

San Po Kong Business Area Pedestrian Environment and Traffic Improvement Feasibility Study

Executive Summary

1. STUDY BACKGROUND

- 1.1 San Po Kong has always been one of the major light industrial areas in Hong Kong, symbolizing the development of Hong Kong's manufacturing industries. Following the structural changes in the economy, commercial buildings and hotels have begun to emerge in the district. Building on the momentum of transforming Kowloon East (KE) into Hong Kong's second core business area (CBD2), the business activities in San Po Kong Business Area (SPKBA) would burgeon. Together with other planned and new developments, it is anticipated that closer ties would be formed between the district and the surrounding neighbourhoods.
- 1.2 Synergy effects generated by the Kai Tak Development Area (KTDA), the Diamond Hill Comprehensive Development Area (CDA), the proposed district open space (DOS) in the Sze Mei Street area, and the proposed Holistic Centre for Youth Development would promote and facilitate the transformation of SPKBA, making SPKBA become another business centre adjoining KE in the future.
- 1.3 The roads in SPKBA are constrained by its former industrial use standards with relatively narrow pedestrian crossings and loading/unloading areas on both sides of the streets. With the expected gradual increases in pedestrian and traffic flows, some facilities will no longer be able to cater for the transformation of SPKBA and may hinder its future development. The current major challenges facing SPKBA include:
- Pedestrian crossing distance at major junctions are relatively long and the crossings are relatively narrow, resulting in congestion during peak hours
 - Most pedestrian crossing facilities are cautionary crossings, which are prone to pedestrian-vehicle conflicts
 - On-street parking, waiting and loading/unloading activities adversely affect traffic flow, occupy footpath spaces and interfere with passageways of buildings, leading to pedestrian-vehicle conflicts
 - Back alleys are unattractive and obstructed by illegal parking and stacking of miscellaneous goods

- 1.4 In response to public aspirations for improving the pedestrian environment and traffic conditions in SPKBA and having regard to the planning vision for planned and new developments in the area, EKEO commissioned the SPKBA Pedestrian Environment and Traffic Improvement Feasibility Study (the Study) in February 2018. The objectives of the Study are to review and assess the pedestrian environment and traffic conditions in SPKBA, and to examine feasible improvement schemes and make recommendations to improve the pedestrian connectivity and traffic in SPKBA. Our vision is to:

“Make good use of SPKBA’s existing characteristics and enhance its qualities by deploying appropriate strategies to create a better pedestrian environment while bringing improvements to the traffic conditions at the same time.”

- 1.5 We sought opportunities to improve the existing pedestrian facilities, promote street greening and enhance landscape to achieve the objective of improving the pedestrian environment in SPKBA. We also examined the current traffic issues in the area, thereby formulating appropriate improvement schemes.

2. PEDESTRIAN AND VEHICULAR TRAFFIC FORECASTS AND ASSESSMENTS

- 2.1 The Study conducted pedestrian and vehicular traffic surveys for assessing the existing pedestrian environment and vehicular traffic conditions in SPKBA. The survey results indicated that major footpaths, pedestrian crossings and junctions in the district can satisfy the existing pedestrian and traffic flows. Nevertheless, pedestrian-vehicle conflicts were observed at the crossings at Tai Yau Street, Ng Fong Street, Luk Hop Street and Pat Tat Street during peak hours.
- 2.2 The Study also conducted capacity assessments for the design years of 2021, 2026 and 2036 to assess the potential impacts to the local roads and major pedestrian linkage system induced by the medium and long-term transformation of SPKBA as well as the future developments. The Study adopted the Territorial Population and Employment Data Matrices (TPEDM) published by Planning Department as the basis for conducting traffic forecasts.
- 2.3 According to the pedestrian forecasts and assessments, Tai Yau Street would still be the major corridor in SPKBA in the future and the footpaths in the area would have spare capacity to cater for the future pedestrian volumes during peak periods. Nevertheless, the distance and width at some pedestrian crossings at Tai Yau Street are relatively long and narrow, and the crossings have adopted cautionary crossing design, resulting in pedestrian-vehicle conflicts.
- 2.4 Upon completion of the subway connecting Diamond Hill CDA and the existing Sze Mei Street Bus Terminus site, Sze Mei Street would become another major pedestrian corridor in the district. It is anticipated that the pedestrian flows between MTR Diamond Hill Station and SPKBA via Sze Mei Street District Open Space (DOS) Phase 1 would increase. Consequently, the pedestrian crossing at the south of Sze Mei Street Roundabout would be operating above its capacity causing congestion in the future. Sam Chuk Street would become an access linking the major recreation areas in the district and is anticipated to be another major pedestrian corridor in the future.
- 2.5 The transport infrastructure works at the Diamond Hill CDA would widen the carriageway of Choi Hung Road to improve the traffic conditions thereat. According to the traffic forecasts and assessments, it is anticipated that the capacity at key junctions surrounding SPKBA (e.g. Fung Tak Road/ Po Kong Village Road, Choi Hung Road/Tai Yau Street, Choi Hung Road/Po Kong Village Road and Choi Hung Road/Choi Yee Lane) would be enhanced. Nevertheless, the traffic flows generated by the planned developments and the proposed Sze Mei Street public vehicle park would result in Sze Mei Street Roundabout approaching its capacity in the design year of 2026.

