香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

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13 November 2007

Clerk to LegCo Panel on Housing
Legislative Council Secretariat
Legislative Council Building
8 Jackson Road, Central
Hong Kong

(Attn: Mr Anthony CHU)

Dear Mr Chu,

Follow-up actions arising from
Meeting of LegCo Panel on Housing on 5 November 2007

Thank you for your letter of 6 November. At the meeting of the LegCo Panel on Housing on 5 November, a Member requested that the Administration provide a summary of the findings of the Traffic Impact Assessment Study on the traffic impact of the development at Anderson Road on the nearby road networks and the recommended mitigation measures. The Civil Engineering and Development Department has provided the relevant information. The details are set out at the **Annex**.

Yours sincerely,

(Vic C H Yau)
for Secretary for Transport and Housing

c.c. Chief Civil Engineer, Housing Department
Chief Engineer/Special Duties (Works), Civil Engineering Office, Civil Engineering and Development Department.

Annex

Development at Anderson Road and the associated mainlaying works

Executive Summary of Traffic Impact Assessment

1. ANDERSON ROAD DEVELOPMENT

The Development is located at Anderson Road and is surrounded by Clear Water Bay Road, Lee On Road, Shun On Road, Sau Mau Ping Road and Po Lam Road. Access to the site will be through two ends, namely Clear Water Bay Road in the west and Po Lam Road in the east.

2. DEVELOPMENT TRIP GENERATION

The peak hour vehicular trips generated from and attracted to Anderson Road Development after full population intake are estimated to be about 2,000 pcu/hr and 1,700 pcu/hr for morning and evening peak periods.

3. LINK CAPACITY ASSESSMENT

Based on the traffic model forecast, link capacity analysis based on volume / capacity ratios for the major strategic links has been carried out and given in Table 1.

Based on the assessment results, most of the strategic links would have adequate spare capacities in the design years. The results show that the impact of additional traffic generated from the proposed housing development on the nearby networks is acceptable in consideration of general urban traffic situation during peak periods.

4. JUNCTION CAPACITY ANALYSIS

Junction capacity assessments have also been carried out for all the nearby junctions. Most of the junctions assessed will be operating satisfactorily with reasonable capacities (see Table 2). There are totally 9 junctions to be improved. Of which, 5 traffic junctions will be improved under this project as summarised in the Table 2.

5. TRAFFIC ACTION PLAN

With the traffic improvement schemes to be implemented, the traffic junction with potential capacity problems induced by Anderson Road project in the future years will be alleviated.

Junction with Improvement under this Project	Improvement Scheme
New Clear Water Bay Road / Anderson Road	Junction widening / Junction reconfiguration from priority junction to signalised controlled junction
New Clear Water Bay Road / Lee On Road	Junction widening with one additional left-turning lane along Lee On Road southbound and one additional left-turning traffic lane along New Clear Water Bay Road eastbound
Sau Mau Ping Road / Sau Ming Road	Traffic lane reallocation to provide one additional left-turning traffic lane along Sau Ming Road northbound
Hip Wo Street / Hong Ling Road	Junction widening with carriageway widening along Hong Ning Road and one additional straight ahead traffic lane along Hip Wo Street

	southbound
Po Lam Road / Anderson Road	Junction widening / Junction reconfiguration from priority junction to signalised controlled junction

Table 1 Major Link Capacity Assessment in Future Years with Anderson Road Development

Link	Peak Period	Direction	Capacity in pcu/hr (c)	2016 Design Scenario		2021 Design Scenario	
				Traffic Forecast in pcu/hr (v)	v/c	Traffic Forecast in pcu/hr (v)	v/c
Kwun Tong Bypass	AM	NB	5400	5000	0.93	5300	0.98
between Cheung Yip Street		SB	5400	4900	0.91	5100	0.94
and Wai Yip Street	PM	NB	5400	5500	1.02	5800	1.07
		SB	5400	4100	0.76	4300	0.80
Kwun Tong Bypass	AM	NB	3600	1600	0.44	1700	0.47
between Airport Tunnel		SB	3600	2900	0.81	3000	0.83
and Cheung Yip Street	PM	NB	3600	2200	0.61	2300	0.64
		SB	3600	2700	0.75	2800	0.78
Kwun Tong Road	AM	NB	5000	3600	0.72	3700	0.74
between How Ming Street		SB	5000	4200	0.84	4400	0.88
and Hong Ning Road	PM	NB	5000	3600	0.72	3800	0.76
		SB	5000	3700	0.74	3900	0.78
Kwun Tong Road	AM	NB	5000	3800	0.76	3900	0.78
between Tsui Ping Road		SB	5000	3600	0.72	3800	0.76
and Hoi Yuen Road	PM	NB	5000	3700	0.74	3800	0.76
		SB	5000	3000	0.60	3200	0.64
Lei Yuen Mun Road	AM	NB	6400	3600	0.56	3700	0.58
between Eastern Harbour Crossing		SB	6400	2400	0.38	2500	0.39
and Tseung Kwan O Road	PM	NB	6400	2900	0.45	3000	0.47
		SB	6400	2300	0.36	2500	0.39
Tseung Kwan O Road	AM	EB	5400	4000	0.74	4200	0.78
between Kai Tin Road		WB	5400	4800	0.89	5000	0.93
and Sau Mau Ping Road	PM	EB	5400	3200	0.59	3400	0.63
		WB	5400	5100	0.94	5400	1.00
New Clear Water Bay Road	AM	EB	4800	2100	0.44	2200	0.46
between Fung Shing Street		WB	3200	1200	0.38	1300	0.41
and Clear Water Bay Road	PM	EB	4800	1300	0.27	1400	0.29
		WB	3200	1600	0.50	1700	0.53

