### Legislative Council Panel on Development

# PWP Item No. 765CL –

#### Development of Anderson Road Quarry Site Road Improvement and Infrastructure Works

### **Supplementary Information**

## **Introduction**

Among the follow-up actions of the Legislative Council (LegCo) Panel on Development meeting on 28 March 2017, Members requested the Government to provide supplementary information on the following issues relating to the road improvement and infrastructure works of the Anderson Road Quarry (ARQ) site –

- (a) how the proposed road improvement works could effectively address the aggregate impact of the proposed development at the ARQ site and the public rental housing development at Anderson Road on the traffic in Kowloon East; and
- (b) the design concept, operation, and implementation timetable of the proposed Quarry Park at the ARQ site.

This note provides the requested information for reference by the LegCo Panel on Development.

# (i) Traffic Impact and Road Improvement Works

2. According to the findings of the traffic impact assessment (TIA) report for the ARQ site development<sup>1</sup>, which has also taken into account the "Development of Anderson Road" public housing project (i.e. On Tat Estate and

<sup>&</sup>lt;sup>1</sup> The Civil Engineering and Development Department (CEDD) commenced the site investigation and detailed design study for the development of ARQ site on 18 July 2014, and further reviewed the TIA undertaken at the previous feasibility study stage. CEDD subsequently presented the updated TIA findings and the associated improvement measures to the Kwun Tong (KT) District Council (DC) in the first half of 2015.

On Tai Estate), it is anticipated that about 70% of the traffic will use the eastern road access connecting Po Lam Road, Sau Mau Ping Road and Tseung Kwan O Road. The remaining 30% will use the access to On Sau Road connecting Clear Water Bay Road and New Clear Water Bay Road.

3. The TIA findings also indicated that the east-west traffic condition of Kowloon urban area will be effectively improved upon completion of Route 6, which comprises the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), Trunk Road T2 and Central Kowloon Route (CKR). TKO-LTT will be an alternative route of the existing Tseung Kwan O (TKO) Tunnel and will divert its traffic. It is anticipated that the traffic using TKO Tunnel to Kowloon will be significantly reduced, and the capacity of TKO Road could be spared for accommodating the traffic demand arising from the planned population intake of ARQ site development starting from 2023/24. It is envisaged that, including the traffic generated by the ARQ site development, the volume/capacity (V/C) ratio <sup>2</sup> of TKO Road in the morning peak hours in 2026 will be 0.98, which is lower than the current V/C ratio of 1.13.

4. The construction of TKO-LTT commenced in 2016 and is anticipated to be completed in mid-2021. The Government will also take forward the construction of CKR, and the Highways Department is striving to seek funding approval for CKR in this legislative session, with a view to commencing the construction works in the latter half of 2017 for completion in 2025. Moreover, the detailed design of Trunk Road T2 is in progress, and CEDD is reviewing its implementation programme so as to match with the commissioning of CKR.

5. In addition, the findings of TIA indicated that several road/junction improvement works are required, such that the traffic generated from the ARQ site development will not cause any unacceptable traffic impact in Kwun Tong. All these improvement works have been included in the current funding application. For instance, the existing signalised junction at the junction of

 $<sup>^{2}</sup>$  V/C ratio is an indicator which reflects the road capacity to cope with vehicular traffic flows. A V/C ratio not greater than 1.0 means that the road has sufficient capacity to cope with the volume of vehicular traffic under consideration. A V/C ratio above 1.0 indicates the onset of mild congestion and a ratio above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increase in traffic.

Sau Mau Ping Road/Lin Tak Road will not be capable for handling the additional traffic. Therefore, we proposed the road improvement works at Lin Tak Road and Sau Mau Ping Road, which include the construction of an approximately 390-metre long new vehicular flyover from Lin Tak Road to Sau Mau Ping Road; as well as lengthening of laybys at the section of Lin Tak Road near Hong Wah Court and Hing Tin Estate in Lam Tin. With the proposed new vehicular flyover, the junction of Lin Tak Road and Sau Mau Ping Road will be converted from a signalised junction to a free-flow junction, hence the vehicles could be driven rightwards from Sau Mau Ping Road to TKO Road directly. Furthermore, a section of New Clear Water Bay Road (Kowloon bound) near Shun Lee Tsuen Road will be widened from single lane to two-lane so as to solve the queuing problem at this bottleneck.

#### (ii) Landscaping and Associated Works

6. Under the current funding application, CEDD will provide greening, landscaping and ancillary facilities for the open space at the ARQ site<sup>3</sup>, which will include an artificial stormwater attenuation lake<sup>4</sup>, pedestrian corridors, pathways, green spine, plazas and vegetated slopes, for early enjoyment by the community before completion of the Quarry Park.

7. About 17.5 hectares of Regional Open Space (including 6 ha of rock slope) has been reserved for the Leisure and Cultural Services Department (LCSD) for the development of Quarry Park at the ARQ site in future. The landscape proposal of the Quarry Park is proposed to include the legacy of quarry site operation at ARQ since 1950s, which is subject to the feasibility study of Architectural Services Department in future. The park is also intended to be a regional park with an array of sports and recreational facilities, such as community garden, thematic or rock garden, children play area, fitness stations for various ages, taichi area and open piazza.

<sup>&</sup>lt;sup>3</sup> On 8 and 10 November 2016, CEDD consulted the District Facilities Management Committees of Sai Kung DC and KTDC respectively on the proposed landscaping and ancillary works for the open space at the ARQ site. Members of both committees supported the proposal.

<sup>&</sup>lt;sup>4</sup> The lake will be operated, managed and maintained by the Drainage Services Department.

8. LCSD will take forward the development of Quarry Park in accordance with the established resource allocation mechanism taking into account the priority amongst other projects under its planning.

Development Bureau Civil Engineering and Development Department 18 April 2017