding land uses and comments received from the public. A number of urban design considerations including wind corridors, visual permeability, building block massing and heights, connectivity and

integration, open space and pedestrian linkages, etc., have been incorporated in the developments. As pointed out in the Government's letter to the LegCo Panel on Housing dated 19 December 2016 on the same subject (LC Paper No. CB(1)336/16-17(01)), in response to community's demand for public housing, we have adopted the principle of optimising land use. As long as planning, infrastructure and environmental factors permit, we will fully optimise the development potential of the sites to maximise public housing production and to meet the needs of existing and future residents by adopting the principles of cost-effectiveness and sustainable development in the planning and design of development projects.

Regarding the public housing developments at Tai Po Area 9 and Chung Nga Road, HA presented the overall layout and arrangements of community facilities for the developments when consulting the Environment, Housing and Works Committee of Tai Po District Council in July 2014 and March 2016. These facilities comprised (i) educational facilities including two kindergartens and a primary school; (ii) social welfare facilities including an Integrated Support Service for Persons with Severe Physical Disabilities, a Child Care Centre, an Early Education and Training Centre, a Neighbourhood Elderly Centre, a Day Care Centre for the Elderly and a Residential Care Home for the Elderly; (iii) traffic and transportation facilities including covered carparks and public transport terminus; and (iv) retail/commercial facilities.

Yours sincerely,

Original signed

(Kenneth LEUNG)

for Secretary for Transport and Housing

c.c.

Ir Dr Hon LO Wai-kwok, SBS, MH, JP, Public Works Subcommittee of the  
Finance Committee of the Legislative Council

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運輸署

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總體摘要

**PARSONS  
BRINCKERHOFF**

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## 圖

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## 1. 引言

### 1.1 背景

大埔墟位於大埔新市鎮(北邊是林村河)及大埔墟站之間，此兩地也是交通量的兩個主要產生地。大部份於大埔新市鎮及港鐵站之間的交通會使用寶鄉街和南運路兩條現有的行車橋來往兩地。此外，大埔墟有幾個熱門目的地，包括大埔綜合大樓，富善街（大埔最舊的戶外市場）以及大明里廣場。

大埔區議會要求於鄰近現有的廣福行人橋附近興建一條行車橋以改善來往錦山的車輛連接及促進大埔墟經濟發展。

運輸署委託柏誠(亞洲)有限公司(柏誠)研究興建廣福行車橋的交通及運輸研究。大埔墟的位置和本項目的研究範圍邊界展示於圖 1.1。建議的廣福行車橋擬定連接林村河北岸寶雅路/汀角路路口和在林村河南岸的廣福道/北盛街。

### 1.2 研究目標

本交通及運輸評估的目的包括:

- 檢討現有交通狀況以及大埔墟範圍內的停車位供應；
- 檢討現有和未來規劃的公眾停車位供應，以確保有充足的供應滿足大埔墟範圍內的停車需求；以及
- 評估由於興建廣福行車橋引起的交通影響以及判定是否需要興建此行車橋。

## 2. 停車位供應

### 2.1 現有停車設施

大埔墟範圍內有許多街道以外的公眾停車場，設有收費錶的停車場以及設有收費錶的路旁停車設施。這些公眾停車設施的位置展示於圖 2.1。目前的停車位供應總結於表 2.1 以及 2.2。

表 2.1 設有收費錶的停車設施

地點		泊位種類/時間種類		
		普通泊位		殘疾人士泊位
		數目	種類	
A	北盛街	8	2 小時	-
B	普益街	2	½ 小時	-
	普益街停車場	11	2 小時	-
C	同茂坊	22	2 小時	-
D	同秀坊	19	2 小時	2
E	同發坊	22	2 小時	-
F	寶鄉坊	39	2 小時	-
G	廣福坊	48	2 小時	1
H	運頭街(鄰近廣福坊)	19	2 小時	-
I	鄉事會坊	41	2 小時	-
J	運頭坊	36	2 小時	-
K	運頭街(運頭坊對面)	22	2 小時	-
L	瑞安街	7	2 小時	-
M	戲院街	4	2 小時	-
N	仁興街	2	½ 小時	1
		23	2 小時	
O	靖遠街	7	2 小時	-
P	懷仁街	10	2 小時	-
Q	懷義街	9	2 小時	-
設有收費錶的停車位總和 =		355		

表 2.2 街道以外公眾停車設施

地點		汽車/小型貨車
1	大埔綜合中心	100
2	寶湖花園	100
3	寶湖道 (第一區)	190
街道以外公眾停車設施總和=		390

## 2.2 檢討公眾停車設施

大埔墟內的公眾停車位供應以及現有的需求之總結展示於表 2.3。

表 2.3 現時公眾停車位供應之總結

類型	泊位	繁忙時間最大泊位需求			
		上午繁忙時間	下午繁忙時間	星期六	星期日
大埔綜合中心	100	90	70	100	100
寶湖花園	100	80	85	80	90
寶湖道（第一區）	190	110	100	150	130
設有收費錶的停車位	355	390	450	480	475
<b>總和 =</b>	<b>745</b>	<b>670</b>	<b>705</b>	<b>810</b>	<b>795</b>
<b>剩餘/不足=</b>		<b>75</b>	<b>40</b>	<b>-65</b>	<b>-50</b>

現在大埔墟區內提供共 745 個公眾泊位。考慮到所有公眾泊位需求，可從表 2.3 得出目前整個大埔墟區內現有的泊位供應可以滿足平日上午及下午高峰需求。這意味著基於當前的需求，在平日繁忙時間是沒有泊位不足的問題。

有關於星期六以及星期日泊車情況，觀察到星期六大概有 65 個公眾泊位的不足，而星期日大概有 50 個泊位的不足。為了解決在週末泊位不足的情況，大埔墟區內需要增加額外泊位的供應。

我們已為大埔墟區內潛在的空置土地，或已確定/已計劃的發展項目的土地進行檢討，以確認在近期內是否能在新項目附近提供額外停車位。檢討中發現除了寶鄉街的公共房屋發展項目外，並沒有其他適合的地方去提供額外停車位。跟據從相關部門得到的寶鄉街公共房屋最近期發展參數，在 2015 年工程完成之時，該項目總共可提供 100 個公眾停車位。

此外，當寶湖道(第一區)的短期租約場地完成重建為政府、機構或社區相關設施後，總共將會有 200 個公眾停車位可提供，比現有的 190 個車位為多。

因此，這些額外的供應將足夠吸收當前大埔墟區域公眾泊位的不足，如表 2.4 所展示，整體的公眾停車位供應也展示於圖 2.2。

表 2.4 未來公眾停車位供應之總結

類型	泊位	繁忙時間最大泊位需求			
		上午繁忙時間	下午繁忙時間	星期六	星期日
大埔綜合中心	100	90	70	100	100
寶湖花園	100	80	85	80	90
寶湖道（第一區）	200	110	100	150	130
寶鄉街公共房屋項目	100	-	-	-	-
設有收費錶的停車位	355	390	450	480	475
<b>總和 =</b>	<b>855</b>	<b>670</b>	<b>705</b>	<b>810</b>	<b>795</b>
<b>剩餘/不足 =</b>		<b>185</b>	<b>150</b>	<b>45</b>	<b>60</b>



