

立法會房屋事務委員會
補充資料

目的

就立法會房屋事務委員會於 2019 年 4 月 1 日及 5 月 6 日會議上要求的補充資料¹，及於 4 月 1 日會議上通過的議案²，本文件提供相關資料及回應。

徵收「額外差餉」事宜

「貨尾」單位的資料

2. 政府每季均會在運輸及房屋局（運房局）網頁公布私人住宅一手市場供應統計數字，當中包括已落成樓宇（即已取得佔用許可證）但仍未售出的一手私人住宅單位（俗稱「貨尾」單位）的數目。截至 2019 年 3 月 31 日，約有 9 000 個「貨尾」單位³。這些單位按實用面積編制的統計資料載於附件一。

3. 「貨尾」單位可能包括空置單位，或一些被發展商出租（例如服務式公寓）的單位。由於發展商現時無須就「貨尾」單位的狀況作申報，我們並無當中有多少單位已租出（包括以服務式公寓形式租出）的資料。

按《政府土地權（重收及轉歸補救）條例》（第 126 章）被重收土地的個案

4. 根據地政總署的資料，過去 10 年（即 2009 年 1 月至 2018 年 12 月），共有三幅土地（不包括涉及新界豁免屋宇土地）因未有履行建築規約條款而被政府按《政府土地權（重收及轉歸補救）條例》重收。

¹ 立法會 CB(1)1104/18-19(01)號文件第 4、6 及 7 項。

² 立法會 CB(1)841/18-19(01)號文件。

³ 數字概約至最近千位數，涵蓋在 2012 年至 2019 年落成的單位。

「額外差餉」機制下有關出租單位的規定

5. 政府現正草擬《差餉（修訂）條例草案》以落實「額外差餉」措施。根據初步的立法建議，發展商須就獲發佔用許可證達 12 個月的一手私人住宅單位每年向差餉物業估價署（估價署）提交申報，說明單位的狀況，包括在過去 12 個月內有關單位有否租出。估價署會根據申報的資料決定發展商是否需要繳付「額外差餉」。如果發展商已售出單位，或在過去 12 個月內，以市值租金或以上租出單位超過六個月，便無須繳付「額外差餉」。

6. 出租單位亦是一種有效運用房屋資源的方法。如果一刀切規定發展商只可出售單位，不能出租單位，或會過於嚴苛。為減少出現規避情況，我們建議規定發展商必須以市值租金或以上租出單位超過六個月，方可獲免除繳付有關年度的「額外差餉」。估價署可要求發展商提供已加蓋印花的租約，以核實有關租賃是否屬實。我們會繼續聆聽社會各界的意見，考慮是否需要對租客的身份作一定規限。

就非香港居民持有的二手住宅物業徵收空置稅

7. 為應付過熱的物業市場，政府自 2010 年起推出多輪需求管理措施，當中包括在 2012 年 10 月推出的買家印花稅和 2016 年 11 月推出的新住宅印花稅。根據有關措施，非香港永久性居民（包括所有公司）購入香港住宅物業（不論是一手或二手住宅物業），須繳付買家印花稅及新住宅印花稅（兩者稅率均劃一為 15%），即合共須繳付 30% 的印花稅。根據稅務局的資料，2019 年上半年涉及非本地個人和非本地公司買家的住宅交易宗數只佔交易總數的 0.7%，遠低於 2012 年 1 月至 10 月期間（即推出買家印花稅前）的 4.5%，反映需求管理措施已有效管理外來和投資需求。

8. 此外，根據估價署的數據，截至 2018 年年底，私人住宅物業的空置率為 4.3%，低於 1998 年至 2017 年期間 5% 的長期平均空置率，顯示一般業主把住宅物業閒置的情況並不普遍。在整體空置率偏低、加上涉及非本地買家的住宅交易宗數只佔交易總數一個非常小的百分比的情況下，就非香港居民持有的二手住宅物業徵收空置稅未必能有效增加供應。

總目711工程計劃編號B194TB－鑽石山發展區的運輸基礎設施工程

擬議行人天橋及行人隧道的設計細節

9. 我們在設計擬議的行人天橋及行人隧道時，已整體考慮鑽石山綜合發展區及其附近地區的連繫。擬議三條行人天橋及行人隧道與路面的距離如下－

- (一) 擬議行人天橋 FB1 的橋面距離龍翔道行人路面約 11 米，而近荷里活廣場的橋面部分則距離大磡道行人路面約 14 米；
- (二) 擬議行人天橋 FB2 的橋面距離龍翔道及大磡道行人路面約 6 米；
- (三) 擬議行人天橋 FB3 的橋面距離彩虹道、蒲崗村道行人路面及鑽石山綜合發展區計劃中「活水公園」的地面約 6 米；及
- (四) 擬議行人隧道 SW1 位於鑽石山綜合發展區內的一段，距離路面約 8 米；而位於彩虹道及四美街現有巴士總站的一段，距離路面約 10 米。

擬議行人天橋及擬議行人隧道與周邊的接駁

10. 擬議的三條行人天橋及行人隧道與周邊社區的接駁平面圖載於附件二。

11. 擬議行人天橋 FB1 及荷里活廣場之間的連接橋為獨立結構。FB1 設計上已預留位置以容許將來荷里活廣場的連接橋接駁。根據地契條款，連接橋將由荷里活廣場的業權擁有人負責興建，政府會適時跟進業權擁有人興建連接橋的時間表。

現有及擬議行人天橋及行人隧道的使用

12. 就議員的提問，擬議的三條行人天橋會提供無障礙通道設施，包括—

- (一) 擬議行人天橋 FB1 於大磡道行人路的天橋落腳點，將設置兩部各可載客 18 人的升降機，而於龍翔道行人路的天橋落腳點，將設置兩部各可載客 12 人的升降機及一組自動扶手電梯；
- (二) 擬議行人天橋 FB2 於龍翔道行人路及大磡道行人路的天橋落腳點，將各設置一部可載客 12 人的升降機；及
- (三) 擬議行人天橋 FB3 於彩虹道行人路、蒲崗村道行人路，及鑽石山綜合發展區計劃中「活水公園」的天橋落腳點，將各設置一部可載客 12 人的升降機。

13. 鑽石山綜合發展區用地除了作公營房屋及宗教用途外，亦會提供地區休憩用地和其他配套設施。

14. 現時，大部分新蒲崗區的市民都是沿彩虹道現有的地面過路處抵達位置；而來自綜合發展區北面的市民，主要是通過鑽石山港鐵站的地下行人通道和東面的臨時行人天橋抵達綜合發展區位置。相對於現時港鐵站內的部分地下行人通道未能 24 小時開放予市民使用，及上述臨時行人天橋未有提供上蓋及升降機設施，本項目擬議的行人連接設施，將提供更舒適及方便的行人路徑供區內人士使用，並改善周邊社區的連通性。

15. 根據交通影響評估報告，現時的臨時行人天橋在繁忙時間的行人使用量約為每小時 400 人次。而擬議行人天橋 FB1、FB2 及 FB3 和行人隧道 SW1，預計在 2026 年繁忙時間的行人使用量分別約為每小時 2 550、750、1 650 及 6 000 人次。這些行人連接設施足以應付在 2026 年鑽石山綜合發展區完成發展後的人流需求。

重置現有公共運輸總站對附近道路網絡的交通影響

16. 根據交通影響評估，重置現有公共運輸總站後的道路網絡足以應付未來的車流。相關公共運輸交匯處落成後附近交通網絡的影響評估報告的節錄載於附件三（只有英文）。

建設費的分項數字

17. 工程項目正在設計深化階段中，我們會於提交討論文件給工務小組委員會時，列出工務計劃建設費的分項數字。

屋邨管理扣分制（扣分制）

預防及打擊高空擲物

18. 扣分制的推行旨在幫助租戶戒除有損個人及公眾衛生的不良習慣，從而建立健康的居住環境。一直以來，香港房屋委員會（房委會）不遺餘力採取多項措施，以打擊高空擲物的違法行為。過去一年，房屋署在公共租住屋邨增加了 136 部監察系統，已起到一定的阻嚇作用。房委會會繼續採取各項預防及監察措施，全力打擊高空擲物等不當行為。

19. 屋邨經理會透過屋邨管理諮詢委員會（邨管諮委會）的定期會議，向委員匯報屋邨管理事務，及聽取他們的意見，以便落實執行各項管理事宜，包括加裝高空擲物監察系統的數目和擺放位置等，而邨管諮委會的委員已包括當區區議員及居民代表。在安裝高空擲物監察系統時，房委會會參考《個人資料（私隱）條例》（第 486 章），務求在保障個人資料私隱及公眾安全兩者間取得適當平衡。

打擊公眾地方非法賭博

20. 屋邨管理人員在日常巡查時，若發現有人在公眾地方參與非法賭博，會勸喻他們立即停止及離開；若遇到不合作情況，會尋求警方協助。

21. 屋邨辦事處一直與警方保持緊密聯繫。每次邨管諮委會的會議，屋邨辦事處均會邀請警方代表出席及向委員匯報屋邨的治安情況。如有需要，屋邨經理會就非法聚賭問題要求警方協助。為打擊公眾地方非法賭博，屋邨辦事處亦會加強巡查及在黑點範圍安裝閉路電視監控系統，以便蒐集證據和監察情況，讓警方可根據《賭博條例》（第 148 章）採取適當行動。若住戶被定罪，該戶將根據扣分制被扣五分。

遷出通知書及上訴機制

22. 房委會會向因違反扣分制下的不當行為而在兩年內被扣分數累計達 16 分的公屋租戶發出遷出通知書以終止租約。由 2003 年實施扣分制後，直至 2018 年年底，有 15 宗個案在特別情況下獲暫緩發出遷出通知書，例如基於健康理由或得到社會福利署的推薦，餘下個案均按機制嚴格執行。房委會並沒有備存不獲批准暫緩個案的統計數字。

23. 收到遷出通知書的租戶，可在遷出通知書發出日期後起計 15 天內書面向上訴委員會（房屋）提出上訴。上訴委員會由行政長官委任，成員來自不同專業，會就每宗上訴個案的情況作出審理，以決定撤銷、修改或確認遷出通知書。

運輸及房屋局

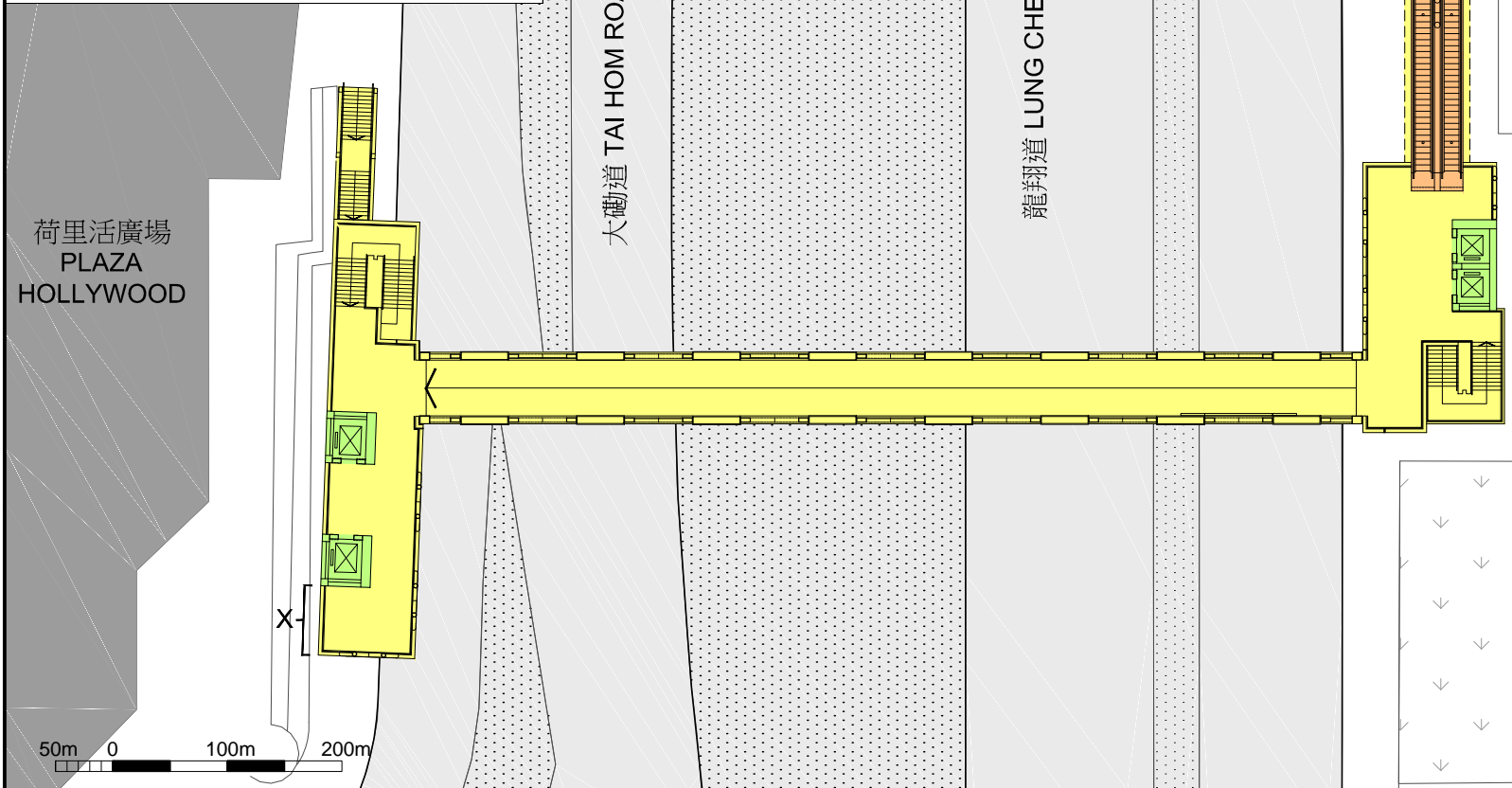
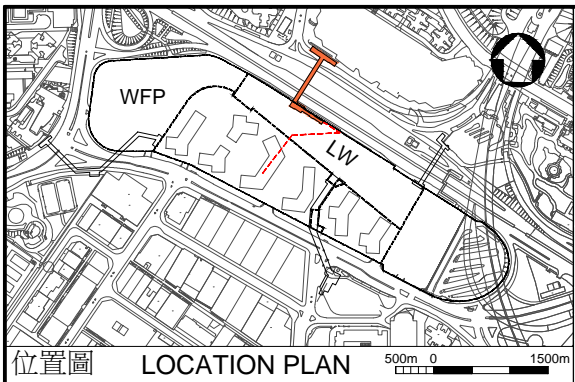
2019 年 7 月