3. OVERALL PEDESTRIAN ENVIRONMENT AND TRAFFIC STRATEGIES AND IMPROVEMENT FRAMEWROK

- 3.1 Based on the vision of the Study and major views collected in public engagement activities, we have further established the overall pedestrian environment and traffic improvement framework for SPKBA. Three major north-south corridors, namely Tai Yau Link, Sze Mei Link and Sam Chuk Link, would form the basis of pedestrian network, which would be supplemented by the back alleys in the area to enhance pedestrian connectivity, while Tai Yau Street and Sze Mei Street would be the major traffic corridors in SPKBA. Details of the improvement framework is shown in **Figure 1**. The Study formulated a number of pedestrian environment and traffic improvement schemes based on the pedestrian and traffic corridors. Locations of the improvement schemes are shown in **Figure 2**.

Key Strategies

- 3.2 The Study adopted a ‘people-oriented’ approach to formulate pedestrian environment improvement framework together with a number of strategies for achieving the improvement objectives.

a) Enhance pedestrian connectivity

- Improve pedestrian facilities
- Introduce smart measures
- Enhance pedestrian directional signage facilities

b) Improve convenience and comfort

- Enhance connectivity of the bus stops and MTR stations with the area
- Create more public spaces

c) Improve walking experience

- Provide more greening spaces and enhance streetscape
- Integrate various points of interest
- Face-lift back alleys

d) Rationalize local traffic

- Enhance junction layout
- Manage roadside activities
- Review and address parking demand

4. PEDESTRIAN ENVIRONMENT IMPROVEMENT SCHEMES

- 4.1 Taking into account the findings of the technical assessment, analysis of the existing environment, future developments within and outside the district as well as the public views collected, the Study recommended a series of short and medium-term improvement schemes to provide better pedestrian environment and improve local traffic conditions.

Tai Yau Link

- 4.2 Tai Yau Street is a major thoroughfare in the district linking the future Diamond Hill CDA and the San Po Kong residential area. Industrial activities along the link is busy, and it is anticipated that the link would continue to be the major pedestrian corridor in the area in the future. The Study proposed to enhance the junction of Tai Yau Street and its connecting roads as well as improve the streetscape and the pedestrian links at the northern and southern ends (see **Figure 3** for details).

TY1 (Tai Yau Street/Ng Fong Street) – Widening pedestrian crossing

- 4.3 Pedestrian-vehicle conflicts are observed at the cautionary pedestrian crossing of TY1 during peak periods. It is recommended to widen the pedestrian crossing and refuge island at Tai Yau Street as well as the pedestrian crossing at Ng Fong Street to improve pedestrian safety.
- 4.4 Upon completion of the Choi Hung Road widening works and subject to future traffic conditions, it is recommended to further investigate the feasibility of enhancing TY1 to traffic signal controlled junction and to conduct local consultation after the scheme is formulated.

TY2 (Tai Yau Street/Luk Hop Street) and TY3 (Tai Yau Street/ Pat Tat Street) – Widening footpath at pedestrian crossing

- 4.5 The pedestrian crossing distances at junction of TY2 and TY3 are long because of the relatively wide carriageways. It is recommended to widen the footpath near the crossings at TY2 and TY3 to shorten the pedestrian crossing distance.

TY4 (Tai Yau Street/Sam Chuk Street) – Enhancement to traffic signal controlled junction

- 4.6 TY4 is a crossroad and pedestrians using the cautionary crossings have to observe traffic from several directions at the same time, which causes inconvenience.
- 4.7 Based on the pedestrian forecasts and assessments, it is recommended to modify TY4 to a traffic signal controlled junction. To minimize the impact to the vehicular traffic, the traffic signal system of TY4 would be synchronized with that of Tai Yau Street/Tseuk Luk Street so that vehicles travelling via Tai Yau Street/Tseuk

Luk Street could pass through two sets of traffic signal continually to avoid traffic congestion.

TY5 (Tai Yau Street/Tseuk Luk Street) and TY6 (Tseuk Luk Street/Shung Ling Street) – Enhancement to become pedestrian area crossings

- 4.8 The traffic signal staging at TY5 and TY6 causes some pedestrians not able to cross the junction in one signal stage and pedestrians have to stay at the refuge islands. It is recommended to enhance TY5 and TY6 as pedestrian area crossings by modifying the traffic signal staging and removing the refuge islands. As such, pedestrians can cross the junctions in one pedestrian green signal stage and pedestrian connectivity is improved.

