Kennix Siu

To: Ronald Liang; Moses Leung; Koman Cheong; Angus Yip; Luke Ma
Subject: FW: West kowloon Competition, Urgent (Attn: Mr. Moses Leung/Mr.Luke Ma)

Importance: High

Categories: 0042

F26402.doc

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-----Original Message-----
From: Foster Ho [mailto:foster@lla.com.hk]
Sent: Tuesday, September 25, 2001 PM 02:33
To: lwk
Subject: FW: West kowloon Competition, Urgent (Attn: Mr. Moses Leung/Mr.Luke Ma)
Importance: High

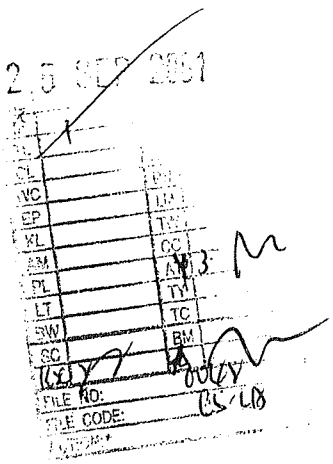
-----Original Message-----
From: Oliver Cheung
Sent: Tuesday, September 25, 2001 2:30 PM
To: Foster Ho
Subject: RE: West kowloon Competition, Urgent
Importance: High

Attn: Mr. Moses Leung/ Mr. Luke Ma

Please find a copy of the revised text.

Regards.

Oliver



-----Original Message-----
From: Foster Ho
Sent: Monday, September 24, 2001 5:05 PM
To: Oliver Cheung
Subject: FW: West kowloon Competition, Urgent

-----Original Message-----
From: Moses Leung [SMTP:mosesleung@lwkp.com]
Sent: Monday, September 24, 2001 4:56 PM
To: lla@lla.com.hk
Cc: Ronald Liang; Luke Ma
Subject: West kowloon Competition, Urgent

0001

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1703, 17/F., CLI Building
313 Hennessy Road
Wanchai, Hong Kong
Tel: 2831 9191
Fax: 2831 0003
Email: lla@lla.com.hk

LLA CONSULTANCY LIMITED

FAX TRANSMISSION

To:	LWK Architects	**From:**	Oliver Cheung
Attn:	Mr. Moses Leung / Mr. Luke Ma	**Your Ref.:**	
c.c.:			
Fax:	2572 4908	**Our Ref.:**	84095-1/F26402/OLC/fmh
No. of Pages:	4 (Including this page)	**Date:**	25 September, 2001

Subject: **West Kowloon Competition**
Traffic Issues

Please find attached our inputs regarding the above. A soft copy of the input has been e-mailed to you.

Please contact me if your have any queries.

Regards

1. ACCESS TO THE SCHEME AREA

- The main accesses to the scheme area would be via Lin Cheung Road and Jordan Road:

  - Via Lin Cheung Road, traffic from the site can access Hong Kong Island through Western Harbour Crossing and the western Kowloon and N.T. via West Kowloon Highway, and vice versa.

  - Lin Cheung Road is also connecting with Jordan Road which links with the primary distributor roads such as Nathan Road, Gascoigne Road, Chatham Road, Cross Harbour Tunnel etc. to the other parts of the SAR territories.

- Other possible accesses to the scheme area include:

  - The junction at Austin Road/ Canton Road would be providing additional capacity for traffic between the Scheme Area and the southern parts of Kowloon and Hong Kong Island. It is noted that currently both Austin Road and Canton Road are already operating at capacity in particular during the peak periods. With the extension of Austin Road, i.e. Austin Road West within the Scheme Area, the scope for increasing the capacity of the junction is enhanced.

  - Another possible access is via the roundabout junction adjacent to Western Harbour Crossing Toll Plaza. This would provide an alternative access directly to the western part of the scheme area near the Yau Ma Tei Typhoon Shelter.

- It is anticipated that the proposed development within the Scheme Area would generate around 1500-1600 pcus/hr for one direction during the commuter peak periods. The traffic would be distributed to various parts of the SAR territories via the different access points described above.

2. PUBLIC TRANSPORT FACILITIES

In order to provide a better environment and enhance the efficient use of road space, visitors are encouraged to use public transport to access the area. Different types of public transport modes would be available:

- Heavy Rail - the MTR Airport Railway Kowloon Station and the future KCR West Kowloon Station will also be located opposite to the scheme area, carrying people from various part of the territories to West Kowloon. Direct pedestrian linkages will be provided connecting the scheme area with the railway stations.

