

Consultation Paper
21 May 2015

**Sai Kung District Council
Traffic and Transport Committee**

**Development of Anderson Road Quarry Site
Road/Junction Improvement Works**

Aim

1. This paper aims to brief members the road/junction improvement works of the Development of Anderson Road Quarry Site Project and to solicit member's views and support for this project.

Background

2. The Civil Engineering and Development Department (CEDD) has briefed the Traffic and Transport Committee, Sai Kung District Council (SKDC T&TC) on 26 September 2013 regarding the traffic impact assessment, the related road/junction improvement works and pedestrian connectivity facilities of the "Development of Anderson Road Quarry – Engineering Feasibility Study". SKDC members supported in-principle the proposed works.

3. Following the completion of Engineering Feasibility Study, CEDD commenced investigation and design study on 18 July 2014, to further assess and review the design of the proposed works. CEDD has briefed the SKDC T&TC on 19 March 2015 regarding the roadworks within quarry development site and the off-site pedestrian connectivity facilities.

4. This paper mainly focuses on briefing members the road/junction improvement works of the Development of Anderson Road Quarry Site project.

Traffic Impact Assessment and Road/Junction Improvement Works

5. The Traffic Review Report of the investigation and design study updated the data which has been used in the Traffic Impact Assessment of the Engineering Feasibility Study, and fully reviewed measures suggested under the Engineering Feasibility Study according to the latest situation. According to the conclusions of the Traffic Review Report, the traffic flow generated from the Development of Anderson Road Quarry Site will not have significant adverse impact on the traffic conditions in the area provided that the following four

road/junction improvement works can be implemented¹ :

- (a) Modify the junction design of Sau Mau Ping Road/Lin Tak Road, construct a new flyover from Lin Tak Road to Sau Mau Ping Road, to provide a free flow carriageway from Lin Tak Road and Sau Mau Ping Road to Tseung Kwan O Road slip road (**Annex 1**);
- (b) Lengthen roadside lay-by at Lin Tak Road near Hong Wah Court and Hing Tin Estate of Lam Tin to address the traffic problem caused by the on-street pick-up/drop-off activities, which are currently blocking the through traffic at Lin Tak Road (**Annex 1**);
- (c) Improve the junction of Clear Water Bay Road/On Sau Road, including provision of a U-turn facility at Clear Water Bay Road, near Fei Ngo Shan Road (**Annex 2**); and
- (d) Widen the section of New Clear Water Bay Road (Kowloon-bound) near Shun Lee Tsuen Road from one lane to two lanes to solve the queuing problem at this bottleneck location (**Annex 3**).

Major Traffic Network

6. Route 6, comprising of Central Kowloon Route, Tseung Kwan O-Lam Tin Tunnel (TKO-LT Tunnel) and Trunk Road T2, is under planning (**Annex 4**). The TKO-LT Tunnel is undergoing detailed design and ground investigation. It is anticipated to be commissioned in 2020 the earliest, to cater for the traffic demand of local areas. The TKO-LT Tunnel will provide an alternative route to the existing Tseung Kwan O Tunnel so that part of the capacity of Tseung Kwan O Road in Kwun Tong will be freed up² for meeting the traffic demand to

¹ According to the forecast of the Traffic Review Report, if the proposed four road/junction improvement works could be implemented, even if the traffic flow brought by the Development of Anderson Road Quarry Site is taken into account, the flow/capacity ratio[#] of the main roads and reserve capacity^{##} of the main junctions within this area in 2026 will still be at a satisfactory level. For example, the flow/capacity ratio of south and north bounds of Sau Mau Ping Road (Hui Kwong Street to Tseung Kwan O Road section) will be about 0.60 and 0.43 respectively, the flow/capacity ratio of south and north bounds of Lin Tak Road (Tseung Kwan O Road to Pik Wan Road section) will be about 0.38 and 0.30 respectively, the flow/capacity ratio of west bound of New Clear Water Bay Road near Shun Lee Tsuen Road is about 0.61, and the reserve capacity of junction of Clear Water Bay Road and On Sau Road will be about 15%.

[# Flow/capacity ratio is an index of road traffic condition at peak hours. The flow/capacity ratio is considered acceptable for value equal to or less than 1.0. For value between 1.0 and 1.2, it is considered that the traffic congestion is still under control. The traffic congestion condition is considered as serious if the value is greater than 1.2.

Reserved Capacity (R.C.) represents the remaining capacity expressed in percentage of total capacity available to take up additional traffic. An R.C. less than 0% indicates traffic congestion occurred. An R.C. greater than 5% indicates the most vehicles will be able to clear the junction without waiting for more than one traffic signal cycle. Greater R.C. indicates greater remaining capacity to receive more traffic.]

² According to the forecast of the Traffic Review Report, if Route 6 completed on schedule and without the proposed Development of Anderson Road Quarry Site, the flow/capacity ratio of Tseung Kwan O Road (Kowloon-bound) in the AM peak would be 0.88 in 2026, which would be decreased about 28% comparing to the flow/capacity ratio 1.13 in 2014. If the traffic to be generated from Development of Anderson Road Quarry Site is included, the flow/capacity ratio would be 0.98, which is still below 1.0 and is considered as acceptable level.

be generated upon the resident occupancy of the Development of Anderson Road Quarry Site in 2022/23.

7. The detailed design of Central Kowloon Route and Trunk Road T2 are underway. The completion of these two projects will take due consideration with that of TKO-LT Tunnel.

