

(Translation)

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

運輸及房屋局

香港九龍何文田佛光街 33 號



Transport and Housing Bureau

33 Fat Kwong Street, Ho Man Tin,
Kowloon, Hong Kong

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電話 Tel No. 2761 5049

圖文傳真 Fax No. 2761 7445

16 May 2017

Mr Derek Lo
Clerk to Legislative Council Panel on Housing
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong

Dear Mr Lo,

**Legislative Council Panel on Housing
Meetings on 6 February and 11 April 2017**

I enclose the supplementary information requested by Members at the meetings on 6 February (**Annex 1**) and 11 April 2017 (**Annex 2**) for Members' reference.

Yours sincerely,

(Original Signed)

(Jerry Cheung)
for Secretary for Transport and Housing

**Legislative Council Panel on Housing
meeting on 6 February 2017**

Supplementary Information

Purpose

At the Legislative Council Panel on Housing meeting on 6 February 2017, regarding Public Works Programme No. **B868TH – Road Improvement Works at Ma On Shan, Sha Tin**, Members requested supplementary information on the latest development parameters of the related public housing developments, traffic impact assessment and environmental review, and barrier-free access arrangement. This paper provides the relevant information.

Latest development parameters of the related public housing developments

2. We need to carry out road improvement works to support the Public Rental Housing Development at Hang Tai Road (Yan On Estate Extension) and the Subsidised Sale Flats (SSF) Development at Ma On Shan Road. The latest key development parameters of the two developments are as follows –

	Yan On Estate Extension	SSF Development at Ma On Shan Road
Site area	about 0.85 ha (extension part)	about 1.93 ha
Allowable plot ratio Domestic : Non-domestic :	not greater than 6 not greater than 0.5	not greater than 5.5 not greater than 0.3
No. of domestic blocks	3	5
Building height	40-41 domestic floors	37-40 domestic floors
No. of flats	about 1 900	about 2 100
Anticipated population	about 4 900	about 6 400
Commencement date	2019	2018
Completion date	2024	2022
Retail/Commercial facilities area	about 5 000m ² (Retail)	about 2 200m ² (Commercial)

Traffic impact assessment and environmental review

Traffic impact assessment (TIA)

3. We have carried out a TIA for the proposed works. The TIA has taken into account the anticipated population of the public housing developments and covered the following road improvement works –

- (a) realignment of a section of Hang Tai Road, including the provision of a taxi stand and pedestrian crossing facilities, and the modification of the existing bus stops at Hang Fai Street;
- (b) construction of a slip road between Hang Tai Road and Ma On Shan Road northbound;
- (c) construction of a bus stop at Ma On Shan Road northbound, including the provision of pedestrian crossing facilities at Hang Tai Road;
- (d) widening of a section of Ma On Shan Road southbound, including the construction of a bus stop, construction of a vehicular ingress/egress for the proposed public housing developments, provision of pedestrian crossing facilities and realignment of a section of Sai Sha Road; and
- (e) junction improvement works at Hang Shun Street/Hang Tak Street/A Kung Kok Street.

4. The findings of the TIA showed that the above-mentioned road improvement works impose limited traffic impact. After completion of the works, the planned road networks in the district and the vicinity will not be adversely impacted by the relevant public housing developments. The predicted traffic condition of relevant major road junctions is at **Appendix 1**.

Environmental review (ER)

5. We have carried out an ER for the proposed works, which includes air quality assessment and traffic noise assessment.

6. For air quality assessment, we have assessed the possible impact brought by the proposed works, based on the anticipated traffic flow and the distance between the future road network and the community. The findings of the ER showed that the proposed works will not cause adverse impact on the adjacent

community. The ER has also recommended appropriate dust control measures to control dust emission during construction.

7. For traffic noise assessment, we propose to install noise barriers at Ma On Shan Road northbound, to reduce impact brought by traffic noise. According to the assessment, upon completion of the proposed works, the anticipated level of traffic noise at areas of Yan On Estate affected by the proposed works would not exceed the standard of 70 dB(A).

8. The ER has concluded that the proposed works will not cause adverse impact on the adjacent environment. The ER has also recommended the use of noise barriers, noise enclosure and acoustic mat to screen noise from static powered mechanical equipment during construction; and the use of silencers or mufflers on construction equipment to reduce impact on the vicinity brought by the construction noise.

Barrier-free facilities arrangement

9. We propose to provide barrier-free facilities to connect the proposed bus stops and the public housing developments, in order to enhance pedestrian (including wheelchair users) connectivity, so as to facilitate convenient access for residents.

10. Passengers at the proposed bus stop on Ma On Shan Road northbound can walk to Yan On Estate via both the proposed and the existing pedestrian crossing facilities. They can also travel to the SSF development at Ma On Shan Road via the footbridge which the Hong Kong Housing Authority proposed to construct. Passengers at the proposed bus stop on Ma On Shan Road southbound can walk to the SSF development at Ma On Shan Road via the proposed pedestrian crossing facilities. They can also travel from/to Yan On Estate via the above-mentioned footbridge. The proposed and existing barrier-free facilities arrangement is at **Appendix 2**.