- Other Public Transport Services –public transport interchanges will be provided at both the MTR and KCR rail stations, providing interchange facilities for different types of public transport including franchised bus service, minibus and taxi services etc. In addition, pick up/drop off areas will be provided at appropriate locations within the scheme area to provide easy access to the various locations within the site.

- Mono Rail (MRT) - An innovative rail system is proposed, running in east-west direction, to provide speedy services to the various attractions such as the retail zone, Opera House, and residential area etc. within the Scheme Area. It is also possible to extend the rail service to link up with other transport nodes in the catchment area such as MTR Tsimshatsui station via Kowloon Park.

3. PARKING AND LOADING/UNLOADING FACILITIES

- The proposed scheme would comprise a mixture of hotels, residential, office, entertainment, retail, tourist attractions and cultural spots such as Opera House. To provide a vehicle-free environment, parking and loading/unloading facilities within the Scheme Area would be mainly provided at underground level as far as practicable.

- The level of provision would be complied with the HKPSG as appropriate. Moreover, due to environmental reason, the lower end of loading/unloading and parking provisions are proposed.

Land Use	Car Parking Spaces	Goods Vehicles Loading/ Unloading	Coach
Hotel	20	20	3
Residential	260	5	-
Office	690	70	-
Retail	620	160	-
Coliseum/Opera House/ IMAX etc.	850	45	70
Total	2440	300	73

- A coach park is proposed to serve as holding area for coaches in particular when large-scale major functions are taken place at the major activity areas such as Opera House, IMAX etc. in which large amount of visitors/tourists are anticipated.

- Numerous passenger pickup/ drop off laybys will be provided near the major activity areas such as the retail strip, IMAX, Opera House, office, hotel etc. and scenic points of the site for the convenience of visitors to the areas.

- Servicing facilities will be provided at ground/ basement level mainly to serve routine goods delivery to individual development buildings.

- All of the above facilities will be connected by an internal road system branch off from Austin Road West. The carriageway of Austin Road West adjacent to the retail strip will be providing pick up/ drop off facilities. The various car parks at the basement level will be connected by an internal street system with 'Green cell nodes" which act as pedestrian linkage from car park to the shops and other facilities.

4. PROVISION FOR PEDESTRIANS

- An integrated pedestrian circulation network, including both horizontal and vertical linkages, will provide elements / facilities with different travelling speed to meet the needs from a wide spectrum of users.

- A pedestrian deck will be provided at the podium level (L4) where pedestrian linkages are available to the various attractions within the site. As the site is elongated in shape, pedestrian travellators will be provided to provide comfortable and convenience means of transport in east-west direction.

- The Waterfront Promenade along the seafront of the site will provide a comfortable walking environment for visitors to enjoy the scenic points of the Site as well as the scenery of the harbour.

- Vertical circulation system with the provisions of escalators, lifts, stairs as well as spiral walking ramps etc. will be provided that, together with the horizontal circulation system, form a comprehensive pedestrian network connecting all activity centres and facilities located at different levels of the development.

- The pedestrian network will also be integrated with the existing or future pedestrian system in the catchment area:

  - Pedestrian footbridges will be provided linking the pedestrian deck with the major public transport nodes located to the north of the site, i.e. the MTR Kowloon Station, the future KCRC West Kowloon Station and the public transport interchange etc. As majority of the public is anticipated to access the site via the above two rail stations, travellators can be provided along the linkages to facilitate a comfortable and convenience environment to/from the site.

  - To the southeast, the pedestrian system can be extended to link with the existing shopping street alongside Canton Road. In addition, the network can be extended to link with Kowloon Park by providing a new footbridge at the south-eastern corner of the site.

  - The Waterfront Promenade can be extended to connect with the future developments to the north of the site and Gateway Road to the south to form a continuous Waterfront Promenade.