按實用面積劃分的已落成樓宇
但仍未售出的¹一手私人住宅單位數目

| | 單位數目 (佔總數百分比) | | | | |
|-----------------------|------------------|----------------|-------------|----------------|----------------|
| | A 類 | B 類 | C 類 | D 類 | E 類 |
| 截至 2019 年 3 月 31 日 | 2 800 (31%) | 2 600 (29%) | 800 (9%) | 1 200 (14%) | 1 500 (17%) |

備註:

1. 數字概約至最近百位數。
2. A 類單位 - 實用面積少於 40 平方米
B 類單位 - 實用面積為 40 至 69.9 平方米
C 類單位 - 實用面積為 70 至 99.9 平方米
D 類單位 - 實用面積為 100 至 159.9 平方米
E 類單位 - 實用面積為 160 平方米或以上



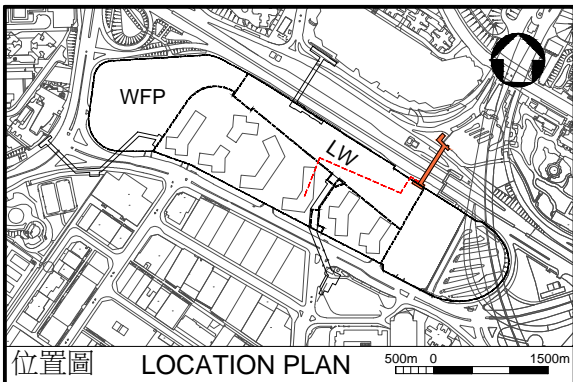
圖例 LEGEND

- 升降機 LIFT
- 自動扶手電梯 ESCALATOR
- LW 園境大道(計劃中)
LANDSCAPED WALK
(UNDER PLANNING)
- WFP 活水公園(計劃中)
WATER FEATURE PARK
(UNDER PLANNING)
- X 荷里活廣場連接橋的可接駁位置
ALLOWED CONNECTION POSITION OF
BRIDGE CONNECTING TO PLAZA HOLLYWOOD
- FB1與其最近的公營房屋發展大廈
入口之間的路徑，距離約175米
INDICATIVE ROUTE BETWEEN FB1 AND THE
NEAREST ENTRANCE OF RESIDENTIAL BLOCK
OF PUBLIC HOUSING DEVELOPMENT,
DISTANCE OF APPROXIMATELY 175M

工務計劃項目編號 B194TB
鑽石山發展區的運輸基礎設施工程

PWP ITEM NO. B194TB
TRANSPORT INFRASTRUCTURE WORKS FOR DEVELOPMENT AT DIAMOND HILL

行人天橋 FB1平面圖
FOOTBRIDGE FB1
SITE PLAN



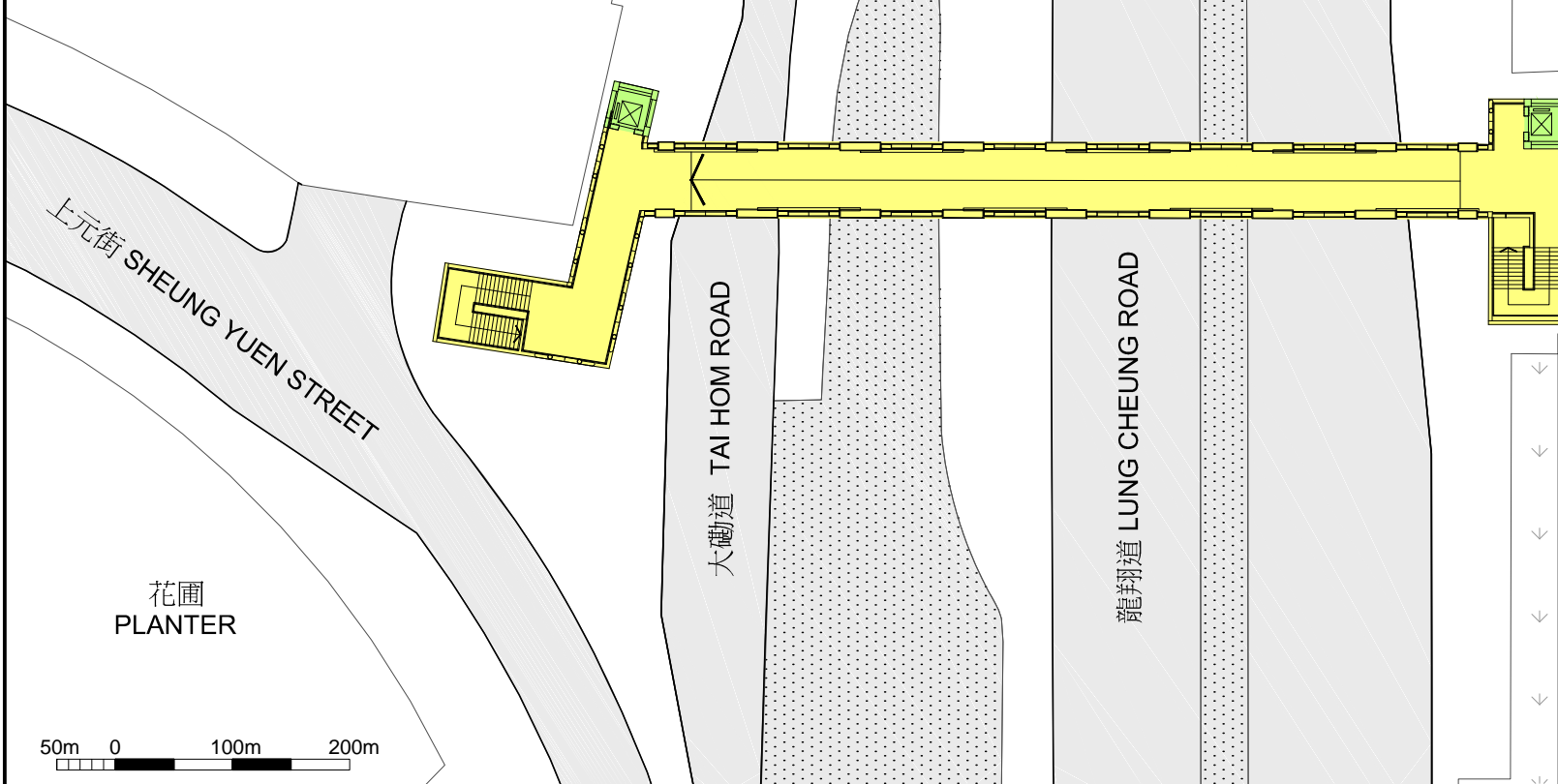
擬議拆卸之臨時現有行人天橋
EXISTING TEMPORARY
FOOTBRIDGE PROPOSED
TO BE DEMOLISHED

宗教設施(計劃中)
RELIGIOUS FACILITY
(UNDER PLANNING)

園境大道(計劃中)
LANDSCAPED WALK
(UNDER PLANNING)

圖例 LEGEND

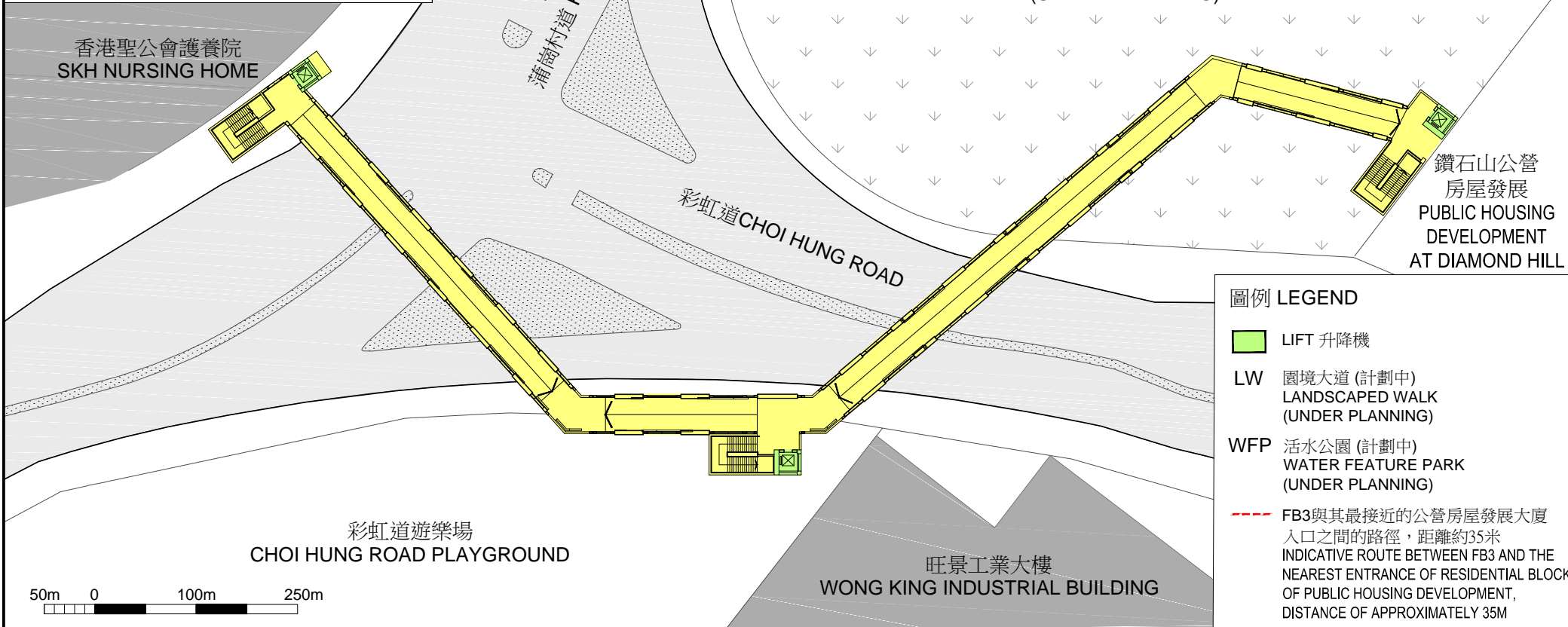
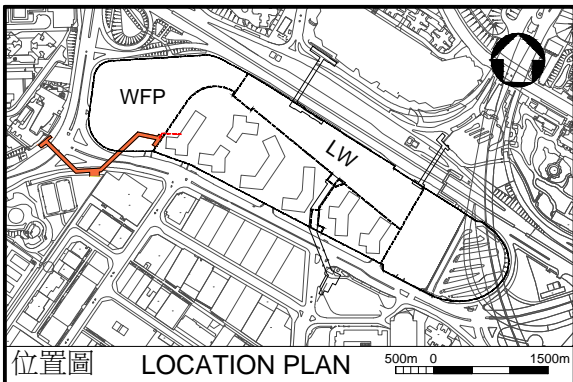
-  LIFT 升降機
- LW 園境大道 (計劃中)
LANDSCAPED WALK
(UNDER PLANNING)
- WFP 活水公園 (計劃中)
WATER FEATURE PARK
(UNDER PLANNING)
-  FB2與其最近之公營房屋發展大廈入口之間的路徑，距離約235米
INDICATIVE ROUTE BETWEEN FB2 AND THE NEAREST ENTRANCE OF RESIDENTIAL BLOCK OF PUBLIC HOUSING DEVELOPMENT, DISTANCE OF APPROXIMATELY 235M



