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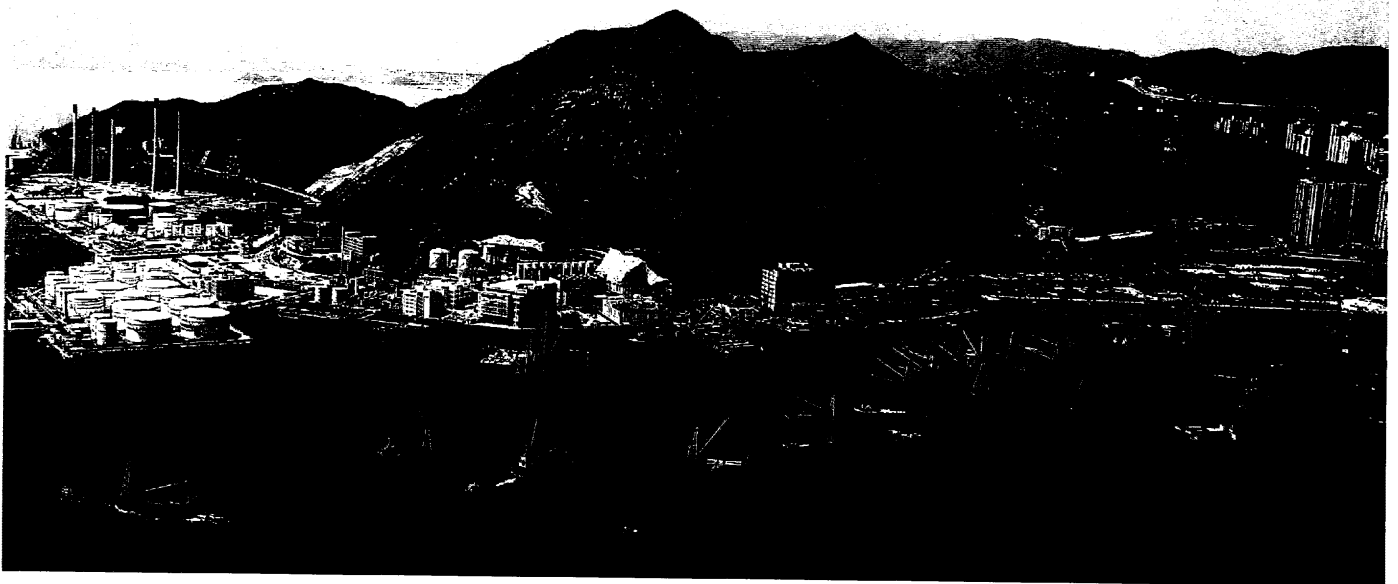


路政署

HIGHWAYS DEPARTMENT

主要工程管理處
Major Works
Project Management Office

**Agreement No. CE 72/98
Route 9 between Tsing Yi and Cheung Sha Wan
Design and Construction Consultancy Assignment**



**Additional Traffic Study –
Sai Tso Wan Road
Final**

June 2000

Ove Arup & Partners Hong Kong Limited

ARUP

Paper on Additional Traffic Study – Sai Tso Wan Road

Background

The alignment of Route 9 between Tsing Yi and Cheung Sha Wan passes close to two oil depots in west Tsing Yi. The approved EIA report recommends a traffic study, “Additional Traffic Study – Sai Tso Wan Road” (hereinafter called the Study) to assess the safety of traffic movements along Sai Tso Wan Road. The Study identifies three existing junctions of which improvement works are required to enhance the safety and operational effectiveness. These junctions include the junctions of Tsing Yi Road West/Sai Tso Wan Road, Sai Tso Wan Road/Tsing Mui Street and Sai Tso Wan Road/Tsing Tim Street.

For improvement of the Tsing Yi Road West/ Sai Tso Wan Road Junction, three schemes have been identified:

- (i) Option 1 - Improvements to Priority Junction Layout
- (ii) Option 2 - Roundabout
- (iii) Option 3 – Signalized Junction with stagger pedestrian crossing

The Study identifies Option 1, which involves measures to improve the turning radii for left turning traffic from Sai Tso Wan Road with a view of improving the overall junction efficiency and safety, as the recommended option. The recommendation has been subsequently approved by EPD and the conditions stipulated in the Environmental Permit.

Alternative Proposal for Tsing Yi Road West/ Sai Tso Wan Road Junction

In June 2002, Transport Department proposed an alternative to replace the priority junction improvement (Option 1) approved under the EP conditions of the Project. The proposal is based on signalizing the junction complemented by widening of the outward bound of Sai Tso Wan Road from 1 single lane into two lanes. A drawing showing the details of the scheme is attached herewith for reference.

Justifications of the Alternative

The alternative proposal compares favourably with the approved priority junction (Option 1) and the signalized junction with staggered pedestrian crossing (Option 3) in the following aspects:

- (i) Traffic Safety

Signalised junction is a better option in terms of safety against the priority

improvement recommended under the Study.