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Appendix 1 to Annex 1

Predicted traffic condition of major road junctions involved in the relevant road improvement works

	Location	Type	AM Peak Hour		PM Peak Hour	
			Reference Case ¹	Case after Completion of Project ²	Reference Case	Case after Completion of Project
1	Roundabout at Hang Fai Street/ Sai Sha Road	Roundabout	DFC ³ =0.70	DFC=0.72	DFC=0.35	DFC=0.41
2	Road Junction at Hang Tai Road/ Hang Shun Street	Signalised road junction	RC ⁴ >50%	RC=33%	RC>50%	RC>50%
3	Road Junction at Hang Shun Street/ Hang Tak Street/ A Kung Kok Street	Signalised road junction	RC=46%	RC=29%	RC>50%	RC=36%
4	Roundabout at Ma On Shan Road/ Hang Hong Street	Roundabout	DFC=0.69	DFC=0.65	DFC=0.44	DFC=0.44

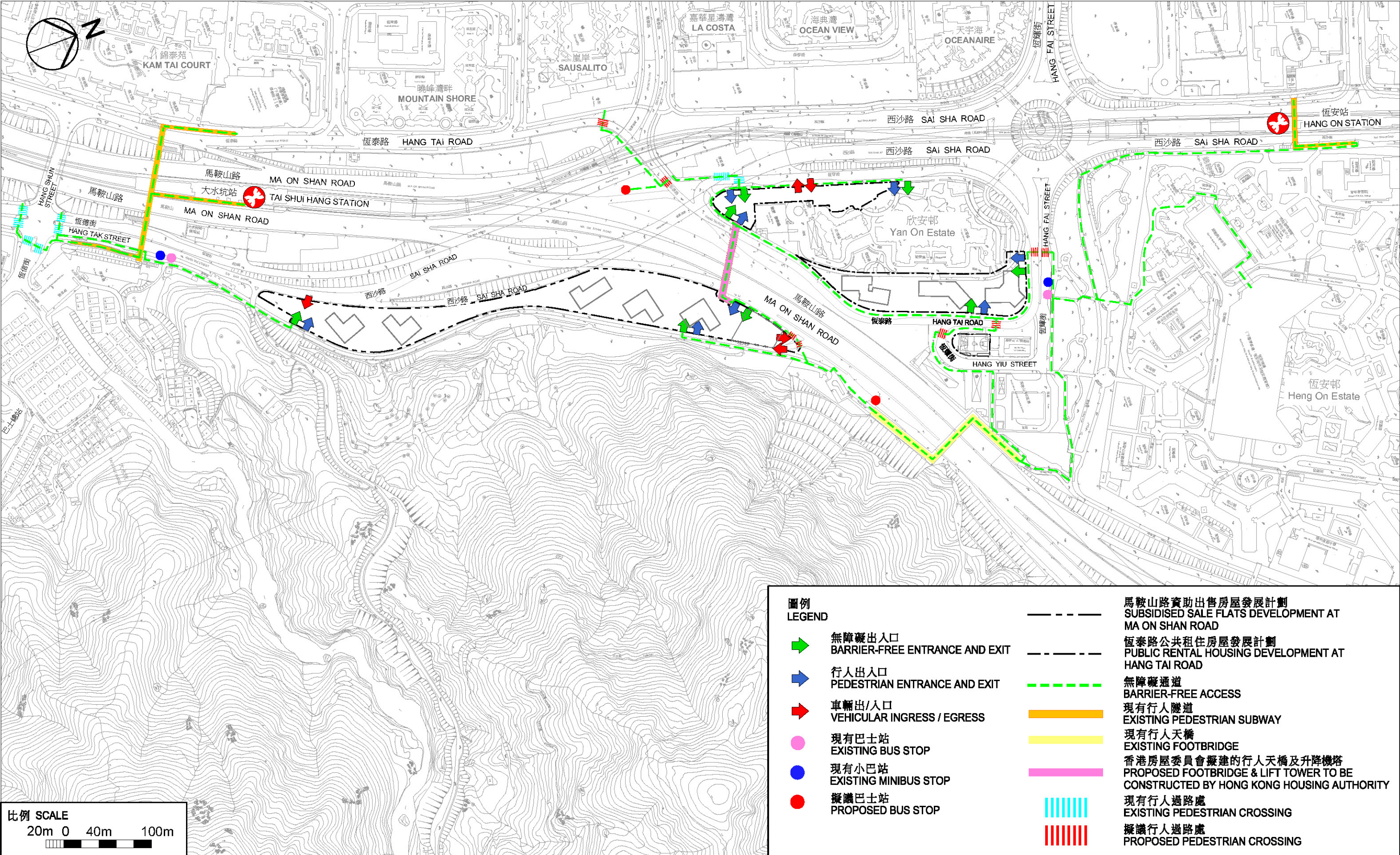
Note :