### 3. 交通影響評估

#### 3.1 現有交通網絡

擬建的廣福行車橋之走線以及需評估的主要路口展示於圖 3.1。

進出大埔墟的主要道路包括大埔太和路和廣福道。其他提供進出大埔墟的區內道路包括南運路、運頭街、鄉事會街、安富道、寶鄉街、南盛街、懷義街。

大埔太和路是東西走向的主要幹路並且是主要的巴士通路。大埔太和路是一條主要通道，往西可通往粉嶺及大埔工業中心，往東可以通過吐露港公路到達九龍。

廣福道是東西走向的區域幹道，也是一條主要的巴士通路。廣福道亦連接吐露港公路來往九龍及市區。

南運路、運頭街、鄉事會街以及寶鄉街都是區內幹路，與安富道、南盛街、懷義街一起作為區內通路，以及提供大埔墟同前面提及的道路之間的連接。

#### 3.2 現有交通狀況

展示於圖 3.1 中的主要路口進行了路口容車量評估，這些路口包含了有可能受到建議廣福行車橋的影響的所有關鍵路口。繁忙時間容車量分析的結果總結於表 3.1。

表 3.1 2011 年現狀路口表現

路口號碼	路口	種類	繁忙時間 剩餘容車量
J1	大埔太和路/汀角路	交通燈號控制	31%
J2	大埔太和路/安祥路	交通燈號控制	54%
J3	大埔太和路/南運路	交通燈號控制	29%
J4	汀角路/廣福道	交通燈號控制	51%
J5	廣福道/靖遠街	交通燈號控制	23%
J6	寶湖道/寶鄉街	交通燈號控制	5%
J7	南運路/寶湖道	交通燈號控制	358%
J8	廣福道/安富道	交通燈號控制	104%
J9	廣福道/寶鄉街	交通燈號控制	38%
J10	廣福道/南運路	交通燈號控制	-6%
J11	寶鄉街/南盛街	交通燈號控制	102%

備註：交通燈號控制路口的路口表現是以剩餘容車量%表示。

如表 3.1 所示，現有情況下，大部分評估的路口平日繁忙時間均可以在有剩餘容量的情況下運作。唯一有問題的路口是 J10（廣福道/南運路）。這個路口是在超出容車量的情況下運行，因此，關於 J10 的初步改善措施已經展示於圖 3.2。

### 3.3 建議的廣福行車橋

#### 綜述

本研究為建議的廣福行車橋進行了下列設計年的交通影響評估：

- 2021 年參照年交通預測 (沒有建議的行車橋)
- 2021 年有行車橋交通預測 (有建議的行車橋)

建議的廣福行車橋擬定連接林村河北岸寶雅路/汀角路路口和在林村河南岸的廣福道/北盛街。建議行車橋連接的走線及初步設計圖展示於圖 3.3。

在檢討完大埔墟區域內的交通模式後，預料大部份分流至建議的廣福行車橋是由寶鄉橋而來，因為寶鄉橋座落於廣福橋附近，也提供了大埔墟內必需的通往區域內的通道。現有經寶鄉橋主要交通路線展示於圖 3.4。當建議的廣福行車橋建成後，預料分流的交通路線將如圖 3.5 所示。

#### 總體交通影響

圖 3.1 顯示將有機會交通改善的多個重要路口。此研究進行了 2021 年份有及沒有建議廣福行車橋兩種剩餘容車量評估，結果顯示於表 3.2 以及圖 3.6。路口評估的結果顯示，大埔墟內十一個重要路口中的九個在有建議廣福行車橋的情況下可以比之前運行的更好。而有兩個路口，即 J7（南運路/寶湖道）及 J8（廣福道/安富道）會在比之前較少的剩餘容車量的情況下運作，然而這兩個路口都將在容車量範圍內運作。

因此，可以得出結論，建議的廣福行車橋將會提升整體重要路口的表現並且提升大埔墟範圍內整體的交通運作情況。

表 3.2 2021 設計年路口表現

路口號碼	路口	種類	繁忙時間剩餘容車量	
			參照年	有橋
J1	大埔太和路/汀角路	交通燈	14%	28%
J2	大埔太和路/安祥路	交通燈	28%	35%
J3	大埔太和路/南運路	交通燈	12%	20%
J4	汀角路/廣福道	交通燈	33%	70%
J5	廣福道/靖遠街	交通燈	15%	20%
J6	寶湖道/寶鄉街	交通燈	1%	16%
J7	南運路/寶湖道	交通燈	210%	31%
J8	廣福道/安富道	交通燈	57%	40%
J9	廣福道/寶鄉街	交通燈	3%	9%
J10	廣福道/南運路	交通燈	-14%	-8%
J11	寶鄉街/南盛街	交通燈	38%	91%

備註：交通燈號控制路口的路口表現是以剩餘容車量%表示。



### 其他效益及考慮因素

建議的廣福行車橋還會帶來其他效益。這些效益包括：

- 行車橋不止作為大埔墟西區(即安富道西邊地區)，還可作為錦山/石古壟等山邊村落的後備連接或必要替代路線。當寶鄉街及廣福道有交通擠塞，大埔墟西部範圍及錦山/石古壟均損失其至大埔北區的通行力。
- 同樣地，錦山/石古壟現時只依賴北盛街、寶鄉街、廣福道、南運路及大窩路作車輛連接。這些偏遠地區不是人口密集地區及主要交通量的產生地，並且這些地區在研究範圍(大埔墟)之外。不過，在規劃的角度而言，應該要考慮到廣福道之行車橋(跨越林村河)可以作為住在這些地區的居民來往大埔北(大埔站、大窩村及大埔舊墟)的後備連接及更多的直接連接。
- 由於這路線更短和更直接，建議的廣福行車橋可減少來往大埔墟和太和之間的行車時間，並可以促進兩個區域之間的經濟活動。

### 4. 結論

關於現有交通情況，研究範圍內所有的十一個重要路口都進行了評估並且發現大部分的路口都能在容車量的範圍內運作。唯一的例外是路口 J10 (廣福道/南運路) 超出負荷。因此，建議調整部分行車線轉向及更改燈控方法去增加此路口的表現，從而到達一個可以接受的程度。

關於公眾停車情況，分析結果表明周末(星期六)期間停車位供應將會有所不足，屆時有 810 個停車位的需求，超出了 745 個停車位的供應。因此，目前大埔墟範圍內有大概 65 個停車位的不足。然而，在不久的將來(大概 2015 年)，寶鄉街公共房屋發展項目完成後，將提供 100 個公眾停車位，彌補現有的停車位不足。此外，在完成寶湖道(第一區)重建為政府、機構或社區相關設施後，將提供共 200 個公眾泊位，多於現有的 190 個停車位供應。