Kennix Siu

To: Moses Leung; Koman Cheong; Angus Yip; Emma Tse
Subject: FW: Kln Waterfront Competition (Attn: Ms Emma Tse)

Categories: 0042

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-----Original Message-----
From: Foster Ho [mailto:foster@lla.com.hk]
Sent: Monday, September 24, 2001 PM 04:47
To: lwk
Subject: Kln Waterfront Competition (Attn: Ms Emma Tse)

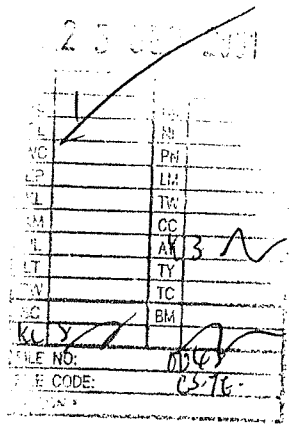
Ms. Tse,

Further to our conversation this afternoon, please find Ms. Oliver Cheung CV's regarding the captioned project for your information.

Thank you

Foster Ho

LLA Consultancy Ltd.
http://www.lla.com.hk



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COMPANY	:	LLA Consultancy Limited
POSITION	:	Associate Director
PROFESSION	:	Traffic Engineer
YEAR OF BIRTH	:	1961
NATIONALITY	:	British

ACADEMIC AND PROFESSIONAL QUALIFICATIONS

Honour Diploma, Geography, Hong Kong Baptist College, HK,	1984
MSc Transport Planning & Engineering, Leeds University, UK,	1986
Member, The Chartered Institute of Transport	1990

KEY EXPERIENCE

Ms Cheung has about 14 years of traffic engineering, transport planning and transport modelling through participation in a number of major transport infrastructural projects, regional and local traffic studies, development impact assessments and planning studies in Hong Kong and overseas.

She was the Traffic Engineering/ Transport Planning Team Leader for various studies for Government Department and quasi-government organisations such as: *Traffic Studies for the Detailed Design of West Rail DD200 Yuen Long Station, Long Ping Station, Tin Shui Wai Station, Tuen Mun North Station and Tuen Mun Centre Station; Traffic impact assessment for West Rail TS-100 Kam Tin, Sheung Shui and Lok Ma Chau stations (KCRC), Preliminary Project Feasibility Study Assignment for Area Traffic Control and Closed Circuit Television Systems for Tuen Mun and Yuen Long Districts (TD), Transport Planning Studies for Tuen Mun Area 38 (PlanD), Traffic Impact Assessment Study for Tuen Mun Area 29 (HD) and Detailed Design for Kam Tin Bypass (HyD).*

EXPERIENCE

1999 – Present *Associate Director, LLA Consultancy Ltd.*

MOS Rail TCC-200 Tai Wai to Shek Mun – Independent Traffic Consultancy
Nominated Traffic Engineer responsible for the design of all temporary traffic management schemes for the implementation of the rail construction project with study areas covering Tai Wai and Sha Tin districts.

MOS Rail TCC-300 Shek Mun to Lee On – Independent Traffic Consultancy
Nominated Traffic Engineer responsible for the design of all temporary traffic management schemes for the implementation of the rail construction project with study areas covering Sha Tin and Ma On Shan districts.

MOS Rail TCC-400 Tai Wai Station – Independent Traffic Consultancy
Nominated Traffic Engineer responsible for the design of all temporary traffic management schemes for the construction of Tai Wai station.

MOS Rail TCC-500 Tai Wai Depot – Independent Traffic Consultancy
Nominated Traffic Engineer responsible for the design of all temporary traffic management schemes for the construction of Tai Wai Depot.

Shatin New Town, Stage II - Contract No. ST 86/2000, Construction of Road T7, Ma On Shan
Nominated Traffic Engineer responsible for the design of all temporary traffic management schemes for the construction of the new strategic road.

West Rail CC-201 Kam Tin to Tin Shui Wai Viaducts – Independent Traffic Consultancy
Nominated Traffic Engineer with responsibility to oversee the design and implementation of traffic management schemes with study areas covering Kam Tin, Yuen Long and Tin Shui Wai areas.

West Rail CC-211 Tin Shui Wai to Tuen Mun Viaducts – Independent Traffic Consultancy
Nominated Traffic Engineer with responsibility to oversee the design and implementation of traffic management schemes with study areas covering Tuen Mun and Tin Shui Wai areas.