*: Normally when v/c reaches 1.2, the traffic congestion will become more apparent.

Table 2 Performance of Junctions Assessed

No.	Junction	Existing Layout Without Anderson Road Development				Existing Layout With Anderson Road Development				Remarks – Traffic Improvement Scheme
		2016		2021		2016		2021		
		AM	PM	AM	PM	AM	PM	AM	PM	
1	Lung Cheung Road / Clear Water Bay Road	11%	8%	6%	3%	8%	5%	4%	0%	-
2	New Clear Water Bay Road / Clear Water Bay Road (Upper)	14%	28%	8%	21%	11%	22%	5%	16%	-
3	New Clear Water Bay Road / Anderson Road	0.15	0.20	0.16	0.21	2.25 (21%)	0.89 (99%)	2.60 (13%)	0.95 (90%)	Under this Project
4	New Clear Water Bay Road / Lee On Road	4%	5%	-2%	0%	1% (52%)	1% (34%)	-4% (43%)	-2% (40%)	Under this Project
5	Shun On Road / Lee On Road	20%	58%	15%	39%	17%	50%	11%	32%	-
6	Sau Mau Ping Road / Hip Wo Road	63%	97%	56%	87%	65%	92%	50%	82%	-
7	Sau Mau Ping Road / Shun On Road	-11%	16%	-14%	10%	-16% (16%)	15% (25%)	-20% (11%)	9% (19%)	Under Development near Choi Wan Road and Jordan Valley
8	Sau Mau Ping Road / Sau Ming Road	-4%	19%	-8%	14%	-5% (8%)	16% (19%)	-9% (3%)	8% (13%)	Under this Project
9	Sau Mau Ping Road / Sau Fung Road	73%	112%	63%	103%	68%	109%	62%	101%	-
10	Sau Mau Ping Road / Po Lam Road	72%	78%	66%	71%	48%	40%	43%	35%	-
11	Sau Mau Ping Road / Hiu Kwong Street	0.67	0.59	0.71	0.62	0.77	0.66	0.81	0.69	-
12	Hip Wo Street / Hong Ling Road	4%	-3%	-1%	-8%	-4% (8%)	-3% (15%)	-9% (3%)	-7% (8%)	Under this Project
13	Hip Wo Street / Sau Nga Road	0.35	0.49	0.38	0.55	0.38	0.70	0.42	0.76	
14	Hip Wo Street / Hiu Kwong Street	-9%	-5%	-14%	-10%	-10%	-5%	-15%	-10%	Further improvement with Kwun Tong Town Centre Redevelopment
15	Hong Ning Road / Chun Wah Street	37%	54%	31%	47%	33%	56%	26%	48%	-
16	Hip Wo Street / Mut Wah Street	35%	38%	29%	32%	30%	34%	25%	28%	-
17	Kwun Tong Road / Hong Ning Road	16%	8%	12%	3%	15%	5%	10%	3%	-
18	Kwun Tong Road / Hip Wo Street	1.31	1.53	1.40	1.64	1.36	1.54	1.45	1.64	Further improvement with Kwun Tong Town Centre Redevelopment
19	Kwun Tong Road / Tseung Kwan O Road	36%	26%	30%	21%	35%	27%	29%	21%	-
20	Sau Mau Ping Road / Lin Tak Street	-9%	27%	-12%	22%	-9%	17%	-13%	5%	Highways Department
21	Po Lam Road / Anderson Road	0.24	0.64	0.30	0.52	4.98 (30%)	3.05 (34%)	5.32 (26%)	2.94 (29%)	Under this Project

Note:
1. Figures shown represent reserve capacity in percentage for signalised junctions, and design flow to capacity in decimal places for priority junctions and roundabouts. Normally when the ratio of design flow to capacity reaches 1.2, the traffic congestion will become more apparent.
2. Junctions requiring improvement are highlighted in grey.
3. ( ) The junction performances with improvement schemes are shown in bracket.