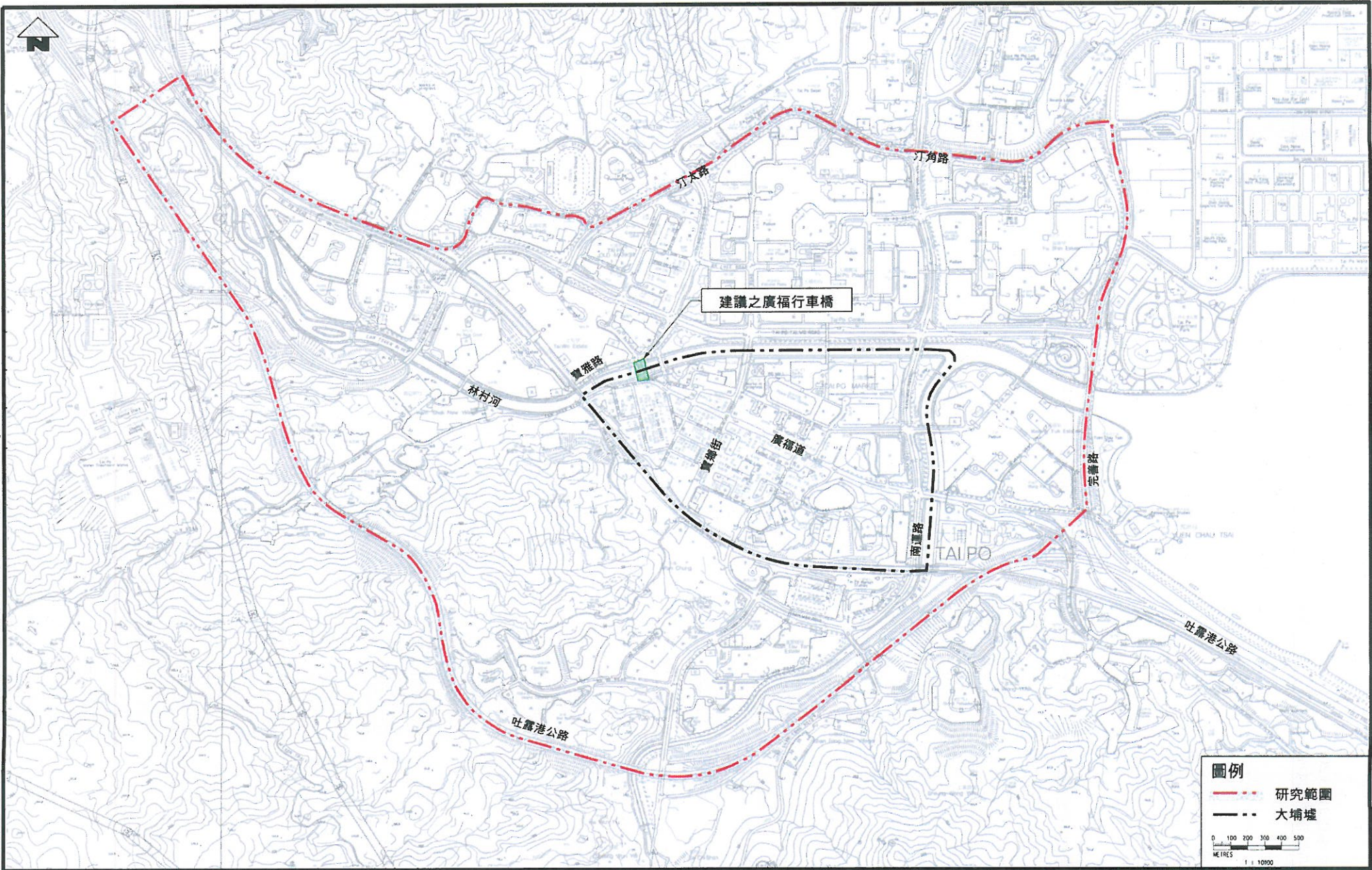
關於建議的廣福行車橋，總體的路口評估顯示建議的廣福行車橋將會提升整體的路口表現，以及大埔墟範圍內整體的交通運作和可達性。

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圖



8/3/2013  
 FILENAME: X:\ARCHIVE\25203I\HKG TD TTA TaiPo\CADD\SUBMISSION\201303I\Final Report\CHT\Figure 2.19.dgn




**圖例**

- 研究範圍 (Red dashed line)
- 大埔墟 (Black dashed line)

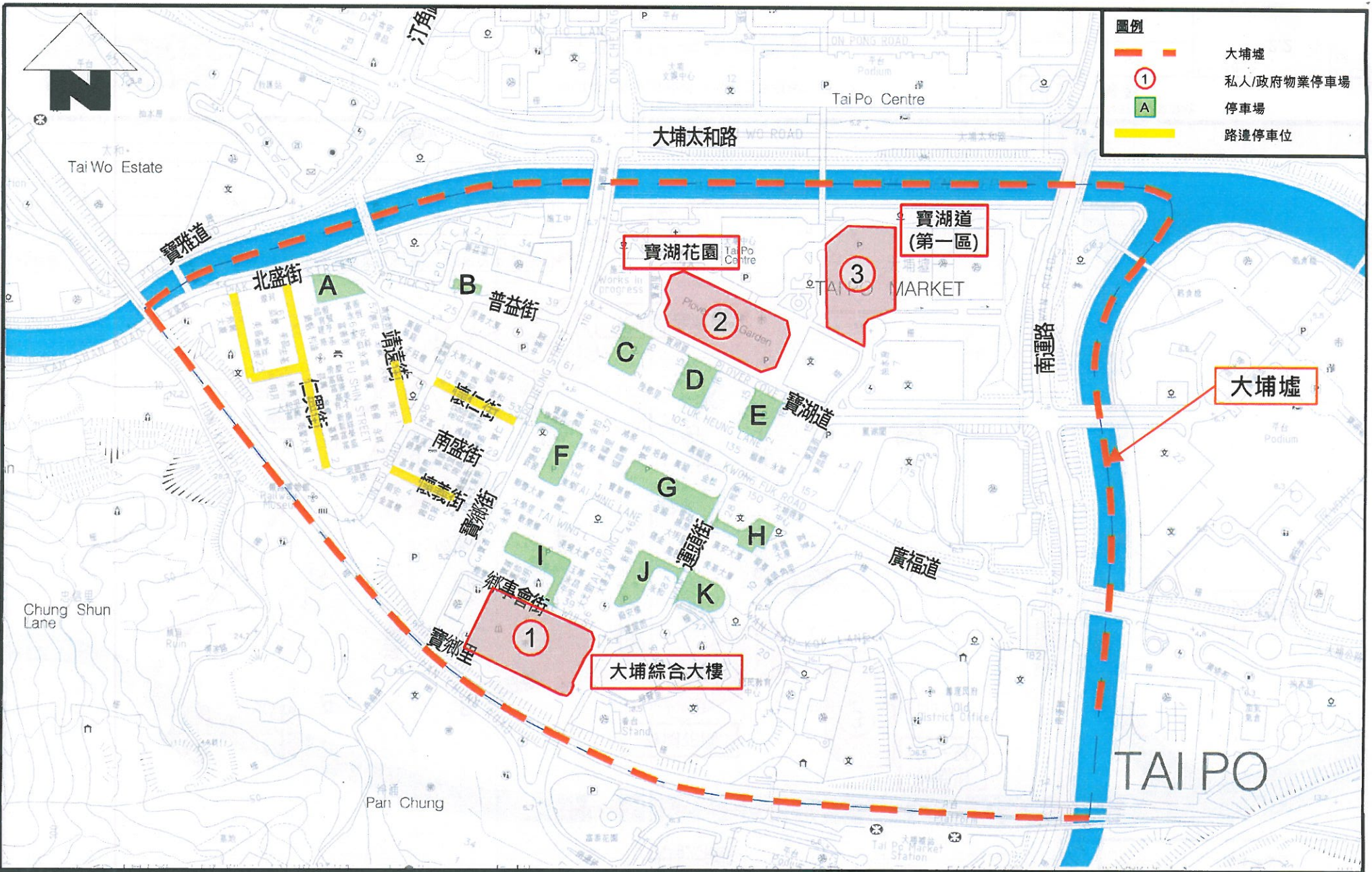
0 100 200 300 400 500  
 METRES  
 1 : 10000

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 BRINCKERHOFF**

合約編號 TD33-2011  
 大埔廣福橋附近加設行車橋交通及運輸研究  
**研究範圍**

 香港特別行政區政府 運輸署		FIGURE No.
		1.1
SCALE	NTS	
CAD REF.		