EXPERIENCE
1999 – Present (cont'd)

Design of Temporary Traffic Management Schemes for the following projects:

- Construction of a Primary School at Wang Chiu Road and a Primary School and a Secondary School at Kai Lai Road, Kowloon
- Northern Access Road for Cyberport Development at Telegraph Bay
- Full Modification for MTR Central Entrances E & F + J1 & J3
- LDC Development Scheme at Tai Yuen Street, Wan Chai
- LDC K10 Development Scheme at Waterloo Road/Yunnan Lane
- 155 Argyle Street, K.I.L. 4022 Sec. A, Kowloon

Agreement No. CE 68/98 PPFS for ATC & Closed Circuit Television System for Tuen Mun & Yuen Long District
Responsible for the development and application of a Local Area Transport Model for the evaluation of possible ATC systems. The SATURN model is required to cover a large part of the North West New Territories covering Kam Tin, Yuen Long, Tin Shui Wai and Tuen Mun areas.

Rezoning Request for Comprehensive Development in Kai Tak South
A traffic impact assessment was undertaken for the above development which comprise of 3328 residential flats, 286 service apartments and 4,600m^2 of retail floor space. Conceptual design of traffic layouts such as the public transport interchange was also carried out.

Section 16 Application for Mega Hotel in Wan Chai
A traffic impact assessment was undertaken for the above development comprises of 1,550 hotel rooms and 161 residential flats which are of the most prestigious kind. Conceptual design of internal transport provisions was also carried out.

Study on Comprehensive Review of Uses within The Hong Kong International Trade & Exhibition Centre
A traffic impact assessment was undertaken for the proposed conversion of HITEC to a commercial development comprises of 58,000m^2 office/commercial GFA, 51,000m^2 retail GFA and 54,000m^2 GFA for entertainment. Detailed studies on pedestrian and public transport provisions were also carried out.

EXPERIENCE
1999 – Present (cont'd)

Traffic Studies for the Proposed Tourist/Seafood Market in Bei Hai, Guang Xi Province, China
Developed a forecast model to estimate the visitor volume of the proposed tourist centre, with a site area of 450 acres, in Bei Hai. Conducted traffic impact assessment to review the traffic impact on the local road network and proposed improvement scheme and new bridge connection to the tourist centre.

Consultancy Service to Conduct Survey on the Level of Taxi Services 2000
Conducted extensive and comprehensive traffic surveys to obtain information at selected taxi stands and roadside check-points in the Hong Kong Special Administrative Region (HKSAR) territories for the assessment of the level of service of the urban taxis (red), the New Territories taxis (green) and the Lantau taxis (blue).

Master Planning for Mixed Use Development, Zhuhai, PRC
Undertaken traffic assessment studies to investigate the feasibility of different road network options in the Hung Wan area in Zhuhai and the associated traffic impact due to the proposed residential development in the area.

Consultancy Service for Traffic Management and Control System Terminal 4, Kwai Chung Container Port, Kwai Chung, N.T.
Undertaken traffic engineering study to design and assess the internal traffic control system within the terminal building with the prime objective to improve safety along the internal roads and at junctions.

Undertaken traffic impact assessment studies in support of the planning applications for different types of development proposals:

- Proposed hotel development at Nos. **375-377 Queen's Road East,** Wanchai, Hong Kong
- Proposed **Kwun Yam** Monastery Extension, Lot No. 759 in D.D. 311, **Keung Shan, Lantau Island,** N.T.
- Rezoning Application for **STTL 347 in Shek Mun,** Shatin
- Proposed 'School' use Conversion at No. **6, Somerset Road, Kowloon Tong**
- Rezoning Request from "GB" to "RB", Various Lots in **DD 131, Tuen Mun**

- Rezoning Request from "G/IC" to "R(C)2" in **DD217, Sai Kung**
- The Proposed EMSD Headquarters **at Kai Tak**
- Proposed 'School' use Conversion at 151 & 153, **Waterloo Road**
- Proposed G/IC, **789 Cheung Sha Wan Road**
- Rezoning Application for Site at **Kwu Tung, N.T.**
- Proposed Redevelopment of **A King Shipyard, Causeway Bay**, Hong Kong
- Proposed "CDA" Zoning of Lot 479 in **D.D. 189, Shatin**
- Planning Application for Place of Public Entertainment, **Ocean Terminal,** Tsim Sha Tsui, Kowloon - Traffic & Pedestrian Impact Assessment
- Proposed Land Exchange R(B) Site at **So Kwun Wat, Tuen Mun**
- Request for Rezoning "AGR", "V" to "R(C)" at Various Lots in **D.D. 109, Kam Tin**
- Proposed Rezoning of Various Lots in **Au Tau**
- Study on Development Opportunities of the Former **Marine Police Headquarter Site in Tsim Sha Tsui**
- Three Primary Schools and One Secondary School at **Po Kong Village Road**

1997 – 1999 ***Senior Transport Planner, Kowloon Canton Railways Corporation***

KCRC West Rail TS-200 and DD-200 Traffic and Transport Studies
Responsible for the management of all traffic and transport issues related to the WR stations, rail alignment and associated property development in the North-West New Territories region. Responsible for overseeing and commenting the traffic models (assignment by SATURN package) developed by TS-200 traffic consultants. The traffic study identified traffic implications on the road network in the study area of North West New Territories including Yuen Long, Tin Shui Wai new town and Tuen Mun new town.