工務計劃項目編號 B194TB
鑽石山發展區的運輸基礎設施工程

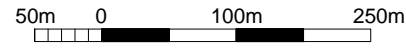
PWP ITEM NO. B194TB
TRANSPORT INFRASTRUCTURE WORKS FOR DEVELOPMENT AT DIAMOND HILL

行人天橋 FB2平面圖
FOOTBRIDGE FB2
SITE PLAN



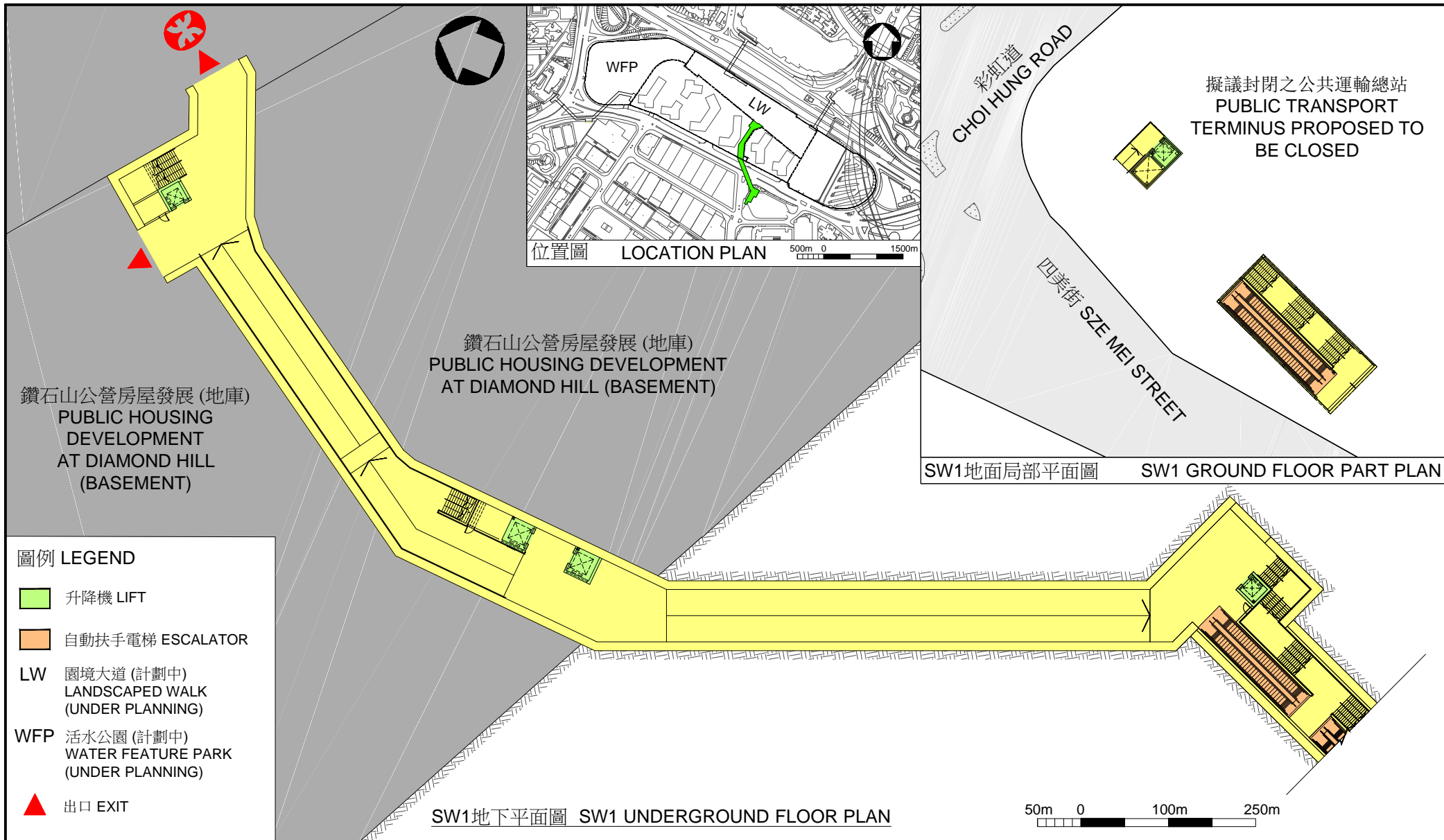
圖例 LEGEND

- LIFT 升降機
- LW 園境大道 (計劃中) LANDSCAPED WALK (UNDER PLANNING)
- WFP 活水公園 (計劃中) WATER FEATURE PARK (UNDER PLANNING)
- FB3與其最接近的公營房屋發展大廈入口之間的路徑，距離約35米 INDICATIVE ROUTE BETWEEN FB3 AND THE NEAREST ENTRANCE OF RESIDENTIAL BLOCK OF PUBLIC HOUSING DEVELOPMENT, DISTANCE OF APPROXIMATELY 35M



工務計劃項目編號 B194TB
 鑽石山發展區的運輸基礎設施工程
 PWP ITEM NO. B194TB
 TRANSPORT INFRASTRUCTURE WORKS FOR DEVELOPMENT AT DIAMOND HILL

行人天橋 FB3平面圖
 FOOTBRIDGE FB3 SITE PLAN



工務計劃項目編號 B194TB
 鑽石山發展區的運輸基礎設施工程

PWP ITEM NO. B194TB
 TRANSPORT INFRASTRUCTURE WORKS FOR DEVELOPMENT AT DIAMOND HILL

行人隧道SW1平面圖
 SUBWAY SW1
 SITE PLAN

3. TRAFFIC IMPACT ASSESSMENT

3.1. Choi Hung Road Eastbound (CHR-EB) Widening

3.1.1. The proposal of widening of CHR-EB is between Po Kong Village Road and the access road of PTI to provide one additional traffic lane along CHR-EB to improve the road capacity of CHR.

3.1.2. For this study, it is assumed CHR-EB widening will be completed in year 2023. The layout of CHR-EB widening is prepared and presented in **Drawing 3.1**. The details of the road layout are presented in the **Chapter 4** of this supplementary traffic study.

3.2. Design Years and Future Traffic Flows

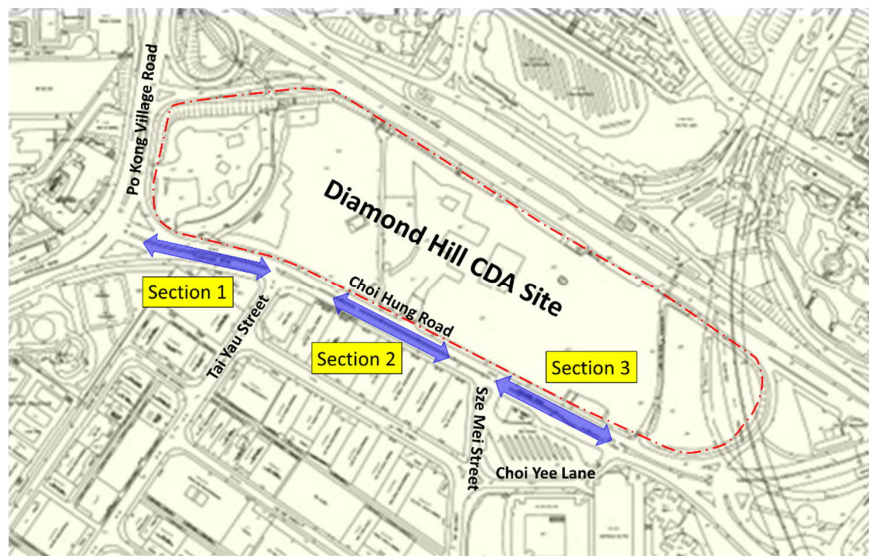
3.2.1. Design years 2021 (completion of Phase 1) and 2026 (3 years after full intake) are selected according to the S16 TIA.

3.2.2. The 2021 and 2026 reference traffic flows (without Proposed Development) and design traffic flows (with Proposed Development) along Choi Hung Road according to the S16 TIA are adopted for this supplementary traffic study.

3.3. Road Link Assessment

3.3.1. In order to assess the road link performances of CHR under the CHR-EB widening scheme, 3 sections of CHR (as shown in **Figure 3.1**) were assessed for design years 2021 and 2026.

Figure 3.1 Selected Sections along CHR for Road Link Assessment



Design Year 2021

3.3.2. The road link capacity assessment along CHR in year 2021 will be based on the existing road layout as a reference.

3.3.3. **Tables 3.1** and **3.2** present the results of the road link capacity assessments for year 2021 AM peak and PM peak respectively.

Table 3.1 Road Link Performance Assessment along CHR for Year 2021 AM

| Road Section | Dir. | AM Traffic Demand (pcu/hr) | | AM Traffic Demand (veh/hr) | | AM Road Link Capacity | | AM V/C Ratio | |
|---|------|----------------------------|-----------|----------------------------|-----------|------------------------|------------------------|--------------|-----------|
| | | Ref. Case | Des. Case | Ref. Case | Des. Case | pcu/hr | veh/hr | Ref. Case | Des. Case |
| Choi Hung Road | | | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 1650 | 1730 | 1130 | 1185 | 3423 ⁽⁴⁾ | 2340 ⁽⁴⁾ | 0.48 | 0.51 |
| | WB | 1075 | 1095 | 760 | 775 | 3316 ⁽⁴⁾ | 2340 ⁽⁴⁾ | 0.32 | 0.33 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 800 | 895 | 455 | 510 | 1500 ⁽¹⁾ | 852 | 0.53 | 0.60 |
| | WB | 1055 | 1075 | 605 | 615 | 3476 ⁽²⁾⁽⁴⁾ | 1989 ⁽²⁾⁽⁴⁾ | 0.30 | 0.31 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 1000 | 1055 | 595 | 625 | 1500 ⁽¹⁾ | 890 | 0.67 | 0.70 |
| | WB | 990 | 990 | 700 | 700 | 3303 ⁽⁴⁾ | 2340 | 0.30 | 0.30 |

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

Table 3.2 Road Link Performance Assessment along CHR for Year 2021 PM

| Road Section | Dir. | PM Traffic Demand (pcu/hr) | | PM Traffic Demand (veh/hr) | | PM Road Link Capacity | | PM V/C Ratio | |
|---|------|----------------------------|-----------|----------------------------|-----------|------------------------|------------------------|--------------|-----------|
| | | Ref. Case | Des. Case | Ref. Case | Des. Case | pcu/hr | veh/hr | Ref. Case | Des. Case |
| Choi Hung Road | | | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 1700 | 1775 | 1210 | 1265 | 3399 ⁽³⁾ | 2418 ⁽³⁾ | 0.50 | 0.52 |
| | WB | 1270 | 1285 | 970 | 980 | 3403 | 2600 | 0.37 | 0.38 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 860 | 920 | 515 | 550 | 1500 ⁽¹⁾ | 895 | 0.57 | 0.61 |
| | WB | 1030 | 1040 | 630 | 635 | 3368 ⁽²⁾⁽³⁾ | 2055 ⁽²⁾⁽³⁾ | 0.31 | 0.31 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 1105 | 1140 | 640 | 665 | 1500 ⁽¹⁾ | 872 | 0.74 | 0.76 |
| | WB | 930 | 930 | 675 | 675 | 3336 ⁽³⁾ | 2418 ⁽³⁾ | 0.28 | 0.28 |

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

3.3.4. As shown in **Tables 3.1** and **3.2**, all road link are operating within capacity during the AM peak and PM peak in 2021.