(ii) Junction Capacity

Under the current proposal, the outward bound capacity of Sai Tso Wan Road would increase with the lengthening of the outward bound widened section. The capacity of the junction as a whole would also be improved.

(iii) New Standard

The design of the current proposal is in line with the latest TD Standards. The staggered crossing being considered in Option 3 is no longer preferable in the revised TD Standards, and therefore not included in the current proposal.

In the alternative junction design, due consideration has also been taken on swept path of the longest vehicles (LPG tanker). Manoeuvring of these vehicles is confirmed to be of no problem. The vehicle turning and queuing requirements that have been addressed in the approved priority junction are also satisfied.

Conclusion

From the above, it is submitted that the alternative scheme proposed by TD provides a better option in terms of safety against the approved priority junction improvement while meeting the requirements addressed in the original proposal. It is proposed to adopt the signalized junction proposed by TD as an alternative to the original priority junction included in the Study.

- Extg. Kerb-line to be re-aligned and footpath to be modified.
- Proposed R.M. Double Lines (RM 1001), 'Warning Line' (RM 1104), 'Lane Line' (RM 1101), 'Prohibitory Chevron' (RM 1035) and 'Prohibitory Hatched Marking' (RM 1037).
- Extg. R.M. 'Stop Line' (RM 1011), 'Warning Line' (RM 1104), 'Lane Line' (RM 1101), 'Light Controlled Crossing Stud Marking' (RM 1075), 'Light Signal Crossing Yellow Stripped Markings' (RM 1076), 'Straight Ahead Arrow' (RM 1017), 'Turn Left Arrow' (RM 1019) and 'Turn Right Arrow' (RM 1021) to be adjusted.
- Extg. Dropped Kerbs to be adjusted and modified to 15mm height with tactile path.
- Extg. Tubular Rollings to be replaced by Type II rollings.
- Extg. Amenity Rollings to be replaced by Type II rollings.
- Extg. Fire Hydrant to be relocated.
- Extg. Street Lighting to be relocated.

- Proposed 2 nos. of Refuge Islands with 'Keep Left' bollards.
- Proposed Traffic Island with 'Plain' bollard.
- Extg. Concrete Profile Barrier to be shortened and extg. 'Keep Left' bollard to be relocated.
- Extg. Street Lighting to be relocated.

- Extg. Crossing to be shifted and Concrete Profile Barrier to be modified.
- Proposed Vehicle Signal posts with aspects.
- Proposed Pedestrian Signal posts with aspects and Push Buttons.
- Extg. vehicle signal posts and pedestrian signal posts with aspects to be removed / relocated.
- Extg. vehicle signal aspects and pedestrian signal aspects to be re-arranged.
- Proposed Audible Signal (24 hours).

