



APPENDIX K

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TRANSPORT STRATEGIES

The purpose of this Appendix is to correlate all the evaluations carried out under separate studies which have an impact on the assessment of the transport strategies and the phasing of these developments.

Data have been sourced from the Technical Note No. 5 Transport Analysis of Refined Preferred Options (Revised), Planning Department, August 1995.

Measure of Traffic Congestion During AM Peak

Location	Scenario A			Scenario B		
	2001	2006	2011	2001	2006	2011
METRO						
Route 7	-	-	A	-	-	A
Aberdeen Tunnel	M	M	M	M	M	M
Pok Fu Lam Road	M	M	A	M	M	A
Ting Kau Bridge	A	A	A	M	A	A
Route 3	C	C	C	C	C	C
WKR	M	C	C	M	A	C
Route 9	-	-	M	-	-	M
Lung Cheung Road	M	M	M	M	A	M
CKR	-	M	C	-	C	C
NWNT-METRO						
Route 3	A	M	M	M	M	A
TMR	A	A	A	A	M	M
CPR	A	A	A	A	A	A
Route Twisk	A	A	M	A	M	A
Route Y	-	-	A	-	-	M
NENT-METRO						
LRT	M	M	M	M	M	M
TCT	A	M	C	A	M	M
TPR	A	A	A	A	A	A
Route 5	A	A	A	A	M	M
Route 16	A	A	A	A	A	A
Tolo Highway	A	A	A	A	A	A
Tai Po Road	A	A	A	A	A	A
SWNT - METRO						
LFC	A	A	A	A	A	A
STL	-	A	A	-	A	A
GIL	-	-	A	-	-	A
Route Y (Yam O Link)	-	-	A	-	-	M

Location	Scenario A			Scenario B		
	2001	2006	2011	2001	2006	2011
SENT-METRO						
TKO Tunnel	A	A	A	A	A	A -
Po Lam Road	A	A	A	A	A	A
CWBR	A	A	A	A	A	A
WCR	-	A	A	-	A	A

Note A = v/c ratio is not exceeded ie the road is not congested at this point less than 1.0
M = v/c ratio > 1 < 1.2 indicating moderate congestion
C = v/c ratio > 1.2 reflecting serious congestion

Note all harbour crossings are predicted to have v/c ratios well in excess of 1.2 from the year 2001 (except Green Island Link which is only tested for 2011 and is marginally congested under Scenario A and marginally acceptable for Scenario B.