Design Year 2026

Scenario 1 - After implementation of bus/GMB lay-bys

3.3.5. Based on the S16 TIA findings, bus/GMB lay-bys will be adopted along CHR as shown in **Drawing 3.2** to increase the link capacity of CHR.

3.3.6. **Tables 3.3** and **3.4** present the results of the road link capacity assessment after implementation of bus/GMB lay-bys (Scenario 1) for year 2026 during AM peak and PM peak respectively.

Table 3.3 Road Link Performance Assessment along CHR (Scenario 1 - After implementation of bus/GMB lay-bys) for Year 2026 AM

| Road Section | Dir. | AM Traffic Demand (pcu/hr) | | AM Traffic Demand (veh/hr) | | AM Road Link Capacity | | AM V/C Ratio | |
|---|------|----------------------------|-----------|----------------------------|-----------|------------------------|------------------------|--------------|-----------|
| | | Ref. Case | Des. Case | Ref. Case | Des. Case | pcu/hr | veh/hr | Ref. Case | Des. Case |
| Choi Hung Road | | | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 1715 | 1990 | 1170 | 1360 | 3423 ⁽⁴⁾ | 2340 ⁽⁴⁾ | 0.50 | 0.58 |
| | WB | 1115 | 1180 | 785 | 835 | 3316 ⁽⁴⁾ | 2340 ⁽⁴⁾ | 0.34 | 0.36 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 795 | 1120 | 450 | 635 | 3500 ⁽²⁾⁽⁴⁾ | 1989 ⁽²⁾⁽⁴⁾ | 0.23 | 0.32 |
| | WB | 1095 | 1160 | 625 | 665 | 3476 ⁽²⁾⁽⁴⁾ | 1989 ⁽²⁾⁽⁴⁾ | 0.32 | 0.33 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 1110 | 1495 | 660 | 885 | 3351 ⁽²⁾⁽⁴⁾ | 1989 ⁽²⁾⁽⁴⁾ | 0.33 | 0.45 |
| | WB | 1090 | 1100 | 770 | 780 | 3303 ⁽⁴⁾ | 2340 ⁽⁴⁾ | 0.33 | 0.33 |

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

Table 3.4 Road Link Performance Assessment along CHR (Scenario 1 - After implementation of bus/GMB lay-bys) for Year 2026 PM

| Road Section | Dir. | PM Traffic Demand (pcu/hr) | | PM Traffic Demand (veh/hr) | | PM Road Link Capacity | | PM V/C Ratio | |
|---|------|----------------------------|-----------|----------------------------|-----------|------------------------|------------------------|--------------|-----------|
| | | Ref. Case | Des. Case | Ref. Case | Des. Case | pcu/hr | veh/hr | Ref. Case | Des. Case |
| Choi Hung Road | | | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 1750 | 1975 | 1245 | 1405 | 3399 ⁽³⁾ | 2418 ⁽³⁾ | 0.51 | 0.58 |
| | WB | 1295 | 1330 | 990 | 1015 | 3403 | 2600 | 0.38 | 0.39 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 840 | 1065 | 500 | 635 | 3335 ⁽²⁾⁽⁴⁾ | 1989 ⁽²⁾⁽⁴⁾ | 0.25 | 0.32 |
| | WB | 1050 | 1085 | 640 | 660 | 3368 ⁽²⁾⁽³⁾ | 2055 ⁽²⁾⁽³⁾ | 0.31 | 0.32 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 1205 | 1415 | 700 | 825 | 3421 ⁽²⁾⁽⁴⁾ | 1989 ⁽²⁾⁽⁴⁾ | 0.35 | 0.41 |
| | WB | 995 | 1000 | 720 | 725 | 3336 ⁽³⁾ | 2418 ⁽³⁾ | 0.30 | 0.30 |

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

3.3.7. As shown in **Tables 3.3** and **3.4**, all road link are operating within capacity during the AM peak and PM peak in 2026 under Scenario 1 (After implementation of bus/GMB lay-bys).

Scenario 2 – With CHR-EB Widening

3.3.8. The results of the road link capacity assessment under CHR-EB widening scheme (Scenario 2) for year 2026 during AM peak and PM peak are presented in **Tables 3.5 and 3.6** respectively.

Table 3.5 Road Link Performance Assessment along CHR (Scenario 2 – With CHR-EB Widening) for Year 2026 AM

| Road Section | Dir. | AM Traffic Demand (pcu/hr) | | AM Traffic Demand (veh/hr) | | AM Road Link Capacity | | AM V/C Ratio | |
|---|------|----------------------------|-----------|----------------------------|-----------|------------------------|------------------------|--------------|-----------|
| | | Ref. Case | Des. Case | Ref. Case | Des. Case | pcu/hr | veh/hr | Ref. Case | Des. Case |
| Choi Hung Road | | | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 1715 | 1990 | 1170 | 1360 | 5530 ⁽⁴⁾ | 3780 ⁽⁴⁾ | 0.31 | 0.36 |
| | WB | 1115 | 1180 | 785 | 835 | 3316 ⁽⁴⁾ | 2340 ⁽⁴⁾ | 0.34 | 0.36 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 840 | 1165 | 475 | 660 | 3717 ⁽¹⁾ | 2112 ⁽¹⁾ | 0.23 | 0.31 |
| | WB | 1095 | 1160 | 625 | 665 | 3476 ⁽²⁾⁽⁴⁾ | 1989 ⁽²⁾⁽⁴⁾ | 0.32 | 0.33 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 1005 | 1280 | 600 | 760 | 3623 ⁽¹⁾ | 2150 ⁽¹⁾ | 0.28 | 0.35 |
| | WB | 1090 | 1100 | 770 | 780 | 3303 ⁽⁴⁾ | 2340 ⁽⁴⁾ | 0.33 | 0.33 |

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses plus one traffic lane capacity in pcu/hr with 10% reduction due to the proportion of heavy vehicles with accordance to the TPDM.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

Table 3.6 Road Link Performance Assessment along CHR (Scenario 2 – With CHR-EB Widening) for Year 2026 PM

| Road Section | Dir. | PM Traffic Demand (pcu/hr) | | PM Traffic Demand (veh/hr) | | PM Road Link Capacity | | PM V/C Ratio | |
|---|------|----------------------------|-----------|----------------------------|-----------|------------------------|------------------------|--------------|-----------|
| | | Ref. Case | Des. Case | Ref. Case | Des. Case | pcu/hr | veh/hr | Ref. Case | Des. Case |
| Choi Hung Road | | | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 1750 | 1975 | 1245 | 1405 | 5491 ⁽³⁾ | 3906 ⁽³⁾ | 0.32 | 0.36 |
| | WB | 1295 | 1330 | 990 | 1015 | 3403 | 2600 | 0.38 | 0.39 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 885 | 1075 | 525 | 640 | 3613 ⁽¹⁾ | 2155 ⁽¹⁾ | 0.24 | 0.30 |
| | WB | 1050 | 1085 | 640 | 660 | 3368 ⁽²⁾⁽³⁾ | 2055 ⁽²⁾⁽³⁾ | 0.31 | 0.32 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 1050 | 1200 | 610 | 700 | 3667 ⁽¹⁾ | 2132 ⁽¹⁾ | 0.29 | 0.33 |
| | WB | 995 | 1000 | 720 | 725 | 3336 ⁽³⁾ | 2418 ⁽³⁾ | 0.30 | 0.30 |

- Notes
- (1) Assume that the practical road capacity of Choi Hung Road eastbound (between Tai Yau St and Choi Yee Lane) is 1500pcu/hr as the nearside lane is almost fully occupied by buses plus one traffic lane capacity in pcu/hr with 10% reduction due to the proportion of heavy vehicles with accordance to the TPDM.
 - (2) The road link hourly capacity has a 15% reduction applied to account for the on-street bus stops or bus lay-by along the nearside lane.
 - (3) Road link has a 7% reduction in road link capacity due to the proportion of heavy vehicles of 15 – 20% with accordance to the TPDM.
 - (4) Road link has a 10% reduction in road link capacity due to the proportion of heavy vehicles of 20 – 25% with accordance to the TPDM.

3.3.9. As shown in **Tables 3.5** and **3.6**, all road link are operating within capacity during the AM peak and PM peak in 2026 under Scenario 2 (with CHR-EB Widening).

Comparison of Link Performance between Scenario 1 and Scenario 2

3.3.10. **Tables 3.7 and 3.8** present the comparison of the road link capacity assessment between Scenario 1 and Scenario 2 for Reference Case and Design Case respectively.

Table 3.7 Comparison of Road Link Performance Assessment along CHR between Scenario 1 and Scenario 2 (Reference Case) in Year 2026

| Road Section | Dir. | V/C Ratio (2026 AM) | | | V/C Ratio (2026 PM) | | |
|---|------|---------------------|------------|--------------|---------------------|------------|--------------|
| | | Scenario 1 | Scenario 2 | Diff. | Scenario 1 | Scenario 2 | Diff. |
| Choi Hung Road | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 0.50 | 0.31 | -0.19 | 0.51 | 0.32 | -0.19 |
| | WB | 0.34 | 0.34 | 0.00 | 0.38 | 0.38 | 0.00 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 0.23 | 0.23 | 0.00 | 0.25 | 0.24 | -0.01 |
| | WB | 0.32 | 0.32 | 0.00 | 0.31 | 0.31 | 0.00 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 0.33 | 0.28 | -0.05 | 0.35 | 0.29 | -0.06 |
| | WB | 0.33 | 0.33 | 0.00 | 0.30 | 0.30 | 0.00 |

Table 3.8 Comparison of Road Link Performance Assessment along CHR between Scenario 1 and Scenario 2 (Design Case) in Year 2026

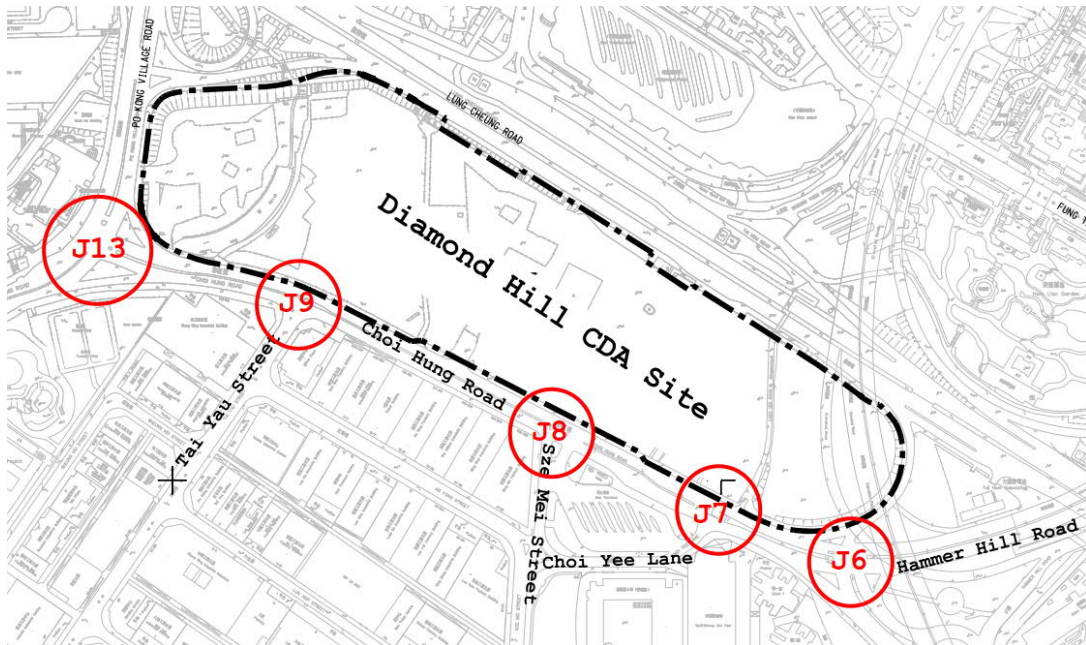
| Road Section | Dir. | V/C Ratio (2026 AM) | | | V/C Ratio (2026 PM) | | |
|---|------|---------------------|------------|--------------|---------------------|------------|--------------|
| | | Scenario 1 | Scenario 2 | Diff. | Scenario 1 | Scenario 2 | Diff. |
| Choi Hung Road | | | | | | | |
| Section 1 (Between Po Kong Village Road and Tai Yau Street) | EB | 0.58 | 0.36 | -0.22 | 0.58 | 0.36 | -0.22 |
| | WB | 0.36 | 0.36 | 0.00 | 0.39 | 0.39 | 0.00 |
| Section 2 (Between Tai Yau Street and Sze Mei Street) | EB | 0.32 | 0.31 | -0.01 | 0.32 | 0.30 | -0.02 |
| | WB | 0.33 | 0.33 | 0.00 | 0.32 | 0.32 | 0.00 |
| Section 3 (Between Sze Mei Street and Choi Yee Lane) | EB | 0.45 | 0.35 | -0.10 | 0.41 | 0.33 | -0.08 |
| | WB | 0.33 | 0.33 | 0.00 | 0.30 | 0.30 | 0.00 |

3.3.11. As shown in **Tables 3.7** and **3.8**, the performance road link of Section 1 eastbound will be improved (reduced by 0.2 of V/C Ratio) with CHR-EB widening during AM peak and PM peak in 2026. Moreover, the road link performances of Sections 2 and 3 eastbound will be improved slightly due to the effect of on-street bus/GMB stops.