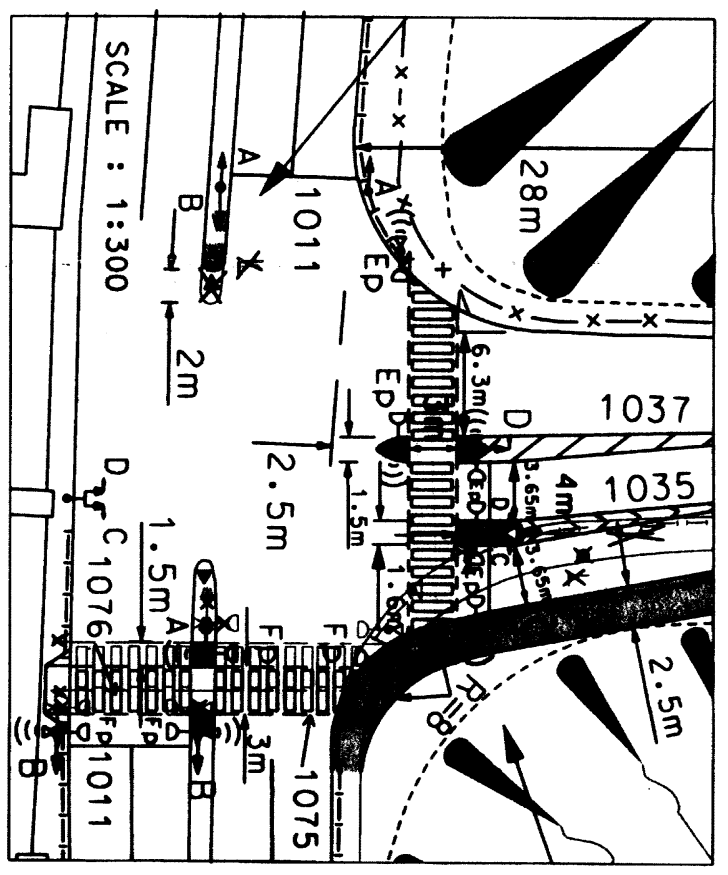
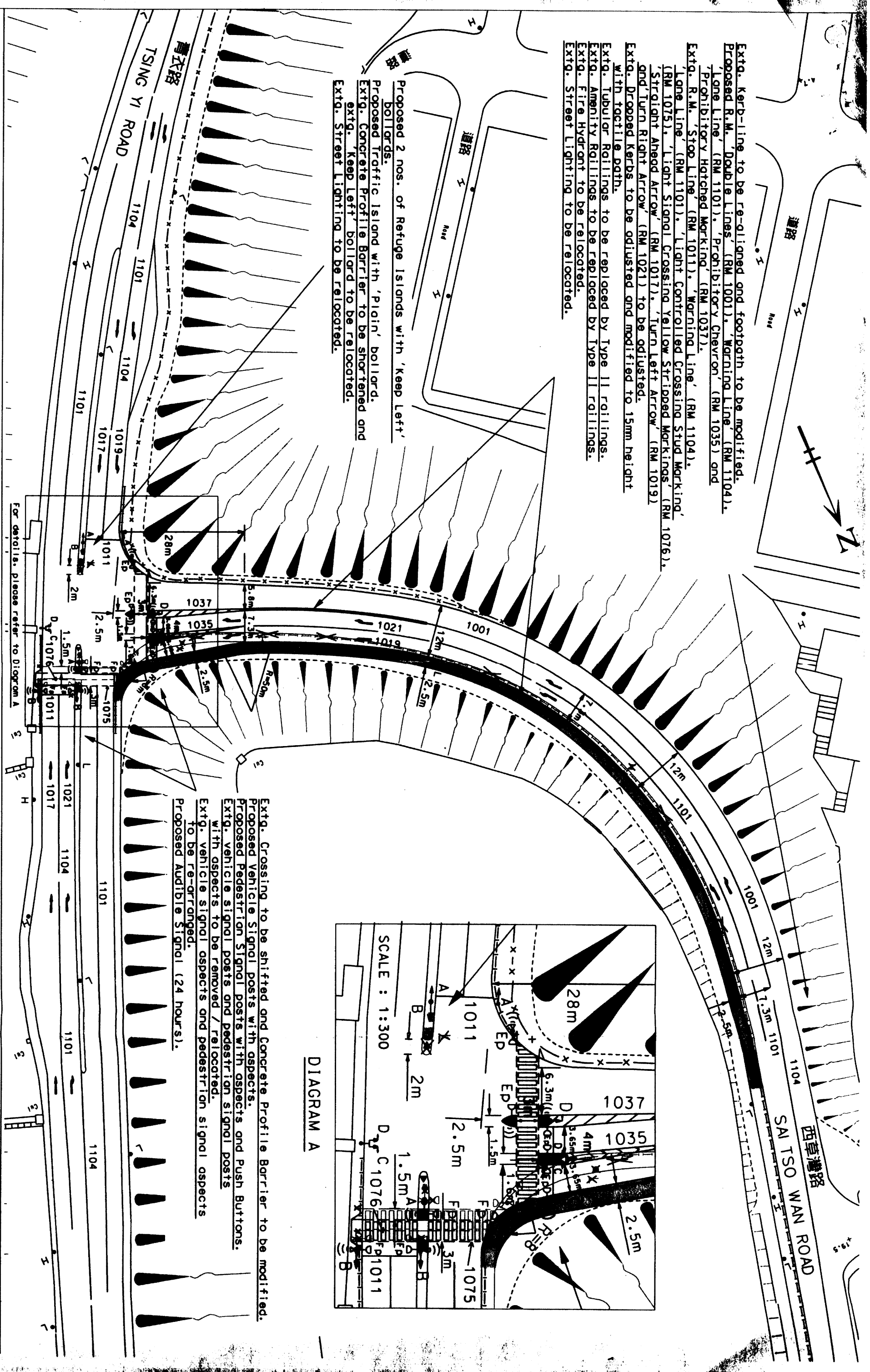


DIAGRAM A



LOCATION: J/O Tsing Yi Road / Sai Tso Wan Road, Tsing Yi.

DRAWING NO.: W010909.002 (SHEET 1 OF 2)

TRAFFIC ENGINEERING (NTW) DIVISION.

SCALE: 1:500



AGREEMENT NO. CE 72/98
ROUTE 9 BETWEEN
TSING YI AND CHEUNG SHA WAN

Additional Traffic Study – Sai Tso Wan Road


FINAL

June 2000

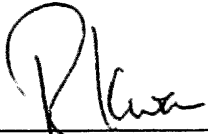
Agreement No. CE 72/98
Route 9 Between Tsing Yi and Cheung Sha Wan

Additional Traffic Study - Sai Tso Wan Road (Final)
June 2000

Prepared by the Project Consultant
Ove Arup and Partners Hong Kong Ltd

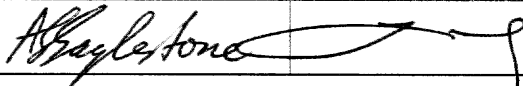

Signed:  Date: 24/1/02
Mr Charles Law
Director

Certified by the Environmental Team Leader
ERM Hong Kong Ltd

Signed:  Date: 28 January 2002
Mr Richard Kwan
Technical Director

Verified by the Independent Environmental Checker
Hyder Consulting Ltd

Signed:  Date: 28/1/02
Mr Thomas Chapman
Associate Director

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