**圖例**

- 大埔墟
- 1 私人/政府物業停車場
- A 停車場
- 路邊停車位

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**公眾停車設施位置圖**

香港特別行政區政府 運輸署		
SCALE	NTS	FIGURE No.  2.1
CAD REF.		



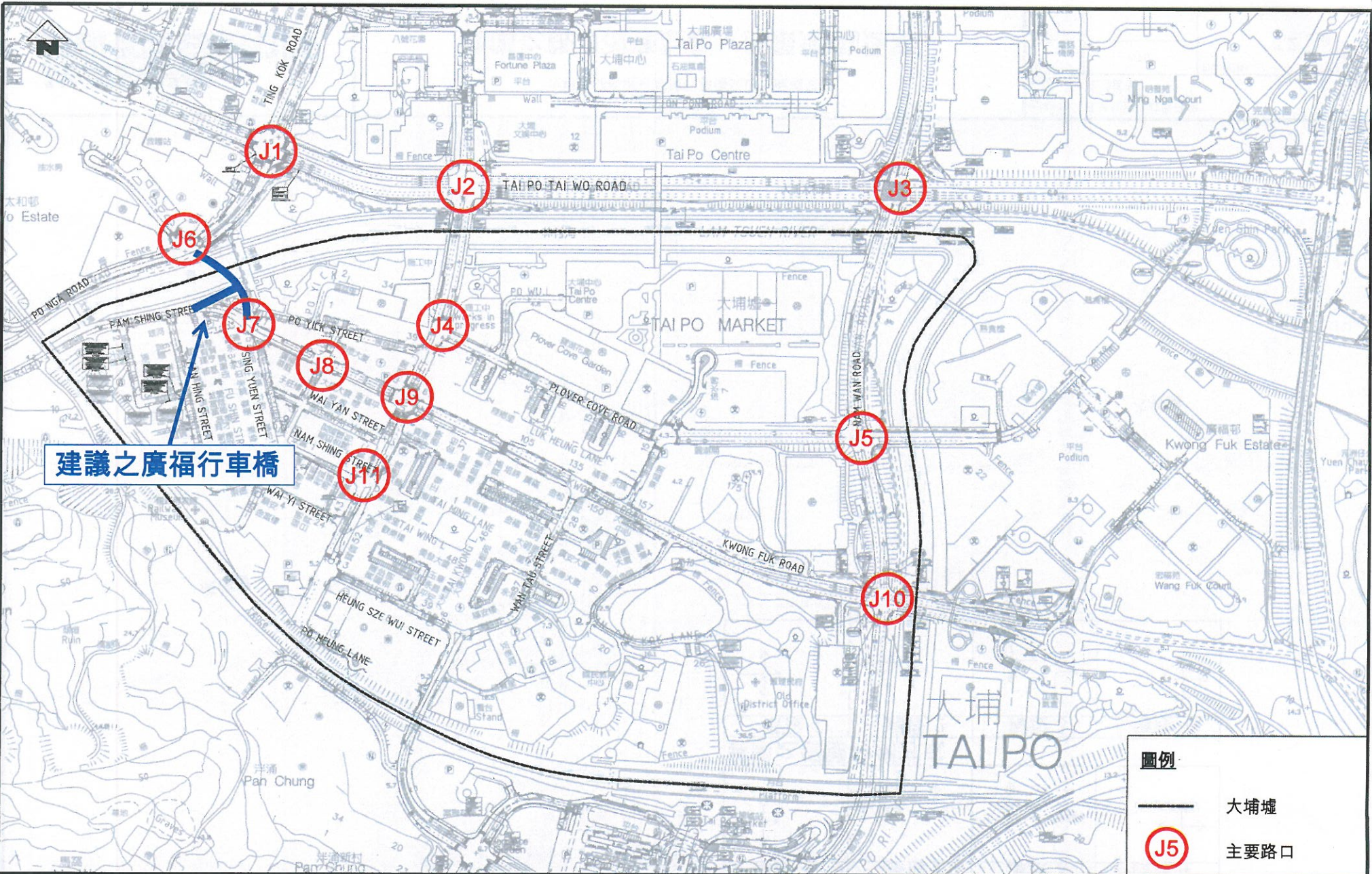
8/3/2013  
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建議之廣福行車橋