3.4. Junction Capacity Assessment

3.4.1. In order to assess the performances of the junctions along CHR under the CHR-EB widening scheme, J/O Choi Hung Road / Hammer Hill Road (J6), J/O Choi Hung Road / Choi Yee Lane (J7), J/O Choi Hung Road / Sze Mei Street (J8), J/O Choi Hung Road / Tai Yau Street (J9) and J/O Choi Hung Road / Po Kong Village Road (J13) as shown in **Figure 3.2** were selected for road link assessment for design year 2026.

Figure 3.2 Selected Junctions along CHR for Junction Assessment



Junction of Choi Hung Road / Hammer Hill Road (J6)

3.4.2. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Hammer Hill Road (J6) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.

3.4.3. In order to assess the performance of the junction with additional signal controlled pedestrian crossing at the slip road from Choi Hung Road to Lung Cheung Road in 2026, the junction layout of Choi Hung Road / Hammer Hill Road (J6) with additional pedestrian crossing is prepared and presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**.

3.4.4. The assessment results of the junction (with and without additional pedestrian crossing) for Design Case in 2026 are summarised in **Table 3.9** below.

Table 3.9 Junction Capacity Assessment Results for J/O Choi Hung Road / Hammer Hill Road (J6) (with and without additional pedestrian crossing) for Design Case in 2026

| No. | Junction | Scenario | Reserve Capacity (%) | |
|-----|-----------------------------------|---|----------------------|---------|
| | | | 2026 AM | 2026 PM |
| J6 | Choi Hung Road / Hammer Hill Road | Without additional pedestrian crossing ⁽¹⁾ | 6% | 28% |
| | | With additional pedestrian crossing ⁽²⁾ | 6% | 28% |

- Notes (1) The junction capacity assessment is based on the proposed junction layout under the S16 TIA.
(2) The junction capacity assessment is based on the junction layout of additional pedestrian crossing.

3.4.5. As indicated in **Table 3.9**, the junction performances of J7 will be the same in both Scenarios during AM peak and PM peak in 2026, since the additional pedestrian crossing is not a critical arm.

Junction of Choi Hung Road / Choi Yee Lane (J7)

3.4.6. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Choi Yee Lane (J7) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.

3.4.7. In order to assess the performance of the junction with CHR-EB widening in 2026, the junction layout of Choi Hung Road / Choi Yee Lane (J7) with CHR-EB widening is prepared and presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**.

3.4.8. The assessment results of the junction (with and without CHR-EB widening) for Design Case in 2026 are summarised in **Table 3.10** below.

Table 3.10 Junction Capacity Assessment Results for J/O Choi Hung Road / Choi Yee Lane (J7) (with and without CHR-EB Widening) for Design Case in 2026

| No. | Junction | Scenario | Reserve Capacity (%) | |
|-----|--------------------------------|--|----------------------|---------|
| | | | 2026 AM | 2026 PM |
| J7 | Choi Hung Road / Choi Yee Lane | Without CHR-EB Widening ⁽¹⁾ | 14% | 22% |
| | | With CHR-EB Widening ⁽²⁾ | 14% | 22% |

- Notes (1) The junction capacity assessment is based on the proposed junction layout under the S16 TIA with improvement scheme.
(2) The junction capacity assessment is based on the junction layout with CHR-EB widening.

3.4.9. As indicated in **Table 3.10**, the junction performances of J7 will be the same in both Scenarios during AM peak and PM peak in 2026, since the Choi Hung Road eastbound is not a critical arm.

Junction of Choi Hung Road / Sze Mei Street (J8)

3.4.10. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Sze Mei Street (J8) is based on the junction layout under KTD Stage 3A Project and the assessment results indicated that the junction will be operated within capacity in 2026.

3.4.11. In order to assess the performance of the junction with CHR-EB widening in 2026, the junction layout of Choi Hung Road / Sze Mei Street (J8) with CHR-EB widening is

prepared and presented in **Drawing 3.1**. Right turn movement from Choi Hung Road EB to Sze Mei Street is added to fulfil the local request. The details of the junction layout are presented in the **Chapter 4**.

3.4.12. The assessment results of the junction (with and without CHR-EB widening) for Design Case in 2026 are summarised in **Table 3.11** below.

Table 3.11 Junction Capacity Assessment Results for J/O Choi Hung Road / Sze Mei Street (J8) (with and without CHR-EB Widening) for Design Case in 2026

| No. | Junction | Scenario | Reserve Capacity (%) | |
|-----|---------------------------------|--|----------------------|---------|
| | | | 2026 AM | 2026 PM |
| J8 | Choi Hung Road / Sze Mei Street | Without CHR-EB Widening ⁽¹⁾ | 87% | 92% |
| | | With CHR-EB Widening (Without Right Turn) ⁽²⁾ | 97% | 103% |
| | | With CHR-EB Widening (With Right Turn) ⁽³⁾ | 34% | 44% |

- Notes
- (1) The junction capacity assessment is based on the junction layout under KTD Stage 3A Project.
 - (2) The junction capacity assessment is based on the junction layout with CHR-EB widening.
 - (3) The junction capacity assessment is based on the junction layout with CHR-EB widening and addition of right turn movement from CHR EB.

3.4.13. As indicated in **Table 3.11**, the junction capacity of J8 will be improved (increased by 10% and 11% of Reserve Capacity) with CHR-EB widening during AM peak and PM peak in 2026. However, the junction capacity will be reduced due to addition of right turn movement in the method of control with CHR-EB widening during AM peak and PM peak in 2026 but still with ample capacity of over 25%.

Junction of Choi Hung Road / Tai Yau Street (J9)

3.4.14. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Tai Yau Street (J9) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.

3.4.15. In order to assess the performance of the junction with CHR-EB widening in 2026, the junction layout of Choi Hung Road / Tai Yau Street (J9) with CHR-EB widening is derived and presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**.

3.4.16. The assessment results of the junction (with and without CHR-EB widening) for Design Case in 2026 are summarised in **Table 3.12** below.

Table 3.12 Junction Capacity Assessment Results for J/O Choi Hung Road / Tai Yau Street (J9) (with and without CHR-EB Widening) for Design Case in 2026

| No. | Junction | Scenario | Reserve Capacity (%) | |
|-----|---------------------------------|--|----------------------|---------|
| | | | 2026 AM | 2026 PM |
| J9 | Choi Hung Road / Tai Yau Street | Without CHR-EB Widening ⁽¹⁾ | 3% | 7% |
| | | With CHR-EB Widening ⁽²⁾ | 10% | 7% |

- Notes
- (1) The junction capacity assessment is based on the proposed junction layout under the S16 TIA with improvement scheme.
 - (2) The junction capacity assessment is based on the junction layout with CHR-EB widening.

3.4.17. As indicated in **Table 3.12**, the junction performances of J9 will be improved (increased by 7% of Reserve Capacity) with CHR-EB widening during AM peak in 2026. Since Choi

Hung Road eastbound is not a critical arm during PM peak, therefore the junction performance will be the same in both Scenarios.

Junction of Choi Hung Road / Po Kong Village Road (J13)

- 3.4.18. According to the S16 TIA, the junction capacity assessment of J/O Choi Hung Road / Po Kong Village Road (J13) is based on the proposed junction layout and the assessment results indicated that the junction will operated within capacity in 2026.
- 3.4.19. A traffic island is provided at Po Kong Village Road northbound for proposed split-phase operation as presented in **Drawing 3.1**. The details of the junction layout are presented in the **Chapter 4**. There is no change to the junction performance (Reserve Capacities are 8% in both AM and PM peaks).

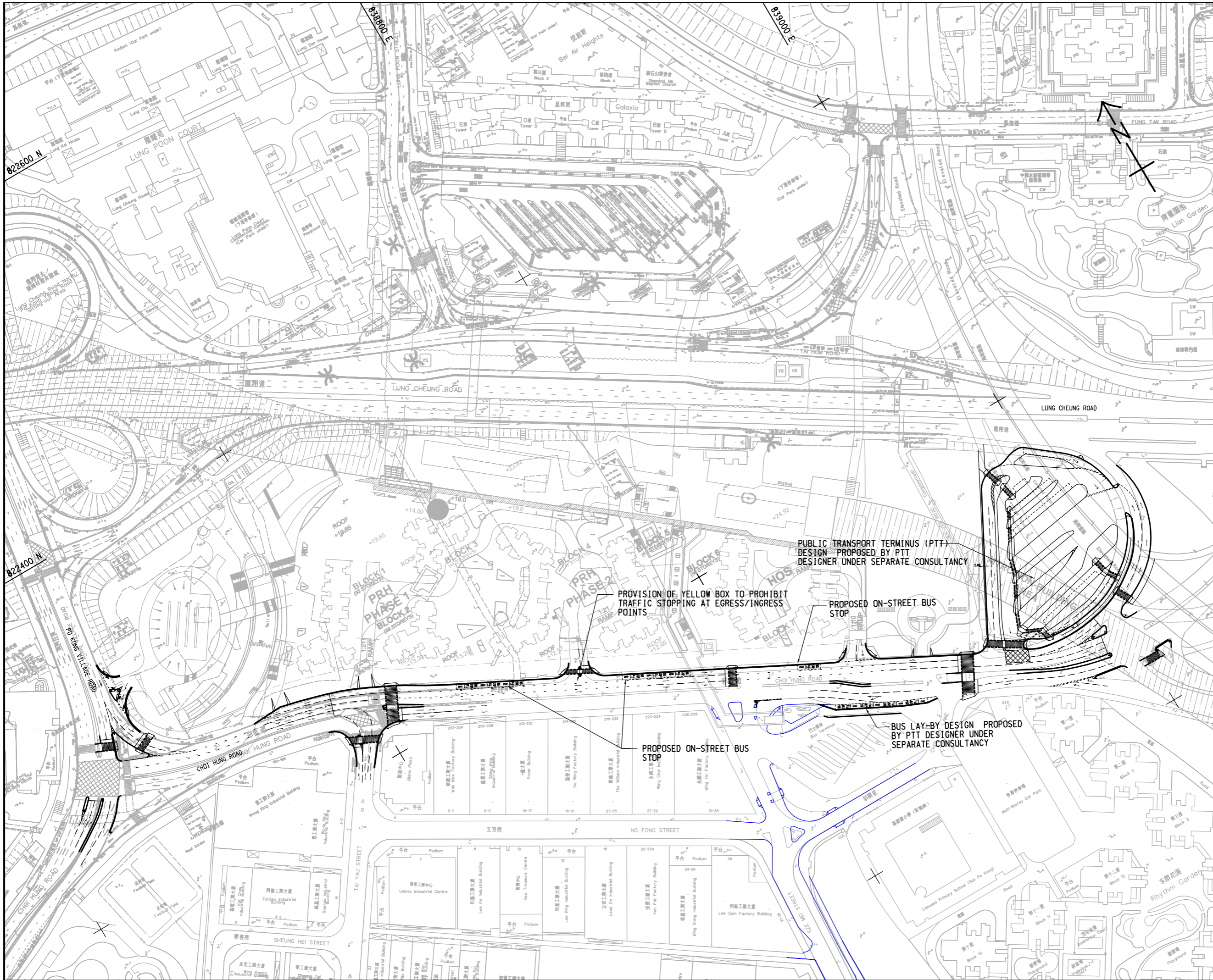
-
- 4. LAYOUTS ALONG CHOI HUNG ROAD WITH CHR-EB WIDENING**
- 4.1. Choi Hung Road Eastbound (CHR-EB) Widening**
- 4.1.1. For this traffic study, the layout of CHR-EB widening is derived and presented in **Drawing 3.1**.
- 4.1.2. As shown in **Drawing 3.1**, one additional traffic lane along CHR-EB will be provided between Po Kong Village Road and the access road of PTI to enhance the road link capacity of CHR-EB.
- 4.1.3. One on-street bus/GMB stop and two on street bus stops will provided under this widening scheme.
- 4.1.4. Yellow box outside the ingress / egress of the PRH development will be provided to prevent buses occupying the spaces outside the ingress/egress of the PRH.
- 4.2. Junction of Choi Hung Road / Hammer Hill Road (J6)**
- 4.2.1. The junction layout of Choi Hung Road / Hammer Hill Road (J6) with additional signal controlled pedestrian crossing at the slip road from Choi Hung Road to Lung Cheung Road is derived and presented in **Drawing 4.1**.
- 4.2.2. One additional signal controlled pedestrian crossing will be provided at the slip road from Choi Hung Road to Lung Cheung Road. The method of control of the junction additional pedestrian crossing is based on the junction arrangement of J6 under the S16 TIA.
- 4.3. Junction of Choi Hung Road / Choi Yee Lane (J7)**
- 4.3.1. The junction layout of Choi Hung Road / Choi Yee Lane (J7) with CHR-EB widening is derived and presented in **Drawing 4.2**.
- 4.3.2. The number of traffic lanes at CHR eastbound approach will be increased to four traffic lanes. Lane configurations at eastbound approach will be modified to provide one additional straight ahead traffic lane to enhance the junction capacity. The method of control of the junction with CHR-EB widening is based on the junction improvement scheme of J7 under the S16 TIA.
- 4.4. Junction of Choi Hung Road / Sze Mei Street (J8)**
- 4.4.1. The junction layout of Choi Hung Road / Sze Mei Street (J8) with CHR-EB widening is derived and presented in **Drawing 4.3**.
- 4.4.2. The number of traffic lanes at CHR eastbound approach will be increased to three traffic lanes. Right turn movement from Choi Hung Road EB to Sze Mei Street is added. The junction capacity will be reduced due to addition of right turn movement in the method of control.
- 4.5. Junction of Choi Hung Road / Tai Yau Street (J9)**
- 4.5.1. The junction layout of Choi Hung Road / Tai Yau Street (J9) with CHR-EB widening is derived and presented in **Drawing 4.4**.
- 4.5.2. The number of traffic lanes at CHR eastbound approach will be increased to four traffic lanes. Lane configurations at eastbound approach will be modified to provide one additional straight ahead traffic lane to enhance the junction capacity. The method of

