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(Translation)

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By Email & Fax
(Fax No.: 2840 0716)

Council Business Division
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Ms Sophie LAU)

Dear Ms LAU,

**Legislative Council Panel on Transport
Meeting on 20 March 2020**

853TH – Widening of Castle Peak Road – Castle Peak Bay

Supplementary Information

At the meeting of the Panel on Transport held on 20 March 2020, Members requested for supplementary information on the “Widening of Castle Peak Road – Castle Peak Bay” (the Project). In consultation with the Highways Department and the Transport Department, our reply is set out below.

(I) Whether traffic impact assessment has been conducted on Tuen Mun Road and if yes, the relevant volume/capacity (v/c) ratio from now on until 2031

According to traffic impact assessment, the v/c ratio of the section of Tuen Mun Road adjacent to Castle Peak Road – Castle Peak Bay (i.e. the section of Tuen Mun Road near Hong Kong Gold Coast) during morning peak hours in 2031 is estimated to be 0.95.

(II) In respect of the v/c ratios of Castle Peak Road – Castle Peak Bay from now on until 2031 as set out in paragraph 5 of the Administration's paper, whether the possible traffic diversion from Tuen Mun Road has been reflected

The v/c ratios of Castle Peak Road – Castle Peak Bay with and without the Project during morning peak hours in 2024 and 2031 as set out in paragraph 5 of the discussion paper on the Project (LC Paper No. CB(4)378/19-20(03)) (as tabulated below) have taken into account and reflected the possible traffic volume that may be diverted from Tuen Mun Road to Castle Peak Road.

Year	v/c ratio	
	Without the Project	With the Project
At present (2020)	0.88	-
2024	1.08	0.54
2031	1.20	0.63

(III) The population growth arising from housing development projects in Tuen Mun in the coming 10 years and its traffic impact to Castle Peak Road – Castle Peak Bay

According to the information from the Planning Department, the estimated population in Tuen Mun New Town¹ will increase from about 476 000 in 2018 to about 546 000 in 2031. The traffic impact

¹ The boundaries of the Tuen Mun New Town follow the delineation of the planning data districts of the 2016-based Territorial Population and Employment Data Matrix.

assessment of the Project has already taken into account the anticipated population growth in Tuen Mun district. As tabulated in (II) above, the v/c ratio of Castle Peak Road – Castle Peak Bay during morning peak hours at present is 0.88; it is estimated that the v/c ratio of the same road section during the same hours in 2031 will be 1.2 without the Project and 0.63 with the Project.

(IV) when the Administration consulted the relevant District Council in 2012 on the Project, the v/c ratio of Castle Peak Road – Castle Peak Bay by 2021 was estimated to be 1.30, while the latest estimation has been adjusted downward to 0.88, what are the reasons for the discrepancy

The Highways Department has conducted traffic impact assessments for the Project in both 2013 and 2019. Since the two traffic impact assessments have respectively adopted Territorial Population and Employment Data Matrix (TPEDM) and taken into account development proposals planned or known by the Planning Department at different time junctures, the v/c ratios derived are therefore different.

The Highways Department first consulted the Traffic and Transport Committee (T&TC) of Tuen Mun District Council (TMDC) on the Project on 16 November 2012. Subsequently, the department consulted the T&TC of TMDC again on 13 September 2013 and the relevant document states that the v/c ratios of Castle Peak Road – Castle Peak Bay in 2021 are forecasted to be 1.3 and 0.69 without and with the Project respectively. These v/c ratios were derived from the traffic impact assessment conducted in 2013 which adopted the 2009-based TPEDM² and took into account the development proposals planned by or known to the Planning Department from then until 2029.

During the period between September 2015 and May 2019, the implementation of the Project was suspended due to a judicial review case. After the High Court handed down its judgment which was in favour of the Government, the Highways Department has continued to take forward the Project and updated the relevant traffic impact assessment in 2019 with a view to ascertaining the latest traffic need at

² The TPEDM was compiled and updated regularly by the Planning Department every two to three years. The 2009-based TPEDM was completed in 2011.

the time. This traffic assessment adopted the 2016-based TPEDM³ and took into account the development proposals planned by or known to the Planning Department from then until 2036. The v/c ratios derived from this round of assessment are set out in (II) above.

Yours sincerely,

(Sibyl WONG)
for Secretary for Transport and Housing

C.C.

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³ The 2016-based TPEDM was completed in 2019.