**圖例**

- 大埔墟
- J5 主要路口

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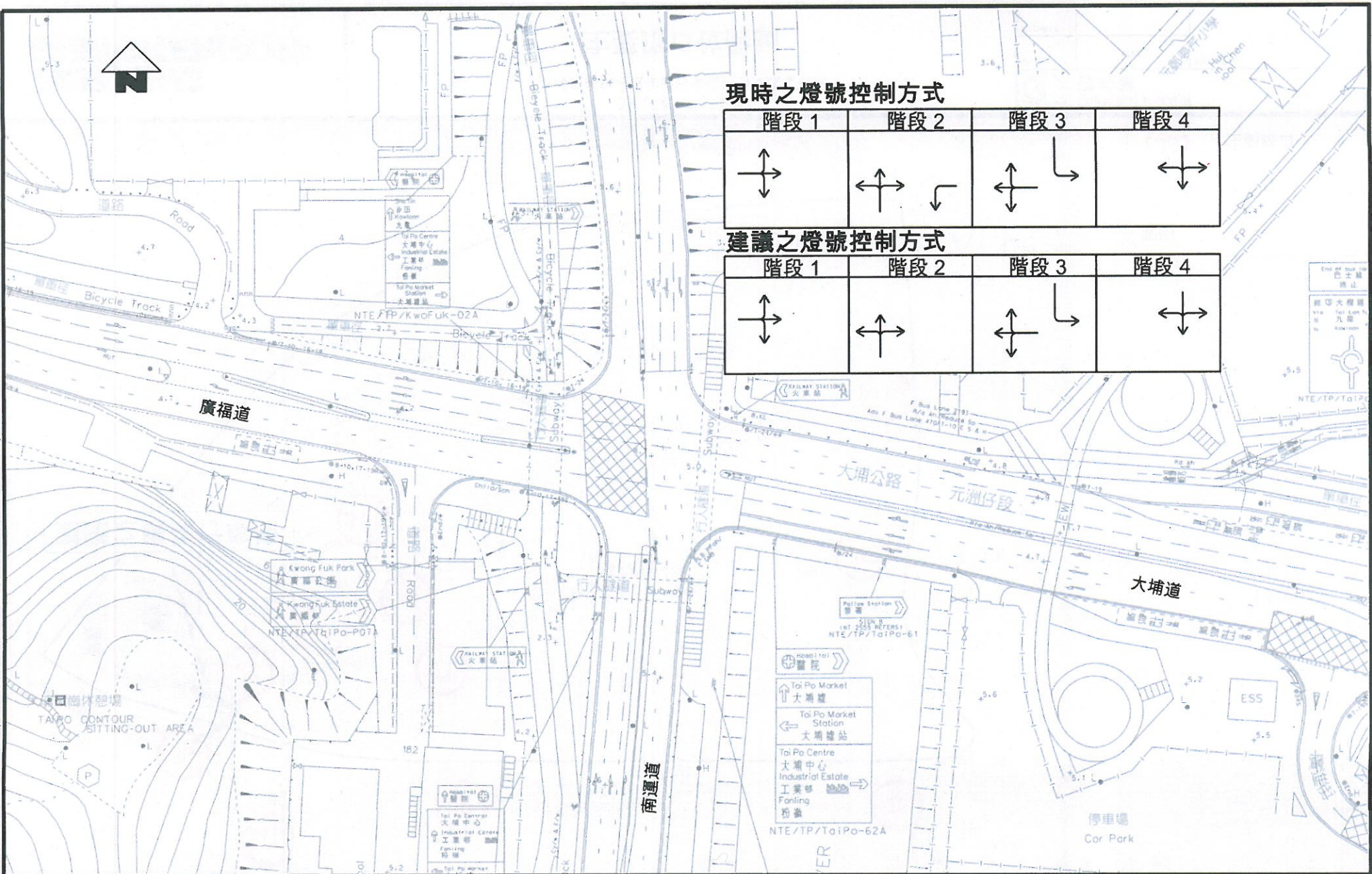
合約編號 TD33-2011  
 大埔廣福橋附近加設行車橋交通及運輸研究

**主要路口位置圖**

香港特別行政區政府 <b>運輸署</b>		
SCALE	NTS	FIGURE No.
CAD REF.		3.1



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現時之燈號控制方式

階段 1	階段 2	階段 3	階段 4
↕↔	↔↕ ↙↘	↕↔ ↙↘	↕↔

建議之燈號控制方式

階段 1	階段 2	階段 3	階段 4
↕↔	↔↕	↕↔ ↙↘	↕↔

合約編號 TD33-2011  
大埔廣福橋附近加設行車橋交通及運輸研究

建議之路口改善計劃 - 廣福道/南運路

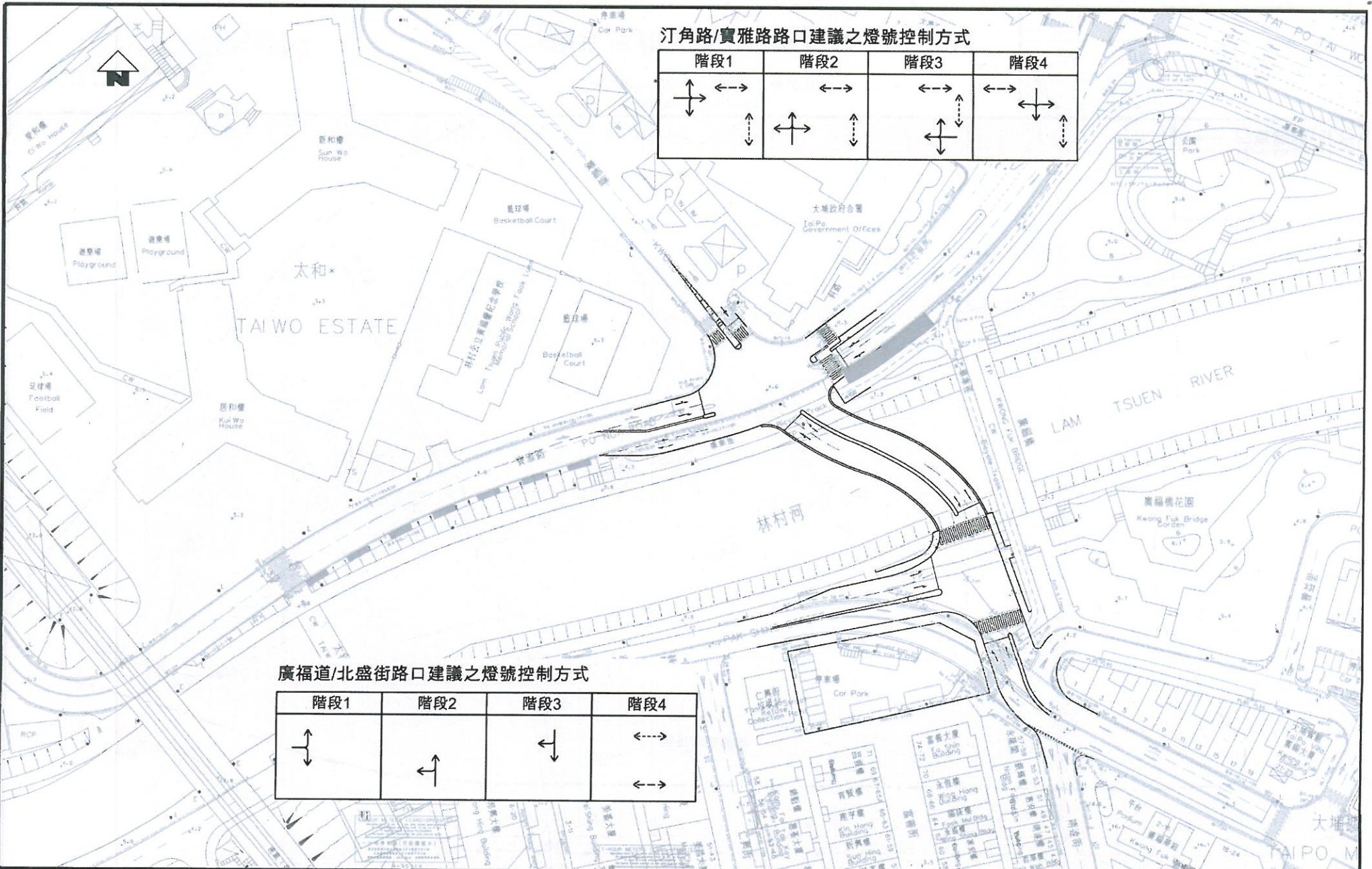
香港特別行政區政府  
運輸署

SCALE	NTS	FIGURE No.
CAD REF.		3.2





8/3/2013  
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汀角路/寶雅路路口建議之燈號控制方式