control of the junction with CHR-EB widening is based on the junction improvement scheme of J9 under the S16 TIA.

4.6. Junction of Choi Hung Road / Po Kong Village Road (J13)


- 4.6.1. The junction layout of Choi Hung Road / Po Kong Village Road (J13) is derived and presented in **Drawing 4.5**.
- 4.6.2. A traffic island is provided at Po Kong Village Road northbound for proposed split-phase operation.

ISO A1 594mm x 841mm
 Approved: _____
 Checked: _____
 Designer: _____
 Project Management Initials: _____



AECOM

PROJECT
 項目
TERM TRAFFIC & ENVIRONMENTAL CONSULTANCY SERVICES 2014-2016 FOR NEW TERRITORIES WEST INSTRUCTION NO. C7 DIAMOND HILL CDA SITE (TRAFFIC IMPACT ASSESSMENT)
 業主

 香港房屋委員會

CONSULTANT
 工程顧問公司
 AECOM Asia Company Ltd.
 www.aecom.com

SUB-CONSULTANTS
 分判工程顧問公司

ISSUE/REVISION
 修訂

| I/R | DATE | DESCRIPTION | CHK. |
|-----|------|-------------|------|
| 號 | 日期 | 內容/修訂 | 核對 |
| | | | |
| | | | |
| | | | |

STATUS
 階段

SCALE
 比例
 A3 1:2000

DIMENSION UNIT
 尺寸單位
 METRES

KEY PLAN
 索引圖

PROJECT NO.
 項目編號

CONTRACT NO.
 合約編號

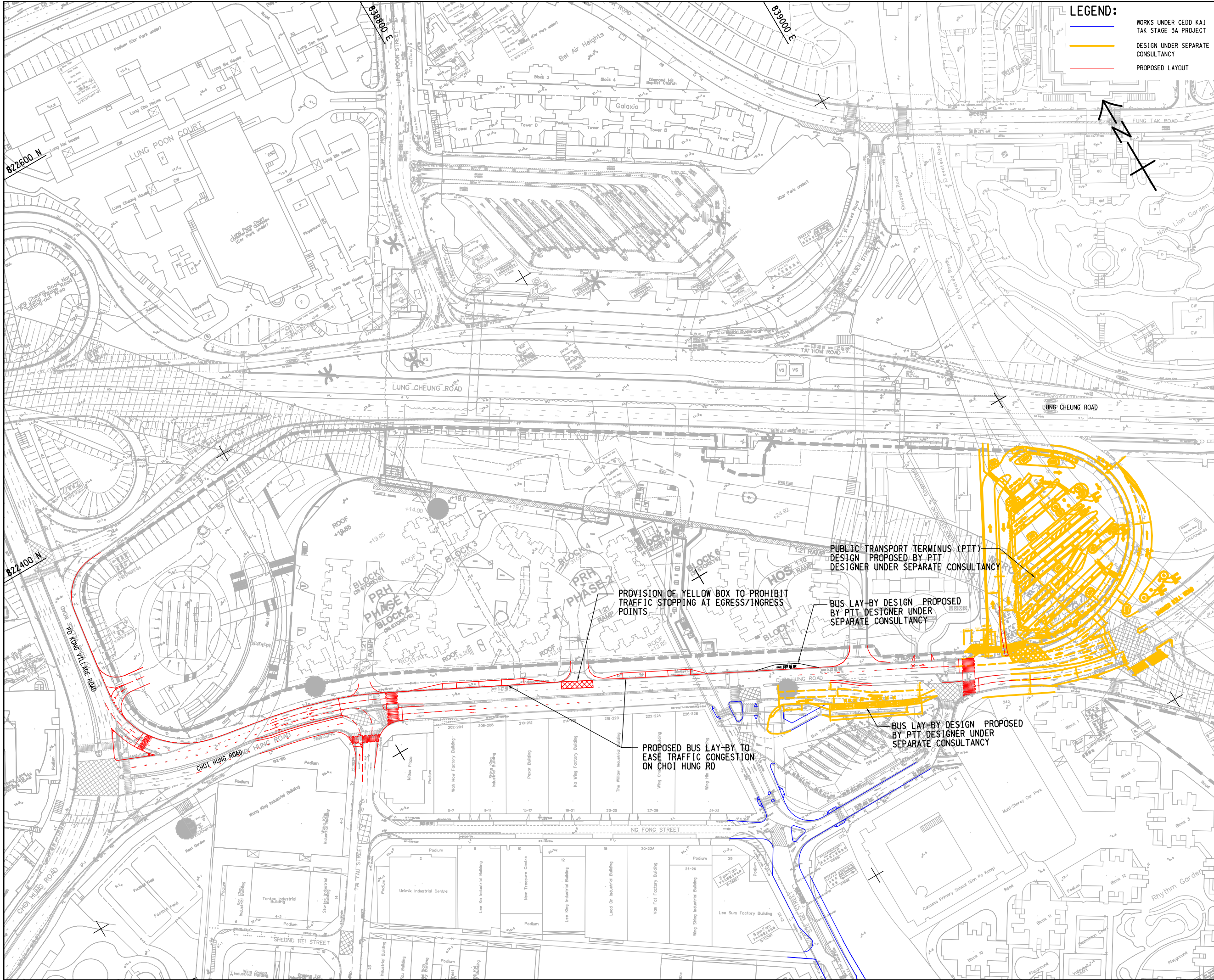
SHEET TITLE
 圖紙名稱

CHOI HUNG ROAD EASTBOUND WIDENING - SCHEMATIC ROAD LAYOUT

SHEET NUMBER
 圖紙編號

DWG.1

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or read upon by third parties, except as agreed by AECOM, or as required by law. AECOM accepts no responsibility, and disclaims any liability, whatsoever, for any part, the loss or damage to this drawing without AECOM's express written consent. All measurements must be obtained from the stated dimensions.



LEGEND:

- WORKS UNDER CEDD KAI TAK STAGE 3A PROJECT
- DESIGN UNDER SEPARATE CONSULTANCY
- PROPOSED LAYOUT

AECOM

PROJECT
 TERM TRAFFIC & ENVIRONMENTAL CONSULTANCY SERVICES 2014-2016 FOR NEW TERRITORIES WEST INSTRUCTION NO. C7 DIAMOND HILL CDA SITE (TRAFFIC IMPACT ASSESSMENT)

CLIENT
 香港房屋委員會
 Hong Kong Housing Authority

CONSULTANT
 AECOM Asia Company Ltd.
 www.aecom.com

SUB-CONSULTANTS
 分判工程師/顧問公司

ISSUE/REVISION

| IR | DATE | DESCRIPTION | CHK. |
|----|------|-------------|------|
| | | | |
| | | | |
| | | | |
| | | | |

STATUS
 階段

SCALE
 比例
 A3 1:2000

DIMENSION UNIT
 尺寸單位
 METRES

KEY PLAN
 索引圖

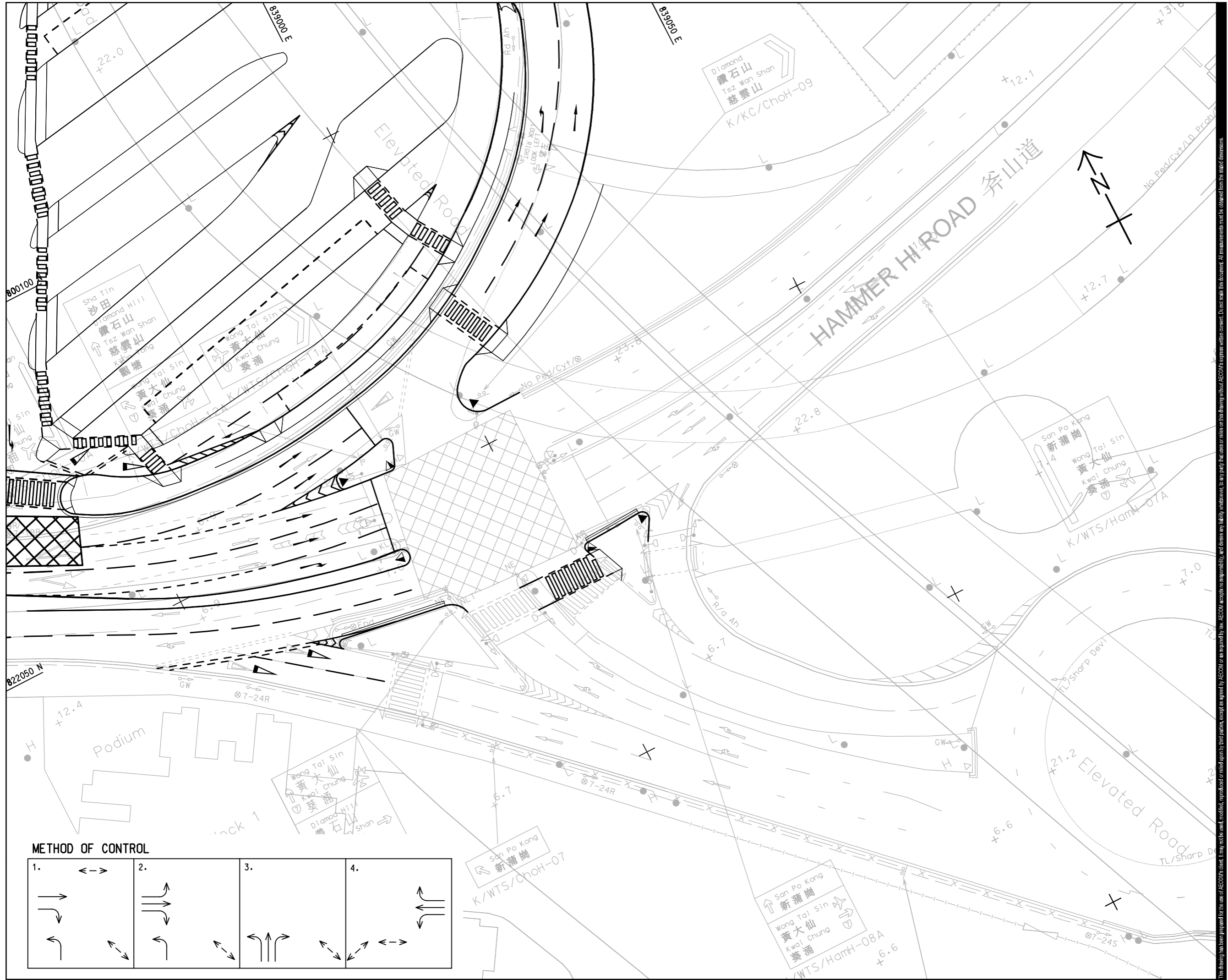
PROJECT NO.
 項目編號

CONTRACT NO.
 合約編號

SHEET TITLE
 圖名
 (WITH BUS LAY-BYS)

SHEET NUMBER
 圖號
 DWG3.2

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or copied in any way without the prior written consent of AECOM. All measurements must be taken from the shown dimensions.