Sze Mei Link

- 4.9 Sze Mei Link is the shortest route between Choi Hung Road, MTR Diamond Hill Station/nearby residential areas and KTDA. In tandem with the fast growing developments in KTDA and more commercial buildings emerging in SPKBA, Sze Mei Link is anticipated to become a major pedestrian corridor in the district. The existing pedestrian subway across Prince Edward Road East, the elevated landscape walkway under construction and the planned pedestrian subway in the Diamond Hill CDA will provide convenient north-south pedestrian linkage in the area. It is recommended to leverage the opportunities arising from the development of the Sze Mei Street DOS to create a pleasant and coherent green urban space in the Sze Mei Street area and connect the activity nodes in the district. The Study also recommended to explore the installation of two intelligent traffic signal controlled pedestrian crossings at Sze Mei Link to rationalize pedestrian and vehicular traffic (see **Figure 4** for details).

SM1 (Pedestrian Crossing at Choi Yee Lane) and SM2 (Pedestrian Crossing to the south of Sze Mei Street Roundabout) – Widening the crossing for modification into an intelligent traffic signal controlled crossings

- 4.10 The results of the pedestrian flow assessment indicate that the pedestrian flows at Sze Mei Street would increase upon completion of the subway connecting Diamond Hill CDA and the existing Sze Mei Street Bus Terminus site. To cope with the increase in future pedestrian flows on Sze Mei Street, it is recommended to widen the pedestrian crossing at SM1 and shift it westwards to match with the entrance/exit of phase one of the Sze Mei Street DOS. It is also recommended to widen the pedestrian crossing at SM2 and install traffic signals.
- 4.11 Taking account of the close proximity of crossings to major roads, e.g. Choi Hung Road and Prince Edward Road East, it is recommended to make reference to the trial-run results of TD's intelligent traffic signal controlled system for investigation of installing the intelligent traffic signal controlled system at the above crossings, with an aim to properly allocating appropriate green time for pedestrians and vehicles.

Sam Chuk Link

- 4.12 Sam Chuk Street is one of the key links to Choi Hung Road Playground. It also links up with the future Holistic Centre for Youth Development and connects with the pedestrian subway at Prince Edward Road East via King Fuk Street. It is recommended to transform Sam Chuk Street into a vibrant pedestrian passageway by improving connectivity at junctions. It is also recommended to make use of the public open space adjoining the Holistic Centre for Youth Development to make the Link more “stayable”, and at the same time to provide a convenient access to the future focal point for the young people (see **Figure 5**).

SC1 (Sam Chuk Street/King Fuk Street) – Provision of additional pedestrian crossing

- 4.13 There is no pedestrian crossing facility across King Fuk Street at SC1 junction. Pedestrians have to detour to use the crossing facility at Tseuk Luk Street/King Fuk Street, which causes inconvenience. To improve pedestrian safety, enhance connectivity of pedestrian corridors and cater for the additional pedestrian flows upon commissioning of the Holistic Centre For Youth Development, it is recommended to provide additional pedestrian crossing facility at King Fuk Street and to widen the crossing and refuge island at Sam Chuk Street.

SC2 (Sam Chuk Street) – Provision of public open space

- 4.14 Upon completion of the Sze Mei Street underground public vehicle park, it is recommended to convert the existing Sam Chuk Street roadside carpark into public open space according to the planned land use to provide more greening space and a focal point.

Back Alleys

- 4.15 It is proposed to transform suitable back alleys into more attractive and safe pedestrian routes making them part of the pedestrian network (see **Figure 6**).

BA1 (Back Alley between Laurels Industrial Centre and Sheung Hei Factory Building/Rainbow Industrial Building)

- 4.16 BA1 is currently a back alley share-used by pedestrians and vehicles. It is recommended to repave the back alley to demarcate footpath and carriageway for providing a safer pedestrian access connecting Sheung Hei Street and Tai Yau Street.

BA2 (Back Alley between Choi Hung Road Playground and Kar Chau Industrial Building)

- 4.17 BA2 is currently a back alley for pedestrians. The beautification works at BA2 could tie in with Choi Hung Road Playground due to its proximity to the Playground. It is proposed to repave BA2 and further study to improve the connection between the sitting-out area in Choi Hung Road Playground and Choi Hung Road footpath. This would facilitate pedestrians from Sheung Hei Street to

access Choi Hung Road and the planned footbridge connecting Diamond Hill CDA via the sitting-out area.

BA3 (Back Alley between The Hong Kong Examinations and Assessment Authority and Wah Hing Industrial Mansions)

- 4.18 BA3 is one of the back alleys in SPKBA with relatively high pedestrian usage, connecting San Po Kong residential area and the area around Choi Hung Road Playground. It is proposed to repave the back alley and introduce artistic features such as wall painting on the boundary wall of the Hong Kong Examinations and Assessment Authority to enhance the character of the back alley and improve walking experience.
- 4.19 For other back alleys in SPKBA, frequent loading/unloading activities are still observed, which limit the opportunity for face-lifting in the short term. It is recommended to resurface the carriageway of back alleys if suitable opportunity arises in the future.