- (1) “Reference Case” is the predicted traffic condition of 2026 without the relevant road improvement works and public housing developments.
- (2) “Case after Completion of Project” is the predicted traffic condition of 2026, assuming that the relevant road improvement works and public housing developments have been completed.
- (3) Traffic condition of roundabouts is shown as “**Design Flow to Capacity**” (DFC) ratio. If the ratio is below 1.0, the traffic condition is acceptable; if the ratio equals to 1.0, the roundabout

approaches its capacity; if the ratio is higher than 1.0, the traffic flow exceeds the capacity of the roundabout and the vehicles at the roundabout will be delayed.

- (4) Traffic condition of signalised road junctions is shown as “**Reserve Capacity**” (RC). If RC is positive, the road junction has reserved capacity; if RC is negative, the vehicles at the road junction will be delayed.

- ENDS -



工務計劃項目第 B868TH 號 - 沙田馬鞍山道路改善工程
PWP ITEM NO. B868TH -
ROAD IMPROVEMENT WORKS AT MA ON SHAN, SHA TIN

無障礙通道平面圖
PLAN OF
BARRIER-FREE ACCESS

**Legislative Council Panel on Housing
meeting on 11 April 2017**

Supplementary Information

Purpose

At the Legislative Council Panel on Housing meeting on 11 April 2017, Members requested the following supplementary information regarding the Public Works Programme No. **B440RO – District open space adjoining public housing development at Anderson Road** –

- (a) given that the construction of the proposed district open space which was expected to be completed in the fourth quarter of 2019 would have lagged behind the population intake of On Tat Estate/On Tai Estate, an explanation on why the Administration had not submitted the proposal to LegCo in good time in order to tie in with the population intake, and how the Administration would prevent recurrence of similar situation in future;
- (b) whether the Administration would consider providing cycle velodrome at the proposed district open space, if yes, the details; if no, the reason;
- (c) the total area occupied by the proposed multi-purpose open area; and
- (d) with plans/drawings, the facilities provided in the local open space that had been/would be provided as part of the development of On Tat Estate/On Tai Estate.

2. This paper provides the relevant information.

Completion time of the construction

3. In reviewing individual projects, the Government has been adopting the prudent financial management principle to take forward relevant works progressively, with a view to supporting relevant public housing development projects as far as possible. At the early planning stage, relevant departments will explore the suitability for providing the required open space, to set out the proposed facilities to be provided and consult the District Council. Relevant departments will also closely coordinate with one another in respect of the funding and implementation arrangements of relevant district facilities, with the view to enabling the provision of these ancillary facilities to tie in with the public housing development nearby, in order to address the needs of local community.

4. The proposed district open space (DOS) under **B440RO** is to provide more diversified active and passive recreational facilities for the wider district population on top of residents in the public housing development at Anderson Road (i.e. On Tat Estate and On Tai Estate). The DOS will be available for use by both the residents and of the estates and others. At the district level, the Government has been endeavouring to take forward the project.

5. Although the proposed DOS will be completed slightly later than the completion of On Tat Estate and On Tai Estate, there will be sufficient local open spaces (LOSs) in the two estates providing suitable recreational facilities and green spaces within short walking distance. The LOSs will be completed in conjunction with On Tat Estate and On Tai Estate, to address the residents' daily needs for recreational and leisure facilities. The completion of the proposed DOS will provide further facilities for residents of On Tat Estate, On Tai Estate and nearby areas.

Suggestion of providing cycle velodrome

6. In view of the limited area of the proposed DOS, with the provision of various proposed facilities, the remaining area available for exploring the proposal to provide a cycle velodrome is very limited. If a cycle velodrome were to be provided within a meagre space, it would endanger cyclists and park users, especially children and the elderly. Also, if the Government reduce other facilities (e.g. reducing the area of central lawn) to make room for the cycle

velodrome, we may not be able to fulfil expectation and the need of the general public. Furthermore, there are already two recreational venues (Kowloon Bay Park and Kung Lok Road Playground) within the district providing cycle tracks. Taking various factors into account, the Government does not recommend the provision of cycle velodrome at the proposed DOS.

Area of the multi-purpose open area

7. The project provides a multi-purpose open area of about 170m² with covered seating for public use. Interested parties can also lease the area to hold recreational and sports activities as well as community events such as carnivals.

Facilities provided in the LOSs

8. The LOSs within On Tat Estate and On Tai Estate provide six badminton courts, five basketball courts, nine table tennis tables and about 4 951m² of children play areas and fitness stations, etc. for public use. The locations of these LOS facilities are at **Appendix**.

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