KCRC West Rail TS-100 Traffic and Transport Study
Transport Planner and Traffic Team Leader responsible for assessing the traffic implications of the proposed West Rail Kam Tin station and possible Sheung Shui station for West Rail Phase II. Responsible for developing the traffic models (assignment by SATURN package) to forecast traffic generated by Kam Tin station and the possible Sheung Shui station and identified network deficiencies in the study areas of Kam Tin / Pat Heung and Sheung Shui / Fanling respectively.

KCRC East Rail Extensions Traffic Studies:

Co-ordinated and managed traffic studies related to the ERE stations and rail alignment of the proposed railways. Provided inputs to technical proposal as well as detailed design tender packages for the railways with respect to traffic studies.

EXPERIENCE
1997 – 1999 (cont'd)

KCRC Railway Patronage Forecasts
Monitored and assessed forecasts on railway patronage, fare and revenue on existing and future railway extensions by the Transport Planning consultants. Reviewed and commented on model inputs including land use, road infrastructure plans, economic indices etc. to be consistent with the goals and policies of the Corporate and compatible with Government's planning intention.

General Duties:

- Monitored and assessed West Rail Technical Studies and Detailed Design Consultants worked in transportation planning and traffic engineering issues and resolutions to problems identified especially on traffic impact studies of stations and related property developments in Yuen Long and Tuen Mun sections. Responsible for day-to-day liaison on transport and traffic issues with Transport Department and other relevant Government Departments.

- Analysed passenger forecasts, station locations, station layout & passenger flow access plans and other transport modes interfaces at West Rail stations in the Yuen Long and Tuen Mun areas including Yuen Long station, Long Ping station, Tin Shui Wai station, Tuen Mun North station and Tuen Mun Centre station.

- Prepared demand/capacity analysis of the railway system and requirements for transport support facilities by working closely with other technical and professional members from both the West Rail and ERE projects and relevant Government Departments.

- Attended community presentations to concerned Provisional District Boards, Rural Committees and local interests to communicate and gain support from the public on the developments of planned railways. Supported the Project team in public consultation, objections interviews and public hearings for West Rail Phase I project.

- Conducted research and forecasts on railway patronage, fare and revenue on existing and future railway extensions and monitor works by the Transport Planning consultants.

- Liaison with and participated in Government territorial

development plans and studies such as SCOPTS, Metroplan Development Study, NWNT and NENT Planning Development Studies; analysed the implications applicable to the development of the planned railways.

EXPERIENCE

1996 - 1997 ***Associate, Wilbur Smith Associates, Hong Kong***

West Rail TS-100 Technical Study

- Setting up of local area transport models using SATURN packages that covers the study area of Kam Tin, Sheung Shui/Fanling;
- undertaking traffic impact assessment studies for Kam Tin station and Sheung Shui stations and associated property developments;
- recommending public transport facility provisions within the stations, railway facilities, and property developments including details for pedestrian links with adjoining land uses;
- preparing temporary traffic management plans for construction periods;
- preparing station sizing reports for Station and Transport Integration Committee (STIC).

1995 - 1996 ***Senior Transport Planner, Wilbur Smith Associates, Hong Kong***

Air Traffic and Revenue Estimates for Zhuhai Airport

Developed a forecast model to estimate the air passenger and freight volume of Zhuhai and its catchment area (mainly the Pearl River Delta region). Reviewed the key elements that were seen to influence the traffic potential was included in the study. The final element of the study is to estimate airport revenues. These include both aeronautical revenues based on forecasts of passenger and air transport movement demand in Zhuhai Airport and non-aeronautical revenues which reflect the charges of the services provided in the terminal area.

Air Traffic and Revenue Estimates for Macau International Airport

Reviewed previous estimates and forecasts of passengers, cargo and airport revenue for reasonableness. Developed forecasting models for the updating exercise taking into account the latest developments and events in the region.