AECOM
 PROJECT
 TERM TRAFFIC & ENVIRONMENTAL CONSULTANCY SERVICES 2014-2016 FOR NEW TERRITORIES WEST INSTRUCTION NO. C7 DIAMOND HILL CDA SITE (TRAFFIC IMPACT ASSESSMENT)
 CLIENT

香港房屋委員會
 CONSULTANT
 AECOM Asia Company Ltd.
 www.aecom.com

SUB-CONSULTANTS
 分判工程師/顧問公司

ISSUE/REVISION

| I/R | DATE | DESCRIPTION | CHK. |
|-----|------|-------------|------|
| | | | |
| | | | |
| | | | |
| | | | |

STATUS
 圖則

SCALE
 A3 1:500
DIMENSION UNIT
 METRES

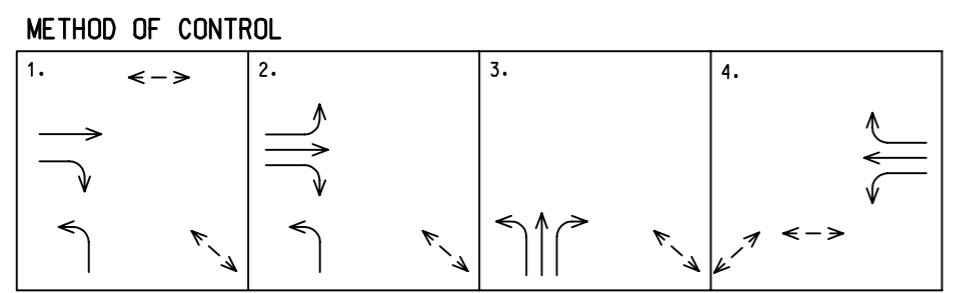
KEY PLAN A3 1:20000



PROJECT NO.
 項目編號
CONTRACT NO.
 合約編號

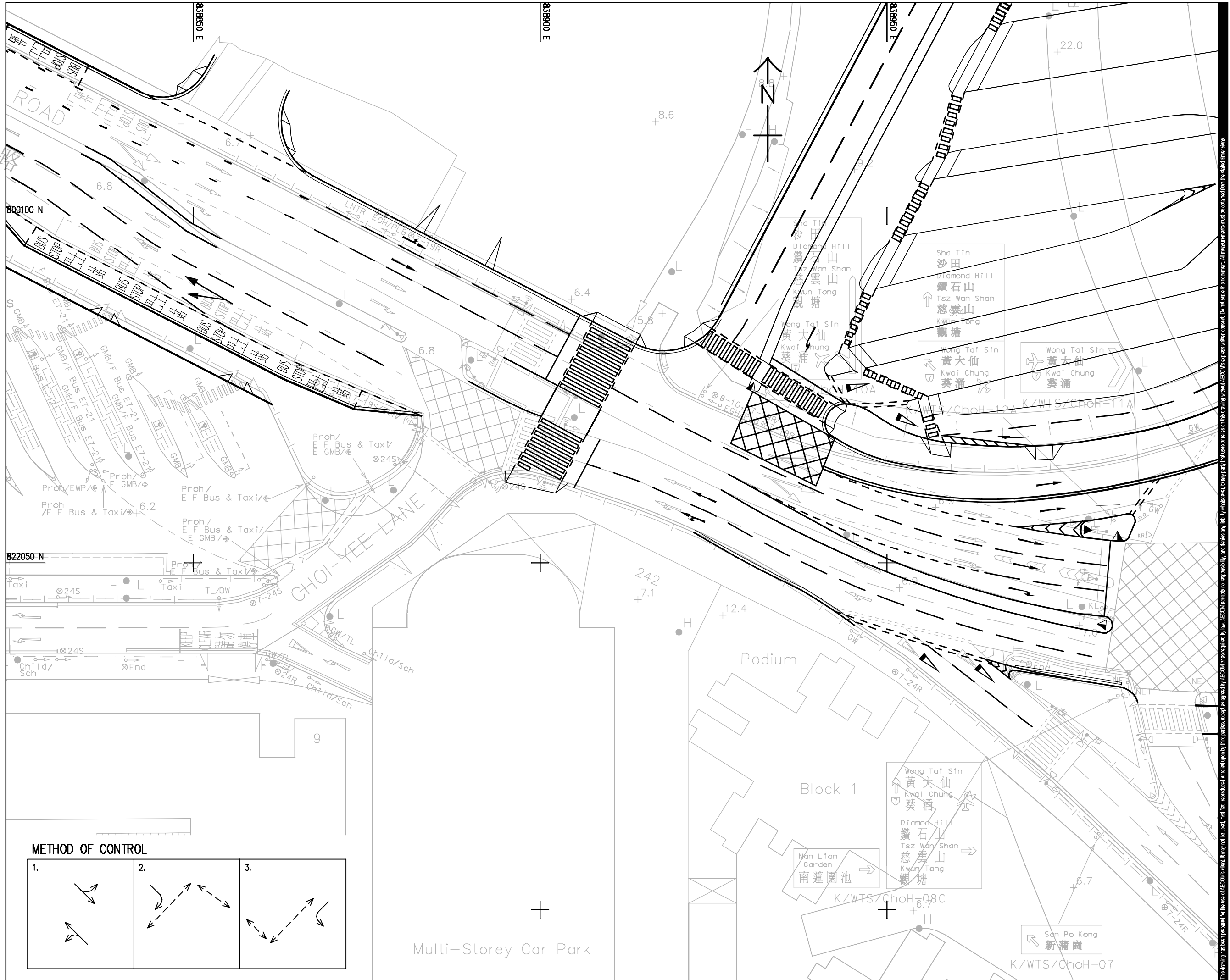
SHEET TITLE
 TRAFFIC IMPROVEMENT SCHEME FOR JUNCTION OF CHOI HUNG ROAD/HAMMER HILL ROAD (J6)

SHEET NUMBER
 圖紙編號
 DWG4.1

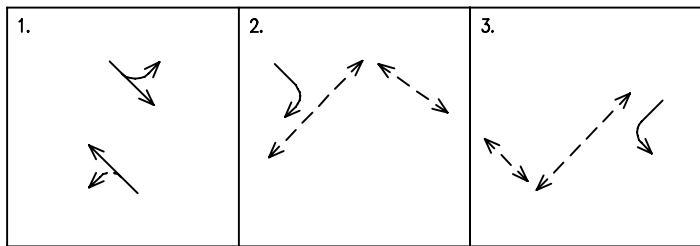


This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or read upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, for any part, the use or reliance on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.

ISO A1 594mm x 841mm
 Approved:
 Checked:
 Designer:
 Project Management Initials:



METHOD OF CONTROL



PROJECT
 TERM TRAFFIC & ENVIRONMENTAL CONSULTANCY SERVICES 2014-2016 FOR NEW TERRITORIES WEST INSTRUCTION NO. C7 DIAMOND HILL CDA SITE (TRAFFIC IMPACT ASSESSMENT)
CLIENT



CONSULTANT
 AECOM Asia Company Ltd.
 www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

| I/R | DATE | DESCRIPTION | CHK. |
|-----|------|-------------|------|
| | | | |
| | | | |
| | | | |
| | | | |

STATUS

SCALE **DIMENSION UNIT**

A3 1:500 METRES

KEY PLAN A3 1:20000



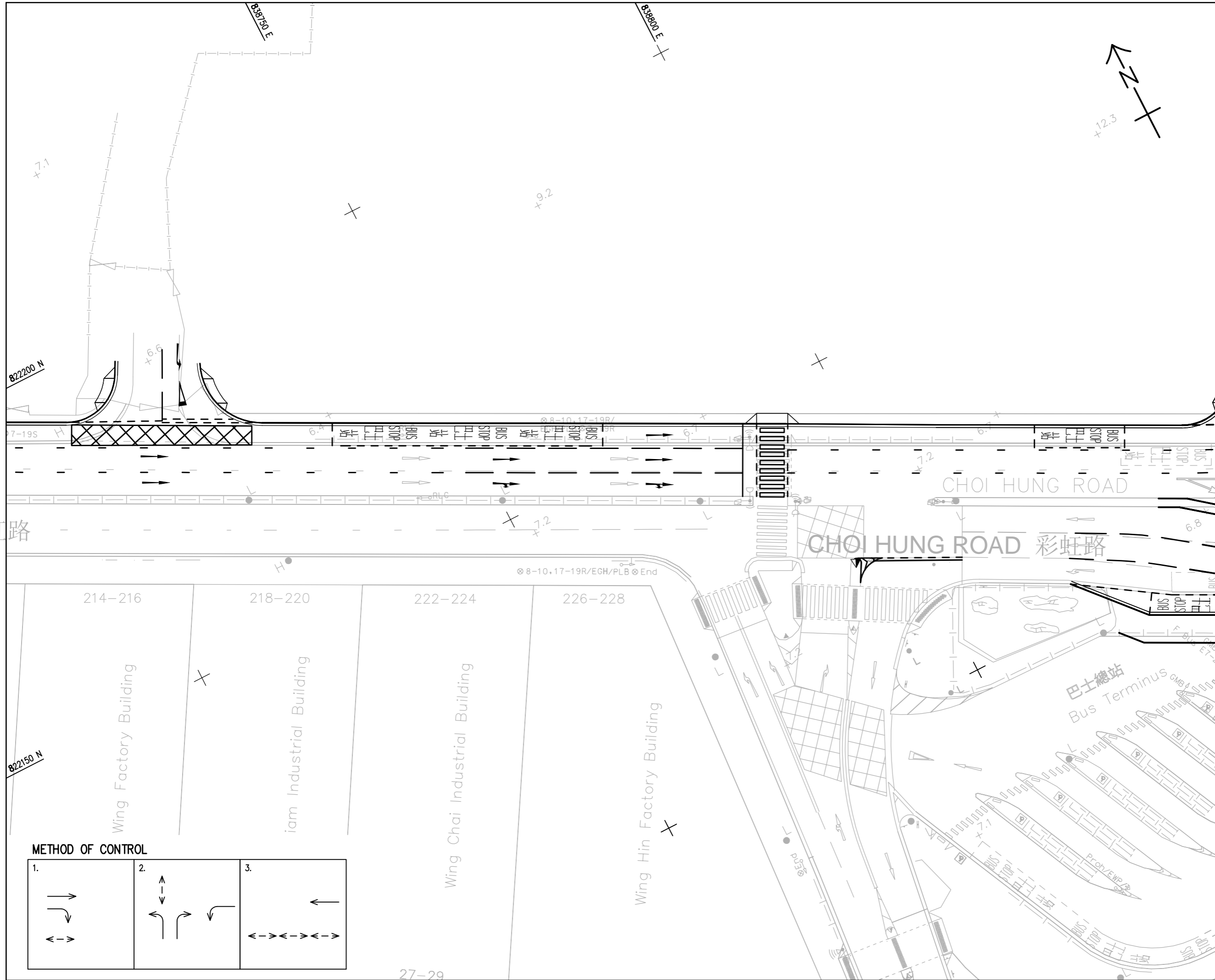
PROJECT NO. **CONTRACT NO.**

SHEET TITLE
 TRAFFIC IMPROVEMENT SCHEME FOR JUNCTION OF CHOI HUNG ROAD & CHOI YEE LANE (J7)

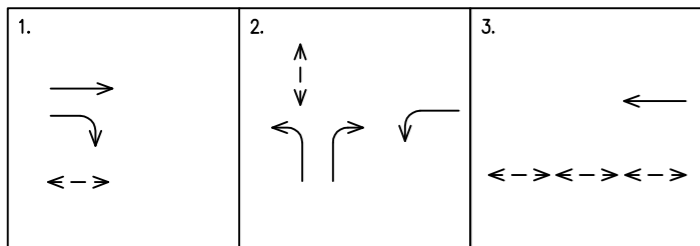
SHEET NUMBER

DWG4.2

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or re-used without the prior written consent of AECOM. AECOM accepts no responsibility for any errors or omissions in this drawing without AECOM's express written consent. All measurements must be obtained from the stated dimensions.