Streetscape Beautification

- 4.20 To accord with the transformation of SPKBA, it is recommended to implement a variety of streetscape beautification schemes in the district.

Provision of pedestrian directional signage facilities

- 4.21 To enhance connectivity to destinations in the district, it is recommended to introduce appropriate pedestrian directional signage facilities at key locations to provide more effective wayfinding for pedestrians.

Improvements to street lighting and face-lifting pavement surface

- 4.22 We recommended to improve street lighting and repave with paving blocks along the three major pedestrian corridors in the district, namely Tai Yau Link, Sze Mei Link and Sam Chuk Link, in phases to create a better walking environment in SPKBA.

Enhancement to greening

- 4.23 Currently, most of the footpaths in the district lack greening. In order to enhance greening in the local streets, it is recommended to provide roadside planting on selected footpaths to provide a more comfortable walking environment.

5. TRAFFIC IMPROVEMENT MEASURES

5.1 The Study proposed to reconfigure some traffic lanes to improve the performance of major road junctions in SPKBA and alleviate traffic congestion in the area (see **Figure 7**). Upon implementation of the proposed traffic improvement measures, it is anticipated that the local roads would be able to cater for the additional traffic generated by the transformation of SPKBA in the future and operate at satisfactory level.

5.2 Moreover, upon commissioning of the access road connecting the K72 flyover (at Prince Edward Road East near Shek Ku Lung Road flyover) and KTDA by end-2020, traffic from Prince Edward Road East eastbound to KTDA could be diverted to the K72 flyover so that the use of the local roads in SPKBA (e.g. Sze Mei Street, Luk Hop Street and Kai San Road) en-route to KTDA would consequently be reduced.

S1 – Provision of underground public vehicle park underneath San Po Kong Sze Mei Street DOS

5.3 In conjunction with the opportunity of improving the Sze Mei Street DOS in San Po Kong, it is recommended to utilize the underground space as a public vehicle park. The proposal would realize the “Single site, multiple use” principle and satisfies the local needs of more recreation space and public parking facilities. To accord with smart city development, suitable smart parking system could be adopted at the public vehicle park.

S2 Phase 1 – Provision of dedicated left turn traffic lane at Sze Mei Street Roundabout

5.4 Based on the traffic forecasts and assessments, Sze Mei Street Roundabout would be operating close to capacity and traffic congestion may occur during peak periods by design year 2026. It is recommended to provide a dedicated left turn lane at Sze Mei Street Roundabout so that Sze Mei Street southbound traffic can bypass the roundabout to access south of Sze Mei Street and Prince Edward Road East. Consequently, traffic at Sze Mei Street Roundabout would be reduced and the traffic conditions would be improved.

S2 Phase 2 – Provision of additional northbound traffic lane at Luk Hop Street

5.5 To accord with the local developments and the traffic generated by the Sze Mei Street public vehicle park, it is recommended to make use of the land freed up by the reprovisioning of Kai Tak East Playground to provide an additional northbound traffic lane at Luk Hop Street to improve the traffic conditions in the vicinity of Sze Mei Street, Luk Hop Street and Tsat Po Street.

S3 (Tsat Po Street/Sam Chuk Street) and S4 (Ng Fong Street/Sze Mei Street) – Provision of additional traffic lane at the junction

5.6 To improve traffic flow and rationalize local traffic, it is recommended to provide an additional traffic lane at each of the junctions of S3 and S4. The junction

capacities would be increased and the traffic conditions at the junctions would be improved.

S5 – Conversion of some loading/unloading bays along Ng Fong Street to metered parking spaces for commercial vehicles

- 5.7 The loading/unloading (L/UL) bays along Ng Fong Street, Luk Hop Street and Pat Tat Street are often occupied by illegal parking, leading to obstruction to of carriageways for L/UL activities and thus causing traffic congestion. To alleviate the situation of L/UL bays being occupied by illegal parking, it is recommended to put on trial the conversion of some L/UL bays along Ng Fong Street to metered parking spaces for commercial vehicles to reduce illegal parking.

S6 – Provision of bus layby at Tsat Po Street

- 5.8 In respect of public transport, currently there is no bus stop in SPKBA (e.g. Tsat Po Street and Luk Hop Street) serving the bus routes en route to Kai San Road and passengers are required to use the bus stops at Prince Edward Road East. To enhance accessibility to public transport facilities, it is recommended to investigate the feasibility of providing a bus stop at Tsat Po Street upon commissioning of the additional northbound traffic lane at Luk Hop Street for the convenience of passengers in SPKBA.