階段1	階段2	階段3	階段4

廣福道/北盛街路口建議之燈號控制方式

階段1	階段2	階段3	階段4



合約編號 TD33-2011  
 大埔廣福橋附近加設行車橋交通及運輸研究

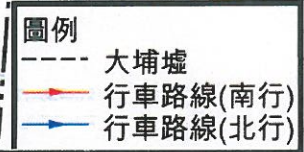
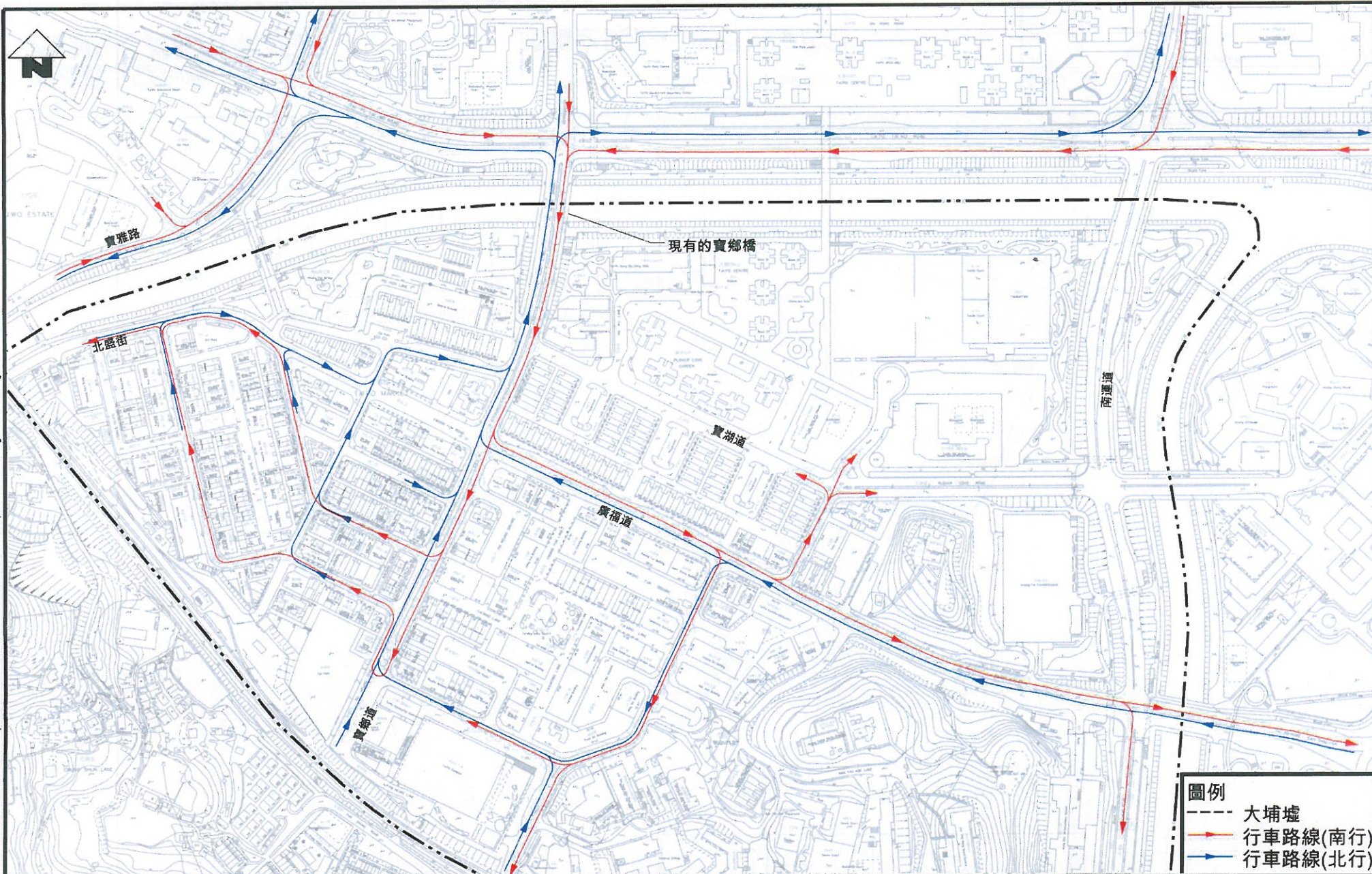
建議之廣福行車橋初步設計

香港特別行政區政府  
 運輸署

SCALE	NTS	FIGURE No.
CAD REF.		3.3



8/3/2013  
FILENAME: X:\ARCHIVE\252031\HKG TD TTA Taipoi\CADD\SUBMISSION\20130331\FinalReport\CHT\Figure 2.19.dgn