METHOD OF CONTROL



ISSUE/REVISION
 修訂

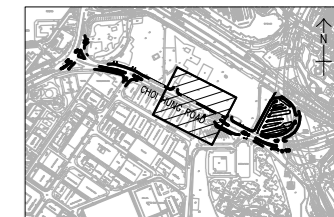
| I/R | DATE | DESCRIPTION | CHK. |
|-----|------|-------------|------|
| | | | |
| | | | |
| | | | |

STATUS
 階段

SCALE
 比例
 A3 1:500

DIMENSION UNIT
 尺寸單位
 METRES

KEY PLAN A3 1:20000



PROJECT NO.
 項目編號

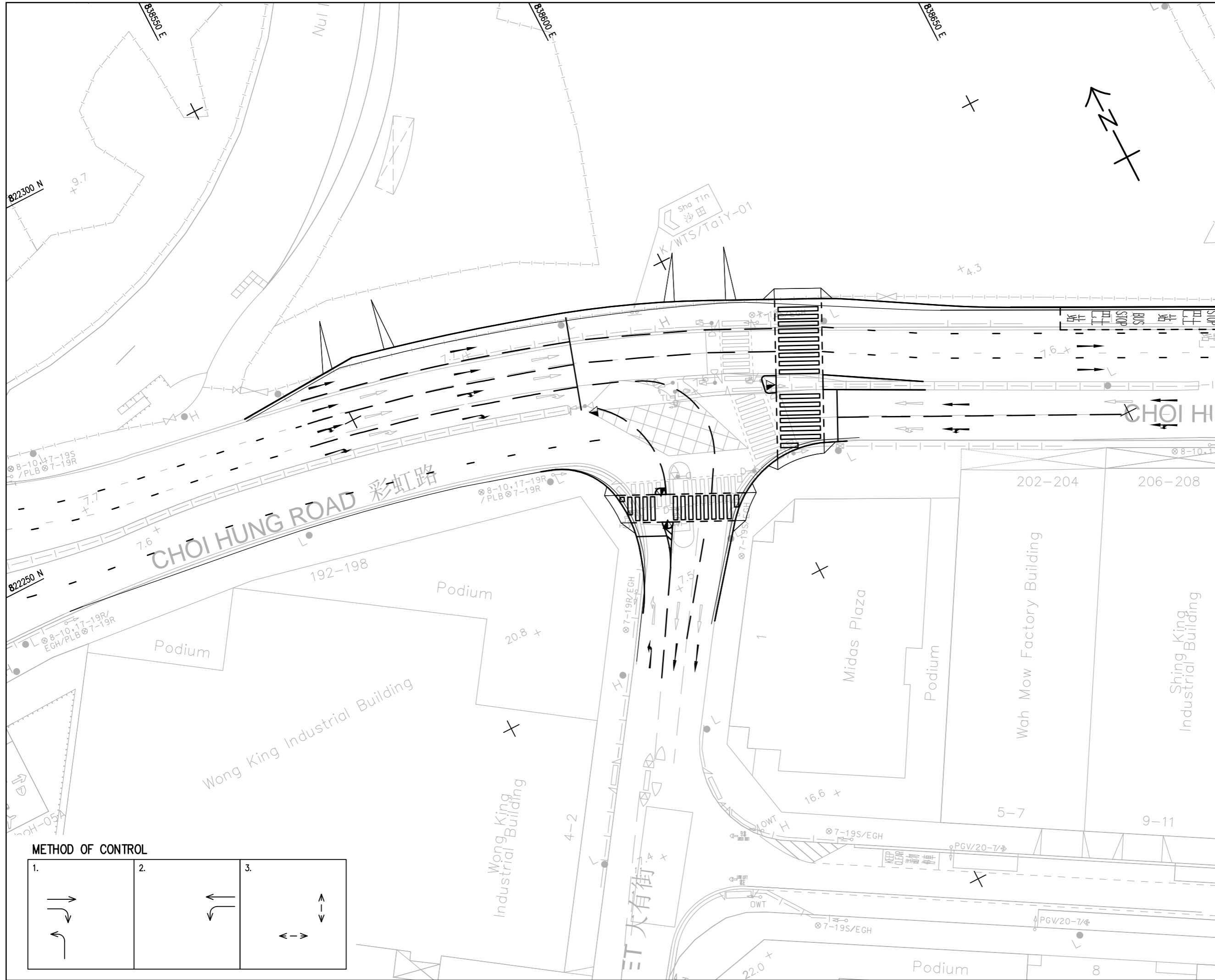
CONTRACT NO.
 合約編號

SHEET TITLE
 圖紙名稱
TRAFFIC IMPROVEMENT SCHEME FOR JUNCTION OF CHOI HUNG ROAD/SZE MEI STREET (J8)

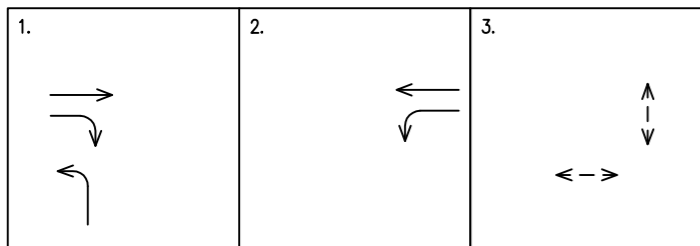
SHEET NUMBER
 圖紙編號

DWG4.3

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or re-issued upon by third parties, except as agreed by AECOM, or as required by law. AECOM accepts no responsibility, and does not warrant, for any part, that users or re-users of this drawing without AECOM's express written consent. All measurements must be obtained from the stated dimensions. Do not scale this document. Do not send this document. All measurements must be obtained from the stated dimensions.



METHOD OF CONTROL



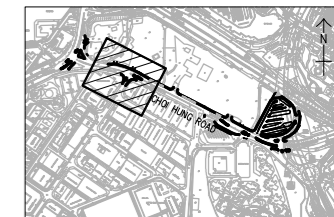
ISSUE/REVISION
 修訂

| I/R | DATE | DESCRIPTION | CHK. |
|-----|------|-------------|------|
| | | | |
| | | | |
| | | | |
| | | | |

STATUS
 階段

SCALE A3 1:500
DIMENSION UNIT METRES

KEY PLAN A3 1:20000



PROJECT NO. 項目編號
CONTRACT NO. 合約編號

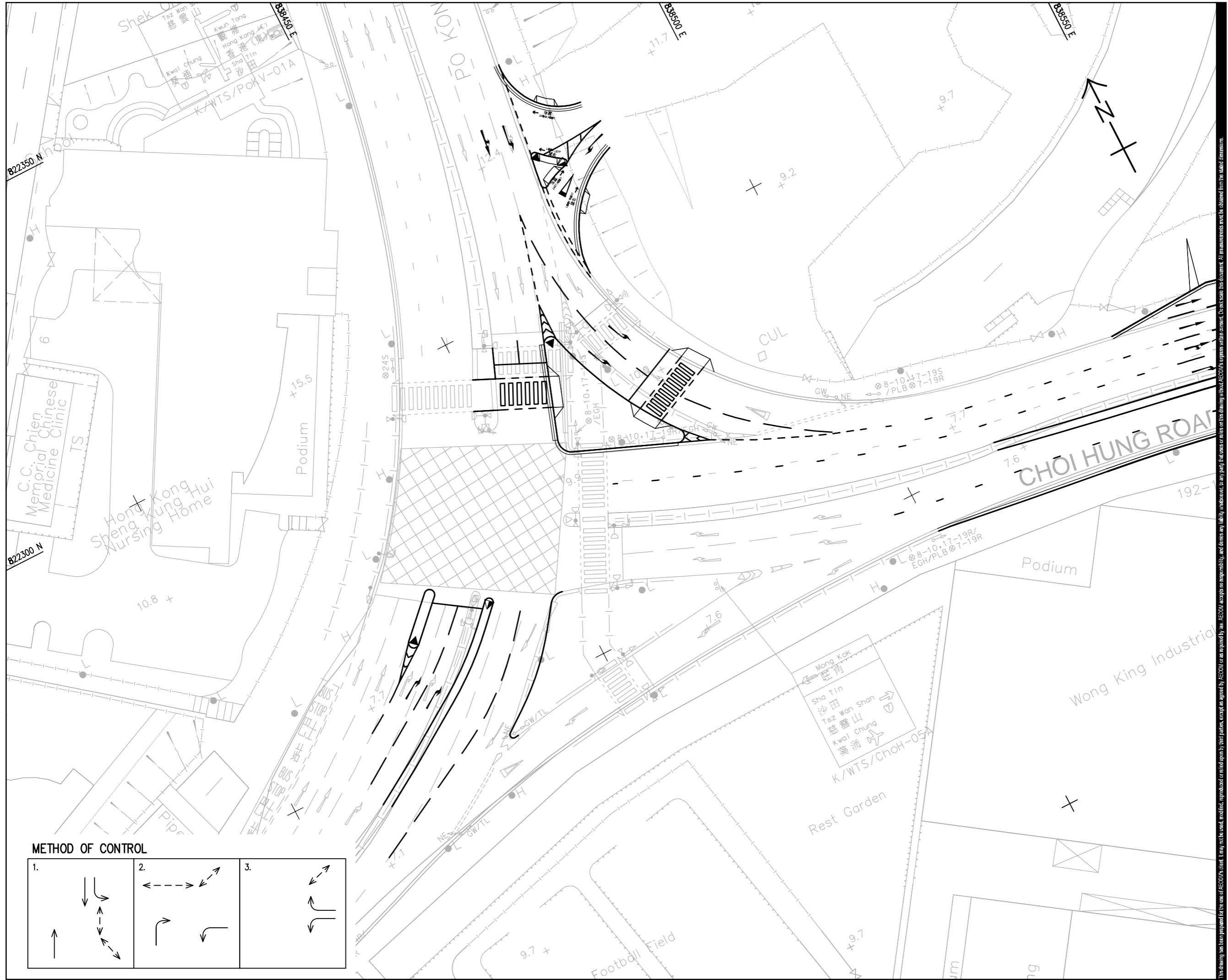
SHEET TITLE
 圖紙名稱

TRAFFIC IMPROVEMENT SCHEME FOR JUNCTION OF CHOI HUNG ROAD/TAI YAU STREET (J9)

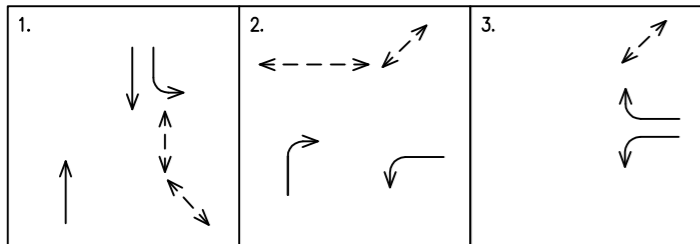
SHEET NUMBER
 圖紙編號

DWG4.4

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or re-issued upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability, whatsoever, in any part, for loss or damage in this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.



METHOD OF CONTROL



AECOM

PROJECT
 項目
TERM TRAFFIC & ENVIRONMENTAL CONSULTANCY SERVICES 2014-2016 FOR NEW TERRITORIES WEST INSTRUCTION NO. C7 DIAMOND HILL CDA SITE (TRAFFIC IMPACT ASSESSMENT)
 業主

Hong Kong Housing Authority

CONSULTANT
 工程顧問公司
 AECOM Asia Company Ltd.
 www.aecom.com

SUB-CONSULTANTS
 分判工程顧問公司

| I/R | DATE | DESCRIPTION | CHK. |
|-----|------|-------------|------|
| | | | |
| | | | |
| | | | |
| | | | |

STATUS
 階段

SCALE
 比例
 A3 1:500

DIMENSION UNIT
 尺寸單位
 METRES

KEY PLAN A3 1:20000

PROJECT NO.
 項目編號

CONTRACT NO.
 合約編號

SHEET TITLE
 圖紙名稱
TRAFFIC IMPROVEMENT SCHEME FOR JUNCTION OF CHOI HUNG ROAD/PO KONG VILLAGE (J13)

SHEET NUMBER
 圖紙編號
 DWG4.5

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or re-issued without the prior written consent of AECOM. AECOM accepts no responsibility, and does not accept liability, whatsoever, in any part, for loss or damage in this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.