6. IMPLEMENTATION PROGRAMME

6.1 We have formulated with the relevant departments the preliminary implementation programme and would implement the improvement measures in phases. Subject to the progress of local consultation, most of the improvement measures are anticipated to be completed by 2021. The details are as follows:

Index	Location	Improvement Measure	Tentative Completion Year ⁽⁶⁾
Pedestrian Environment Improvement Schemes			
TY1	J/O Tai Yau Street & Ng Fong Street	Widening of pedestrian crossing ⁽¹⁾	2020
TY2	J/O Tai Yau Street & Luk Hop Street	Widening of southern footpath	2021
TY3	J/O Tai Yau Street & Pat Tat Street	Widening of northern footpath	2021
TY4	J/O Tai Yau Street & Sam Chuk Street	Enhancement to traffic signal controlled junction	2020
TY5	J/O Tai Yau Street & Tseuk Luk Street	Enhancement to area pedestrian crossing	2021
TY6	J/O Shung Ling Street & Tseuk Luk Street	Enhancement to area pedestrian crossing	2021 ⁽²⁾
SM1	Pedestrian crossing at Choi Yee Lane	Widening and modifying to intelligent traffic signal controlled crossing	Under review ⁽³⁾
SM2	Pedestrian crossing at Sze Mei Street (At the south of Sze Mei Street Roundabout)	Widening and modifying to intelligent traffic signal controlled crossing	Under review ⁽³⁾
SC1	J/O Sam Chuk Street & King Fuk Street	Provision of pedestrian crossing at King Fuk Street and widening of pedestrian crossing at Sam Chuk Street	2021
SC2	Sam Chuk Street Carpark	Provision of public open space	Under review ⁽⁴⁾
BA1	Back alley between Laurels Industrial Centre and Sheung Hei Factory Building/ Rainbow Industrial Building	Repaving to demarcate footpath and carriageway	2020
BA2	Back alley between Choi Hung Road Playground and Kar Chau Industrial Building	Repaving the back alley	2020
BA3	Back alley between Hong Kong Examination and Assessment Authority and Wah Hing Industrial Mansions	Repaving the back alley and decorating with wall painting	2020
Traffic Improvement Schemes			
S1	Kai Tak East Playground	Provision of underground public vehicle park	2025
S2 -Phase 1	Sze Mei Street Roundabout	Provision of dedicated left turn traffic lane	2021
S2 -Phase 2	Luk Hop Street (Between Tsat Po Street and Sze Mei Street)	Provision of additional northbound traffic lane	Under review ⁽⁴⁾
S3	J/O Tsat Po Street and Sam Chuk Street	Provision of additional traffic lane	2021
S4	J/O Ng Fong Street and Sze Mei Street	Provision of additional traffic lane	2021

Index	Location	Improvement Measure	Tentative Completion Year ⁽⁶⁾
S5	Ng Fong Street	Conversion of some L/UL bays metered parking spaces for commercial vehicles	2021 ⁽⁵⁾
S6	Tsat Po Street	Provision of bus layby	Under review ⁽⁴⁾

Remarks:

- (1) Upon completion of the Choi Hung Road widening works and subject to future traffic condition, it is recommended to further investigate the feasibility of enhancing TY1 to traffic signal controlled junction.
- (2) Completion year of TY6 is subject to the progress and completion of TY4 and TY5.
- (3) Completion years of SM1 & SM2 are subject to the progress and findings of TD's trial-run on intelligent traffic signal system.
- (4) Completion years of SC2, S2-Stage 2 & S6 are subject to the progress and completion of Sze Mei Street underground public vehicle park.
- (5) Completion year of S5 is subject to the availability of new parking meters provided by TD.
- (6) The tentative completion year is estimated based on existing information. The actual completion year may be adjusted subject to the construction works, public consultation and funding application.

7. SMART MEASURES

- 7.1 EKEO has been implementing smart measures in SPKBA in phases. Several functions of “My Kowloon East” (MyKE) mobile app have already covered SPKBA, including “Easy Parking” which provides real-time parking vacancy data in some hourly car parks in the area; “My Map” which disseminates useful geo-spatial information of the district, e.g. Wi-Fi hotspots, public toilets and bus stops, etc.; “Easy Walking” which suggests personalized indoor and outdoor routes according to users’ needs and preferences, such as sheltered paths and barrier-free paths; and “Thematic Tour” which introduces thematic walking routes in SPKBA.
- 7.2 EKEO is currently conducting a proof of concept trial at SPK Sze Mei Street to explore the use of cameras and video analytic technology to prosecute illegal parking and traffic obstructing behaviours, so as to assist frontline officers in law enforcement against traffic offences, improve efficiency and strengthen deterrence.
- 7.3 The Highways Department is planning to replace the street lighting along Tai Yau Street with LED lighting and to enhance the lighting system of the roads surrounding Sze Mei Street and Sam Chuk Street to tie in with the commissioning of the DOS and the increase in pedestrian flow. Subject to the progress and findings of the trial on smart street lighting monitoring system, the Highways Department would explore the implementation of more smart measures (e.g. remote control of street light operation).
- 7.4 Other smart measures under investigation include the application of smart parking system at the Sze Mei Street underground public vehicle park and the installation of intelligent traffic signal system at two pedestrian crossings at Sze Mei Link to enable more effective allocation of the appropriate green time for pedestrians and vehicles.

