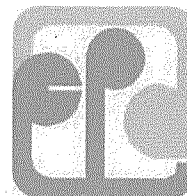


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23 November 2016

Clerk to LegCo Panel on Environmental Affairs  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central Hong Kong  
(Attn.: Ms Angel Shek)  
(By e-mail and fax: 3529 2837)

Dear Ms Shek,

**LegCo Panel on Environmental Affairs**  
**Supplementary Information on the**  
**Implementation of Measures to Reduce and Recycle Food Waste**  
**– Progress and Manpower Arrangements**

As requested by Members of the Panel on Environmental Affairs at the meeting on 24 October 2016, we would like to provide the following supplementary information :

- (a) *the traffic impact assessment for the proposed Organic Waste Treatment Facilities Phase 2 to be located at Sha Ling of the North District;*

The executive summary for the traffic impact assessment is attached at Annex A.

- (b) *updated statistics on the daily tonnage of uncompacted/untreated food waste disposed of at the West New Territories Landfill in Tuen Mun.*

According to the statistics as at the end of September 2016, the West New Territories (WENT) Landfill received an average of about 7,400 tonnes per



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day (tpd) of municipal solid waste (MSW), including an estimated average of about 200 tpd of food waste (roughly 3% of the total MSW received at the WENT Landfill) delivered directly by refuse collection vehicles without first being compacted or filled into enclosed containers..

Yours sincerely,



( Elvis W.K. AU )  
for Director of Environmental Protection

**Enclosure** – Annex A

## Executive Summary

Mott MacDonald Hong Kong was commissioned by the Environmental Protection Department (EPD) to undertake the Traffic Impact Assessment (TIA) for the development of The Organic Waste Treatment Facility Phase 2 (OWTF 2). The objective is to assess whether there is adverse traffic impact generated from the development of OWTF 2.

Junction capacity analysis has been conducted for year 2013 and the results indicated that negative junction capacity of the Jockey Club Road/Lung Sum Avenue junction (J10) was already existed during AM and PM peak hours in 2013. However, other 11 critical junctions were operating satisfactorily during AM and PM peak hours.

It is anticipated that the OWTF 2 will be commissioning by 2018, therefore, the 2022 design year is adopted for this TIA as conservative approach (i.e. 4 years after commissioning). An annual growth rate of 2.6% (derived from 2011 based Territorial Population and Employment Data Matrices) was applied onto the 2021 future traffic flow (extracted from the refined 2008 based Base District traffic model) to produce the 2022 traffic flow. The traffic forecast has been derived based on the review of the planned and committed developments, including the information on the North East New Territories New Development Areas, Kwu Tung South developments and the Sandy Ridge Cemetery Development.

The OWTF 2 is anticipated to generate and attract 31 passenger car units (pcus) in the AM peak hour period and 30 pcus in the PM peak hour period<sup>1</sup>. The TIA results demonstrated that all 12 critical junctions are operating with adequate junction capacity except Jockey Club Road/Lung Sum Avenue junction (J10) with negative junction capacity in 2022, which already existed in 2013. It also demonstrated the junctions of Po Shek Wu Road/Po Wan Road (J7), Po Shek Wu Road/Choi Yuen Road (J8) and Jockey Club Road/Ma Sik Road/So Kwun Po Road (J11) will be operated with reserve capacity less than 15% under 2022 Reference Scenario without traffic from OWTF 2 development. By comparing the 2022 reference and 2022 design scenarios (with OWTF 2 development), there is a slight reduction in junction capacity (0%-1%) during both the AM and PM peak periods for the above 4 affected junctions. Preliminary junction improvement measures are proposed for the above 4 affected junctions to improve the junction performance considering the potential traffic from the adjacent Kong Nga Po development.

The swept path analysis demonstrated that the section of Kong Nga Po Road (between Man Kam To Road and the site) is adequate to enable two 12m vehicles to turn smoothly; and no local road widening is required.

As all the construction vehicles will be generated during the off-peak period to avoid the peak hour traffic, the minimal construction traffic of 5 pcu/hr will not affect the local road network during the AM and PM peak periods. Also, though it is anticipated that the traffic generated and attracted by Sandy Ridge Cemetery Development on normal days are low, schedule for delivery to the OWTF 2 can be specially arranged during the Ching Ming and Chung Yeung Festivals to avoid the cumulative traffic impact of the road network. The delivery of waste to the OWTF 2 Site can be arranged outside grave sweeping periods (i.e. after 1700 hours) during the Ching Ming and Chung Yeung Festivals to avoid traffic congestion. Finally, the traffic impacts resulting from decommissioning of the Sha Ling Livestock Waste Composting Plant (i.e. located at the Site Area of OWTF 2) are expected to be negligible and would not affect the capacities of the critical junctions.

<sup>1</sup> The OWTF 2 is designed to provide services for 70 food waste collection vehicles per day.



Agreement No. CE 34/2011 (EP) Development of Organic Waste  
Treatment Facilities Phase 2 – Feasibility Study  
Traffic Impact Assessment



The findings of this TIA study demonstrated that no significant adverse traffic impact would be generated from the OWTF 2 development; and preliminary traffic improvement measures have been proposed to improve the junction performance.