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大埔廣福橋附近加設行車橋交通及運輸研究

### 行經現有實鄉橋的行車路線



香港特別行政區政府  
運輸署

SCALE

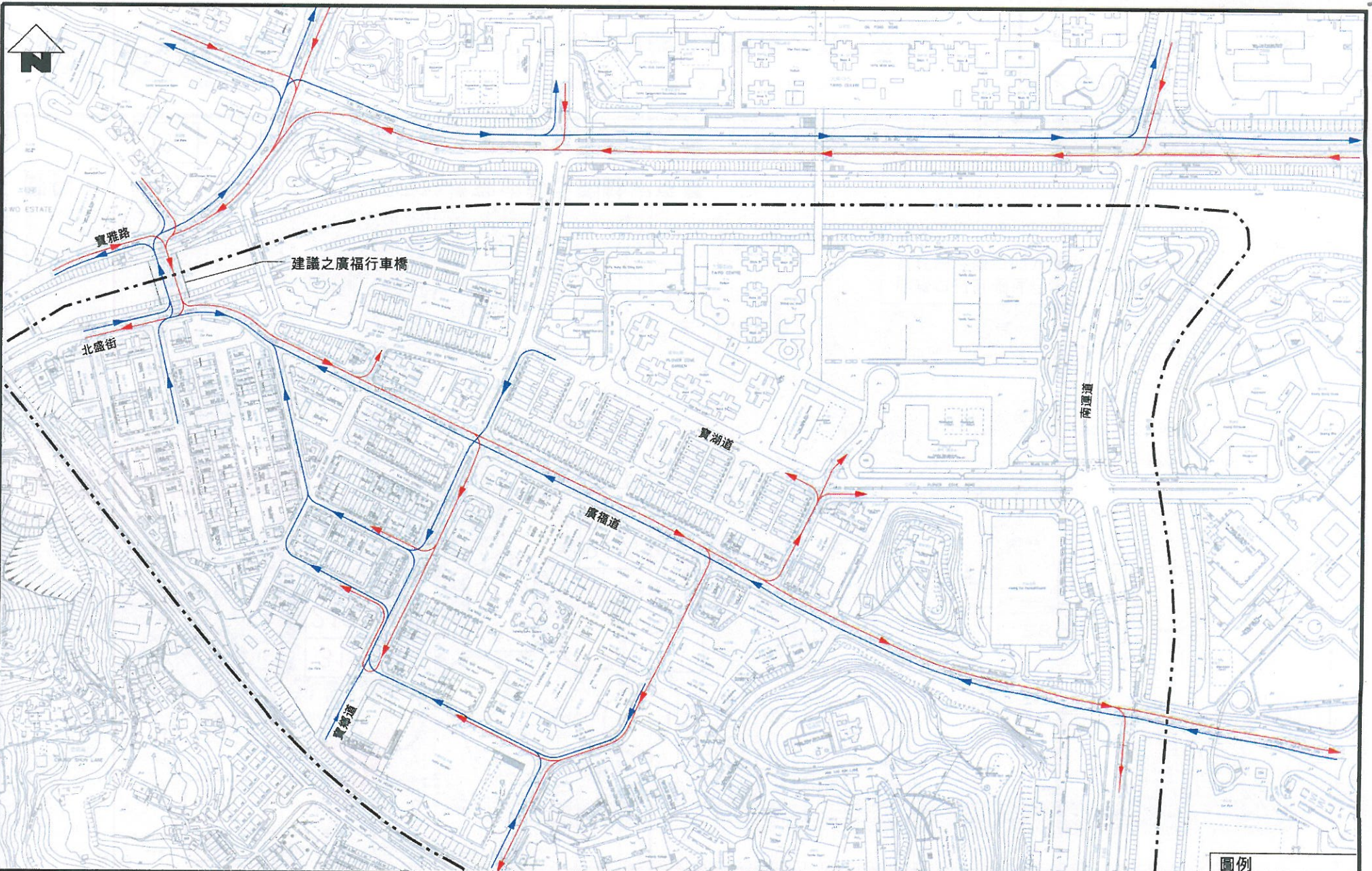
NTS

FIGURE No.

CAD REF.

3.4





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**行經建議的廣福行車橋的行車路線**

香港特別行政區政府  
運輸署

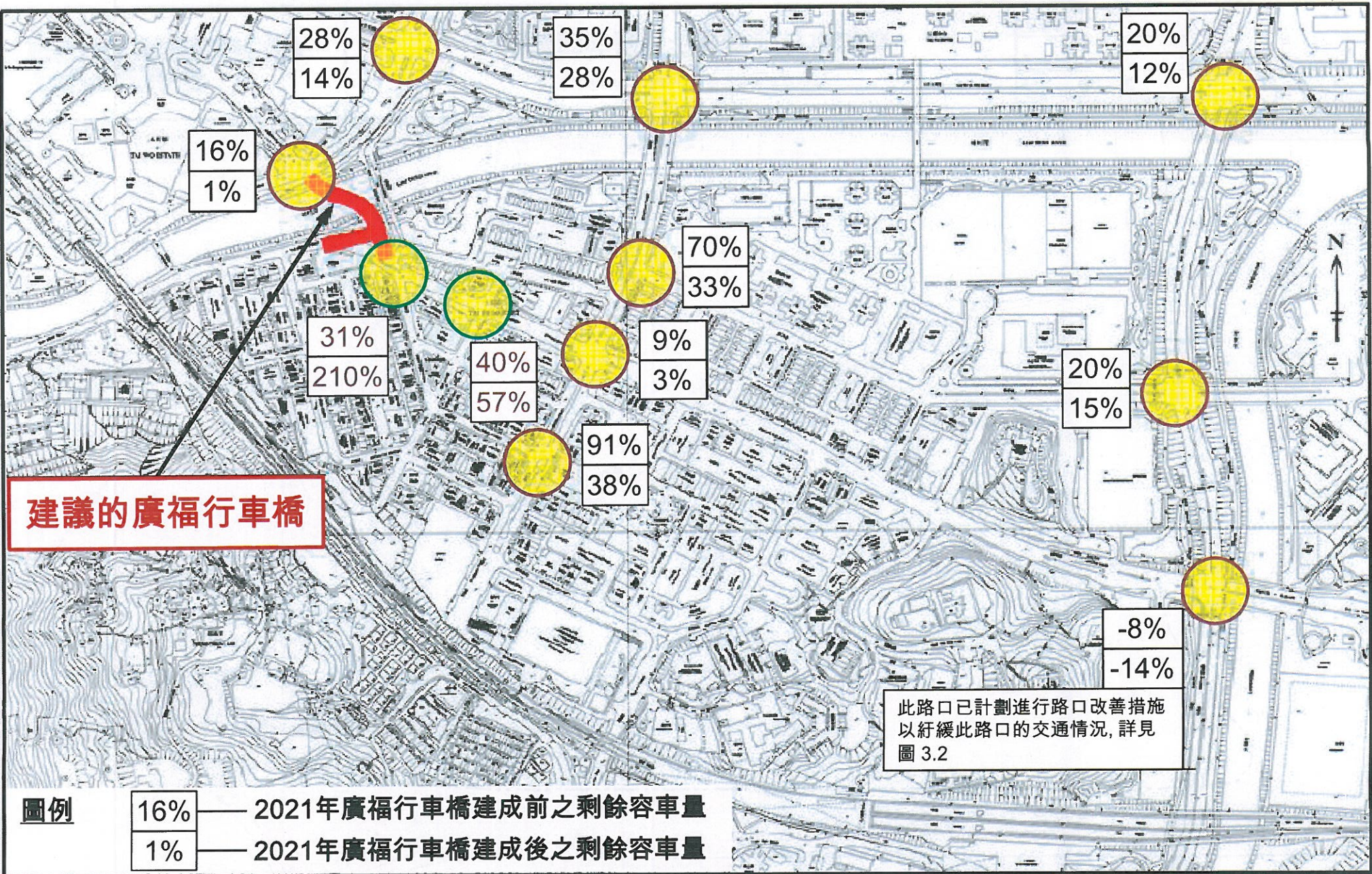
SCALE	NTS	FIGURE No.
CAD REF.		3.5

圖例

8/3/2013  
FILENAME: X:\ARCHIVE\252031 (HKG TD ITA Taipo)\CAD00\SUBMISSION\20130311\FinalReport\CHT\Figure 2.19.dgn



8/3/2013  
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**圖例**

16%	2021年廣福行車橋建成前之剩餘容車量
1%	2021年廣福行車橋建成後之剩餘容車量



合約編號 TD33-2011  
 大埔廣福橋附近加設行車橋交通及運輸研究

**建議的廣福行車橋建成前後之路口表現**

香港特別行政區政府 運輸署	
SCALE	NTS
CAD REF.	FIGURE No. 3.6



2014年《施政報告》公布約150幅具房屋發展潛力的用地中  
約70幅「綠化地帶」用地

下表包括原先土地用途地帶以「綠化地帶」為主的用地，若用地只涉及小部分「綠化地帶」，該用地不會包括在下表內。

地區	地點	房屋類型
東區	祥民道和柴灣公園之間	公營
	柴灣游泳池後方	公營
南區	赤柱黃麻角道以西(近富豪海灣) (已完成改劃 <sup>註1</sup> )	私營
	赤柱黃麻角道以東(近富豪海灣) (城市規劃委員會不建議改劃 <sup>註1</sup> )	私營
	赤柱近佳美道(環角道，馬坑邨以南)	私營
	赤柱近赤柱村道(近馬坑監獄)	私營
	大潭紅山半島	私營
	壽臣山南風道1號地盤	私營
	壽臣山南風道2號地盤	私營
	壽臣山南風道(近香港仔隧道)	私營
	薄扶林雞籠灣	公營
九龍城	九龍塘龍翔道與獅子山隧道公路交界處 (正在改劃 <sup>註2</sup> )	私營
觀塘	油塘欣榮街(近鯉魚門邨) (正在改劃 <sup>註3</sup> )	公營
	觀塘寶琳路(近寶達邨)	公營