8. CONCLUSION

- 8.1 The Study reviewed the existing pedestrian environment and traffic conditions in SPKBA and assessed the potential impacts by design year 2036 as a result of the transformation of the district. The Study also recommended a variety of pedestrian environment and traffic improvement measures to enhance pedestrian facilities, rationalize traffic, create more greening space and streetscape, and enhance the attractiveness of back alleys.

Figure 1 – Pedestrian Environment and Traffic Improvement Framework

Figure 2 – Locations of Improvement Schemes

Figure 3 – Tai Yau Link Improvement Schemes

Figure 4 – Sze Mei Link Improvement Schemes

Figure 5 – Sam Chuk Link Improvement Schemes

Figure 6 – Back Alley Improvement Schemes

Figure 7 – Traffic Improvement Schemes

Figure 1 – Pedestrian Environment and Traffic Improvement Framework



Figure 2 – Locations of Improvement Schemes



Figure 3 – Tai Yau Link Improvement Schemes

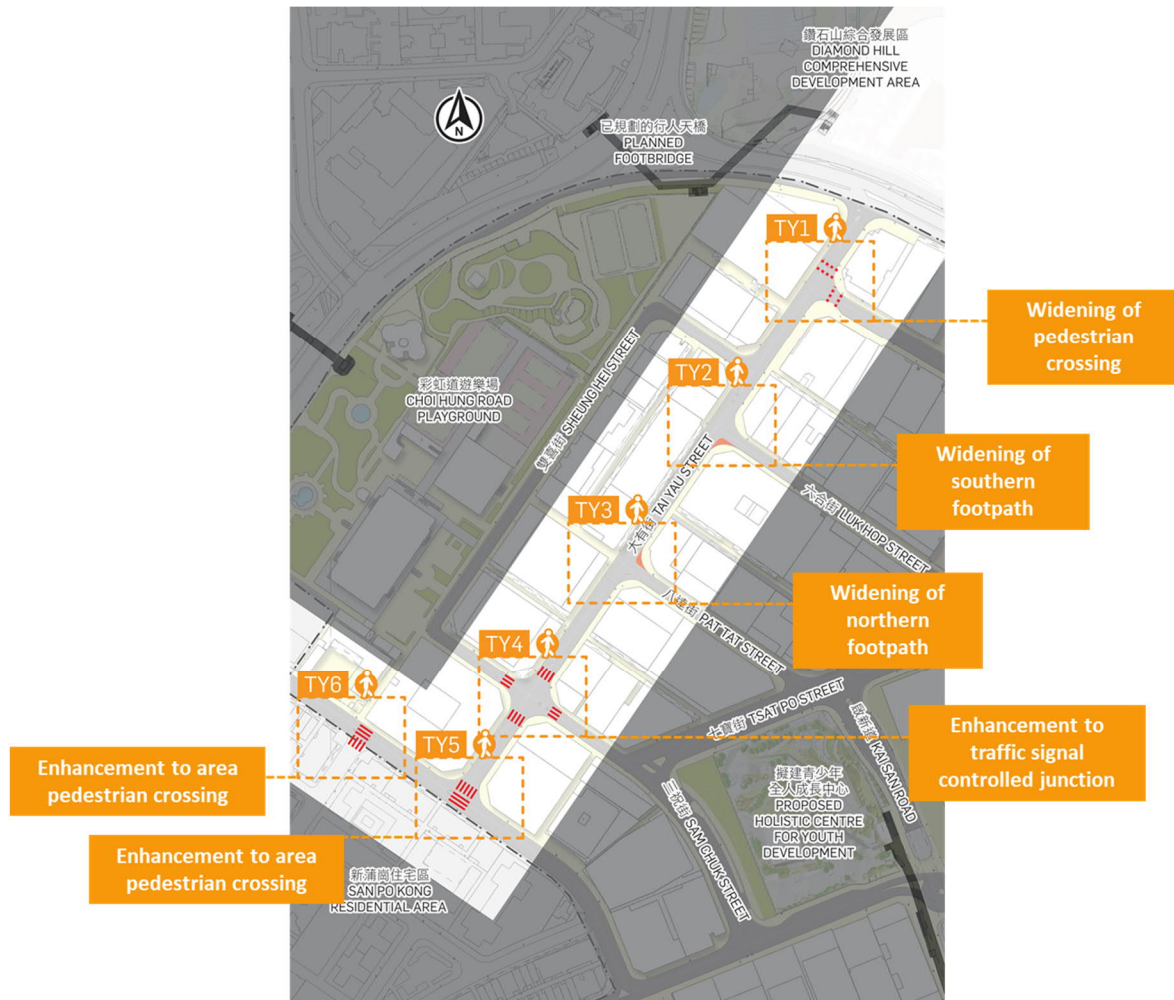


Figure 4 - Sze Mei Link Improvement Schemes

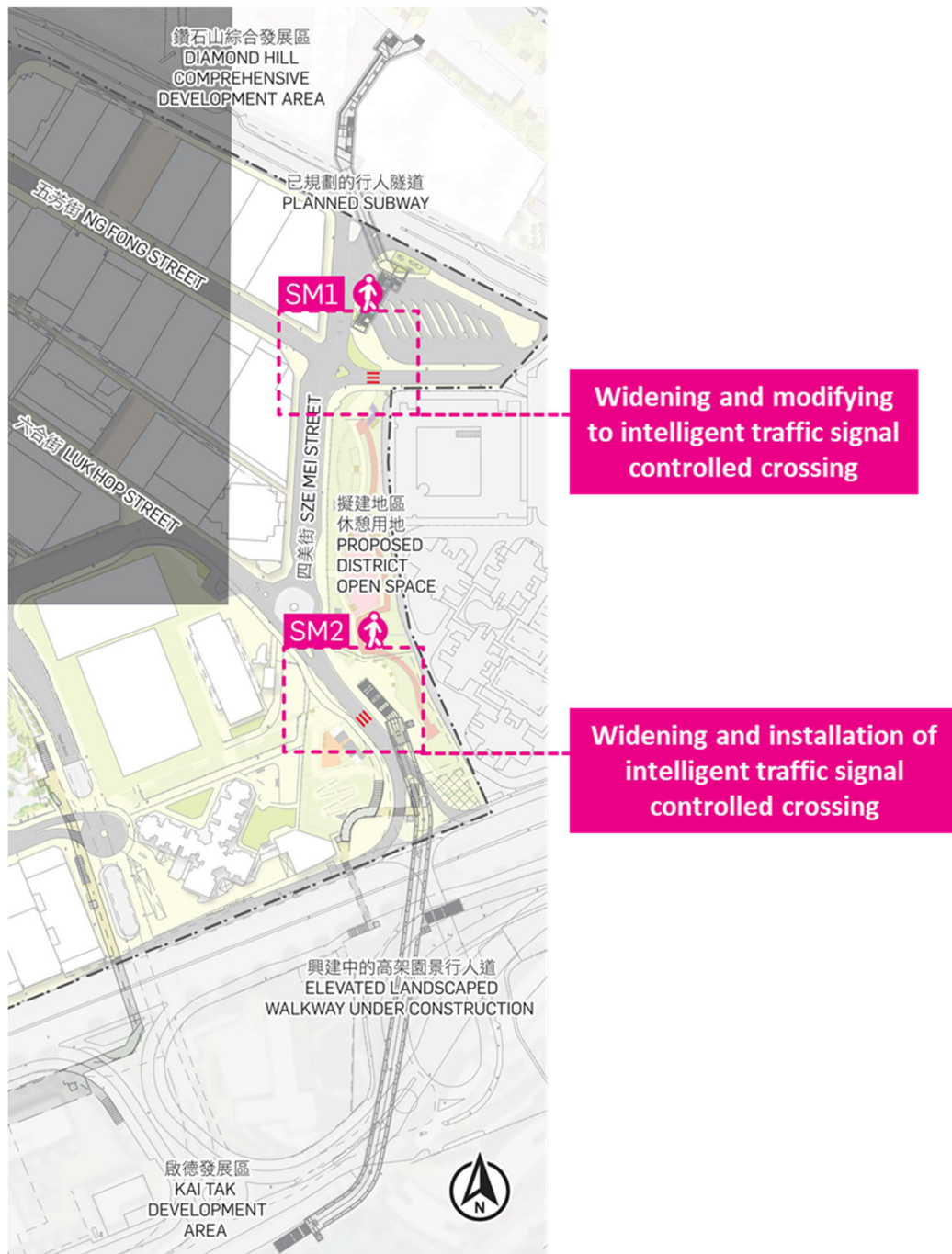


Figure 5 – Sam Chuk Link Improvement Schemes

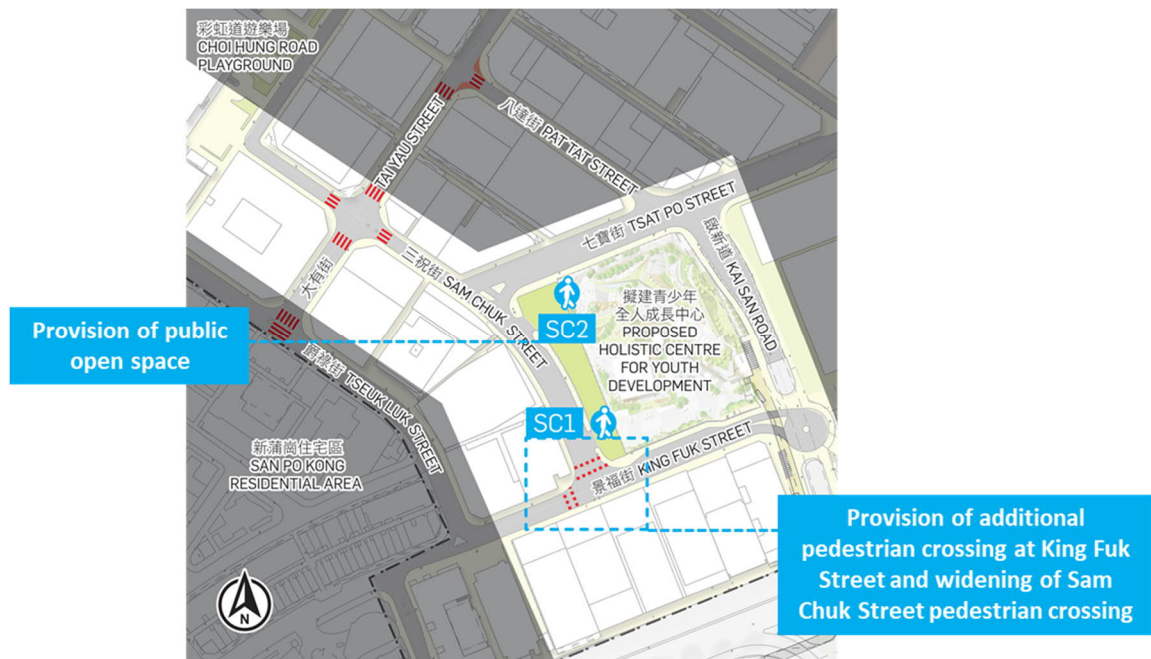


Figure 6 - Back Alley Improvement Schemes

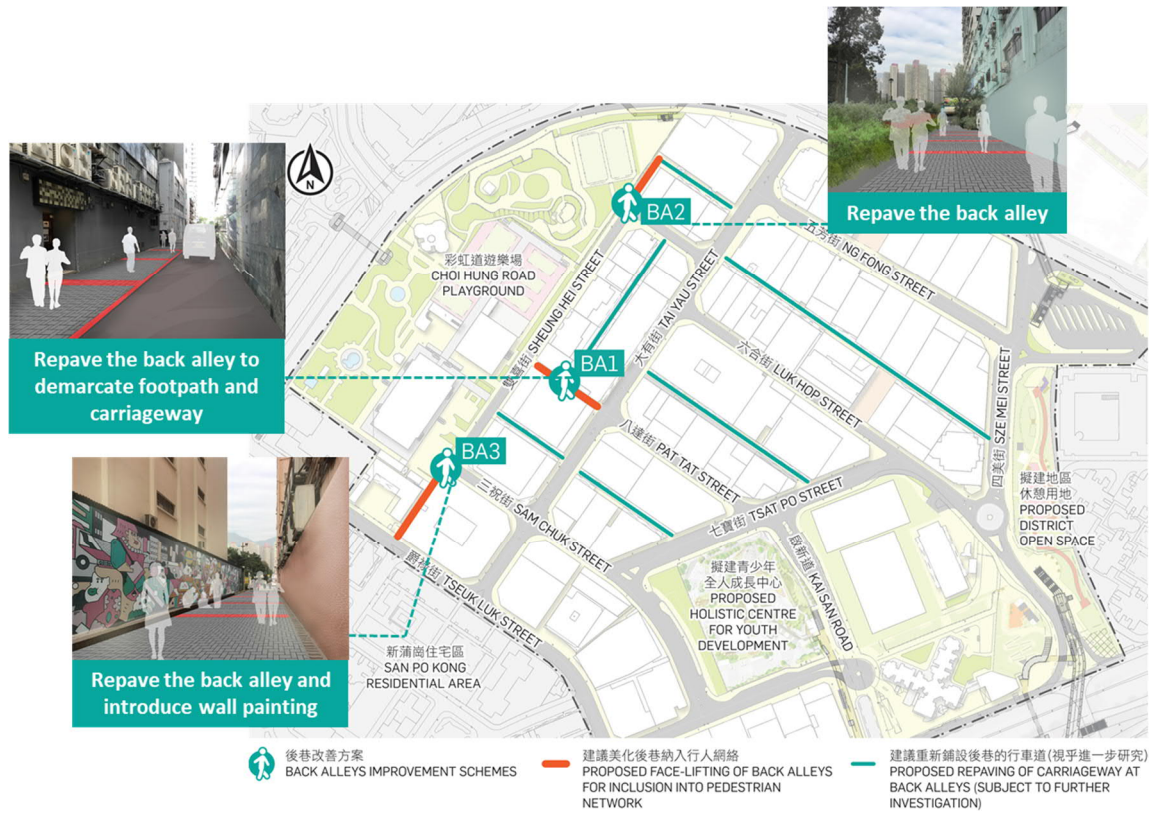


Figure 7 – Traffic Improvement Schemes