Tuen Mun Area 29 PSPS Development

Responsible for assessing the implications of the proposed

housing development on the road network of Tuen Mun New Town. Developed a local area transport model (assignment by SATURN package) to forecast the associated traffic movements under different development scenarios for further assessment and evaluation.

EXPERIENCE

1995 – 1996 (cont'd)

Tuen Mun Area 56 PSPS Development

The proposed development is a Private Sector Participation Scheme (PSPS) with 5,000 flats housing a total population of 15,200.

Kam Tin Bypass - Design and Construction Consultancy

Undertaken sub-regional traffic analysis based on Enhanced CTS-2 Transport Model to provide traffic forecasts for impact assessment, geometric design and noise assessment.

Traffic Impact Assessments for various residential developments

Addressed issues and formulated recommendations concerning traffic impact, road access, parking, public transport, and pedestrian facilities for the following proposed developments.

Temporary Traffic Management Schemes for various construction projects

Prepared traffic arrangement proposals to fulfil with supporting traffic counts, traffic surveys, capacity analysis, queue length calculation, signal cycle time diagrams and signal phasing diagrams. Overseen the implementation of temporary traffic arrangements and control are in accordance with the approved design for the following projects:

- Reconstruction and Rehabilitation of Tai Tam Road
- Various road opening schemes for China Light & Power Co. Ltd
- Various road opening schemes for Cable TV

Other Traffic and Pedestrian Studies

- Redevelopment of 5 -7 Blue Pool Road - car parking requirement study
- Canton Road Traffic and Pedestrian Study
- Tung Chung Development Pedestrian Study – demand/capacity analysis, circulation study
- Residential Development - Internal circulation and parking requirement study
- Shek Lei Housing Redevelopment Traffic Study
- North Point Housing Society residential development - car parking requirement study

EXPERIENCE

1990 - 1995 ***Higher Professional & Technical Officer, Department of Transport, United Kingdom***

- Commented and assessed over 500 applications of departures from the highway design standards, in relation to highway geometry and capacity, and road safety contained within the Design Manual for Roads and Bridges (DMRB), Department of Transport (UK)

- Provided engineering support and advice on the interpretation and implementations of Departmental Standards in relation to traffic engineering, highway geometry and capacity, and road safety.
- Identified opportunities for new construction methods, materials and techniques. Co-ordinated trials, to ensure that the scales were commensurate with the available resources and their likely benefits.

- Seeked out feedback from Regional Offices and incorporated the experience and knowledge gained in Operating Units during the design, construction and maintenance of the network when improving systems and procedures.

1988-1990 ***Transport Planner, Scott Wilson Kirkpatrick & Partners, HK***

Tuen Mun Area 38 Development Study for Special Industry
Transport Planner/Modeller with particular responsibilities for conversion of CTS-2 Model to an in-house conventional four-stage territorial transport model; and based on this the establishment of the Tuen Mun Sub-regional Transport Model. Responsible for model calibration, validation and testing, specification of model runs, assessment and evaluation of model outputs and the associated implications on the study area of Tuen Mun New Town.

- Responsible for developing the conventional four-stage the Tuen Mun Sub-Regional Transport Models (TMSTM) based on the Second Comprehensive Transport Study (CTS-2) Transport Models. Involved in the whole process from data collection, model calibration, model validation to the final phase of traffic forecasting.

- Traffic forecasts produced from the TMSTM for the design years of 1996 and 2001 were used to assess the impacts of the development traffic on the local road network. Extensive capacity analyses at over 30 junctions in Tuen Mun New Town were carried out to identify stress points in the road network. A description of the traffic conditions likely to result

from the peak loadings was also provided.

EXPERIENCE

1988-1988 ***Transport Engineer, The MVA Consultancy, Hong Kong***

Traffic Engineer responsible for assessing the regional traffic impact after the redevelopment of the housing developments. Developed internal road options and access requirements to the study area of:

- Tsz Wan Shan Detailed Transport and Traffic Study
- Traffic and Access Study for the Re-development of Tung Tau Estate

1986-1988 ***Assistant Transport Planner, Wilbur Smith & Associates, Hong Kong***

- Route X Pre-feasibility Study
- South Kwai Chung Road Design Phase Traffic Study
- Second Comprehensive Traffic Study (CTS-2)
- PADS