地區	地點	房屋類型
黃大仙	鑽石山鳳德道	公營
葵青	青衣細山路(前稱近美景花園) (已完成改劃 <sup>註4</sup> )	私營
	青衣近長宏邨 (已完成改劃 <sup>註4</sup> )	私營
	葵涌近華景山莊	私營
	青衣近曉峰園	公營
	葵涌石排街一號地盤	公營
	葵涌石排街二號地盤	公營
	葵涌石排街三號地盤	公營
深水埗	大窩坪延坪道以北 (已完成改劃 <sup>註5</sup> )	私營
荃灣	荃灣寶豐台	私營
	青龍頭龍如路「鄉村式發展」地帶以東	私營
	青龍頭青山公路	私營
	荃灣荃錦公路1號地盤	私營
	荃灣荃錦公路2號地盤	私營
沙田	大圍大埔公路以北近牡丹園 (已完成改劃 <sup>註6</sup> )	私營
	沙田多石配水庫以北 (已完成改劃 <sup>註6</sup> )	私營
	九肚麗坪路以北近雍坪徑 (已完成改劃 <sup>註6</sup> )	私營

地區	地點	房屋類型
	馬鞍山路(北面部分) (已完成改劃 <sup>註7</sup> )	公營
	馬鞍山路(南面部分) (已完成改劃 <sup>註7</sup> )	公營
大埔	大埔荔枝山山塘路 (已完成改劃 <sup>註8</sup> )	私營
	露輝路(東面) (已完成改劃 <sup>註8</sup> )	私營
	露輝路(西面) (已完成改劃 <sup>註8</sup> )	私營
	大埔滘近樟樹灘路 (已完成改劃 <sup>註8</sup> )	私營
	汀角近鳳園 (城市規劃委員會不建議改劃 <sup>註8</sup> )	私營
	大埔那打素醫院以西 (城市規劃委員會不建議改劃 <sup>註8</sup> )	私營
	大埔頌雅路西面 (已完成改劃 <sup>註8</sup> )	公營
	<p>(1) 我們在 2014 年初向立法會發展事務委員會提交文件以及其後與區議會正副主席的會面中，概述了有關具房屋發展潛力的用地的整體情況。自此，我們已向大埔區議會提交有關 14 幅於 2014 年展開改劃作住宅用途的用地資料，當中包括上表所列的 7 幅「綠化地帶」用地。餘下未展開改劃作住宅用途的用地，需待技術評估完成後，我們方能向大埔區議會提交有關餘下用地的資料。</p> <p>(2) 上表不包括原先以「政府、機構或社區」地帶為主、只涉及小部分「綠化地帶」的大埔第 9 區和大埔頌雅路東面兩幅用地。</p>	
北區	上水清曉路	公營



地區	地點	房屋類型
屯門	屯門掃管笏琨崙以北 (已完成改劃 <sup>註9</sup> )	私營
	屯門掃管笏愛琴灣以北 (已完成改劃 <sup>註9</sup> )	私營
	屯門掃管笏富安居以北 (已完成改劃 <sup>註9</sup> )	私營
	屯門第56區管翠路以南 (已完成改劃 <sup>註10</sup> )	私營
	屯門井頭上村南(前稱屯門第23區屯興路以東)	公營
	屯門湖山路及龍門路湖山遊樂場	公營
	屯門掃管笏小秀(北面部份)	公營
	屯門康寶路	公營
	屯門新慶路(第1期)(前稱屯門新慶路延伸)	公營
元朗	元朗橫洲第1期 (已完成改劃 <sup>註11</sup> )	公營
	元朗近丹桂村(北面部分)	公營
	元朗近丹桂村(南面部分)	公營
西貢	將軍澳昭信路以南	公營
	將軍澳將軍澳村以北	公營
	將軍澳電影城以東	公營
	將軍澳翠林邨以西	公營
	將軍澳康盛花園以南巴士總站及茅湖仔以北	公營

地區	地點	房屋類型
	將軍澳魷魚灣村以西	公營
	將軍澳影業路以西北	公營
	將軍澳寶琳路以南	公營
	將軍澳寶琳南路以北	公營

備註：

請參閱以下城市規劃委員會文件的連結：

- 1 都會規劃小組委員會文件編號 1/15 (2015 年 2 月 27 日會議)  
[http://www.info.gov.hk/tpb/en/papers/MPC/529-mpc\\_1-15.pdf](http://www.info.gov.hk/tpb/en/papers/MPC/529-mpc_1-15.pdf)
- 2 都會規劃小組委員會文件編號 20/16 (2016 年 12 月 23 日會議)  
[http://www.info.gov.hk/tpb/en/papers/MPC/572-mpc\\_20-16.pdf](http://www.info.gov.hk/tpb/en/papers/MPC/572-mpc_20-16.pdf)
- 3 都會規劃小組委員會文件編號 6/16 (2016 年 6 月 10 日會議)  
[http://www.info.gov.hk/tpb/en/papers/MPC/559-mpc\\_6-16.pdf](http://www.info.gov.hk/tpb/en/papers/MPC/559-mpc_6-16.pdf)
- 4 都會規劃小組委員會文件編號 12/14 (2014 年 5 月 23 日會議)  
[http://www.info.gov.hk/tpb/en/papers/MPC/512-mpc\\_12-14.pdf](http://www.info.gov.hk/tpb/en/papers/MPC/512-mpc_12-14.pdf)
- 5 都會規劃小組委員會文件編號 13/14 (2014 年 6 月 27 日會議)  
[http://www.info.gov.hk/tpb/en/papers/MPC/514-mpc\\_13-14.pdf](http://www.info.gov.hk/tpb/en/papers/MPC/514-mpc_13-14.pdf)
- 6 鄉郊及新市鎮規劃小組委員會文件編號 4/15 (2015 年 3 月 27 日會議)  
[http://www.info.gov.hk/tpb/en/papers/RNTPC/530-rntpc\\_4-15.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/530-rntpc_4-15.pdf)
- 7 鄉郊及新市鎮規劃小組委員會文件編號 1/14 (2014 年 2 月 21 日會議)  
[http://www.info.gov.hk/tpb/en/papers/RNTPC/505-rntpc\\_1-14.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/505-rntpc_1-14.pdf)
- 8 鄉郊及新市鎮規劃小組委員會文件編號 6/14 (2014 年 4 月 4 日會議)  
[http://www.info.gov.hk/tpb/en/papers/RNTPC/508-rntpc\\_6-14.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/508-rntpc_6-14.pdf)
- 9 鄉郊及新市鎮規劃小組委員會文件編號 2/15 (2015 年 2 月 27 日會議)  
[http://www.info.gov.hk/tpb/en/papers/RNTPC/528-rntpc\\_2-15.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/528-rntpc_2-15.pdf)
- 10 鄉郊及新市鎮規劃小組委員會文件編號 8/14 (2014 年 4 月 25 日會議)  
[http://www.info.gov.hk/tpb/en/papers/RNTPC/509-rntpc\\_8-14.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/509-rntpc_8-14.pdf)
- 11 鄉郊及新市鎮規劃小組委員會文件編號 13/14 (2014 年 10 月 17 日會議)  
[http://www.info.gov.hk/tpb/en/papers/RNTPC/520-rntpc\\_13-14.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/520-rntpc_13-14.pdf)

2017 年 1 月