Public Transport

8. A public transport terminus and a public transport lay-by will be provided within quarry development site to provide necessary public transport feeder service. The traffic flow and pedestrian flow will be distributed to different drop-off points and MTR stations. To reduce the traffic loading of the Kwun Tong town centre, we proposed to provide new bus / minibuses routes, including feeder services to and from nearby MTR stations (such as Yau Tong Station) and bus services to and from Kowloon. We also proposed to provide the bus-bus interchanges at the Toll Plaza of Tseung Kwan O Tunnel (Kowloon side) for residents using bus services to and from Tseung Kwan O.

Pedestrian Connectivity Facilities

9. In order to reduce the demand for short vehicular trips within Kwun Tong District, we proposed to construct pedestrian connectivity facilities, which compose of footbridges together with lifts or escalators, for four pedestrian connectivity routes. Three out of four routes will connect the quarry development site and Kwun Tong MTR station en route to estates within Kwun Tong District. The fourth route will connect to the proposed bus-bus interchanges at Tseung Kwan O Tunnel Toll Plaza, via Po Tat Estate.

Environmental Impact Assessment

10. We have conducted preliminary environmental impact assessment for the proposed road/junction improvement works. Road/junction improvement works include installation of noise enclosure, semi-noise enclosure and noise barrier. These facilities could reduce the noise level to an acceptable level.

Next Step

11. We plan to gazette the proposed road/junction improvement works under the “Roads (Works, Use and Compensation) Ordinance (Chapter 370) for consulting the public in late 2015.

12. We will continue maintaining close liaison with Sai Kung District Council and community on the implementation of the project.

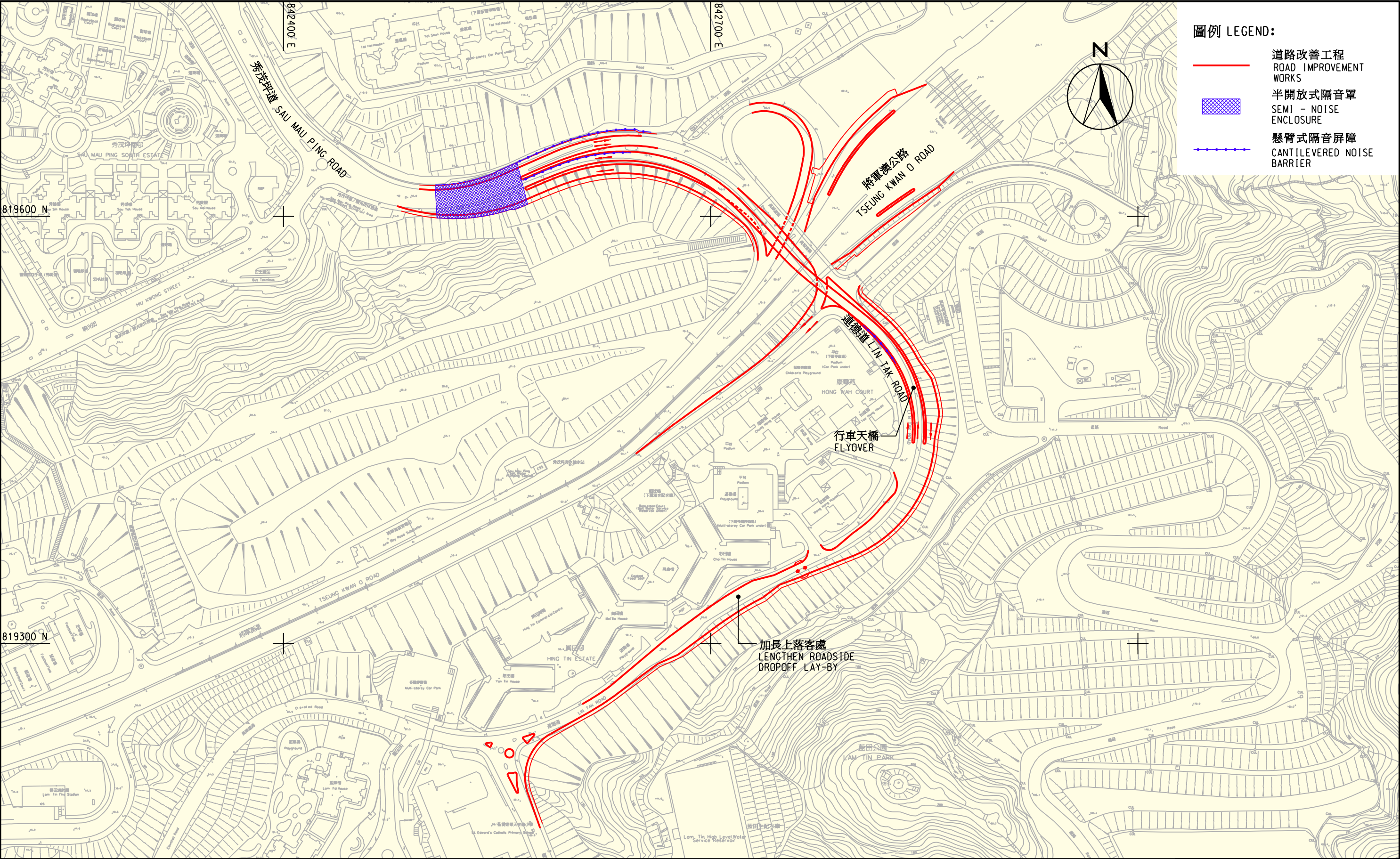
Advice and Support

13. Members are invited to give advice and support to the proposed works.

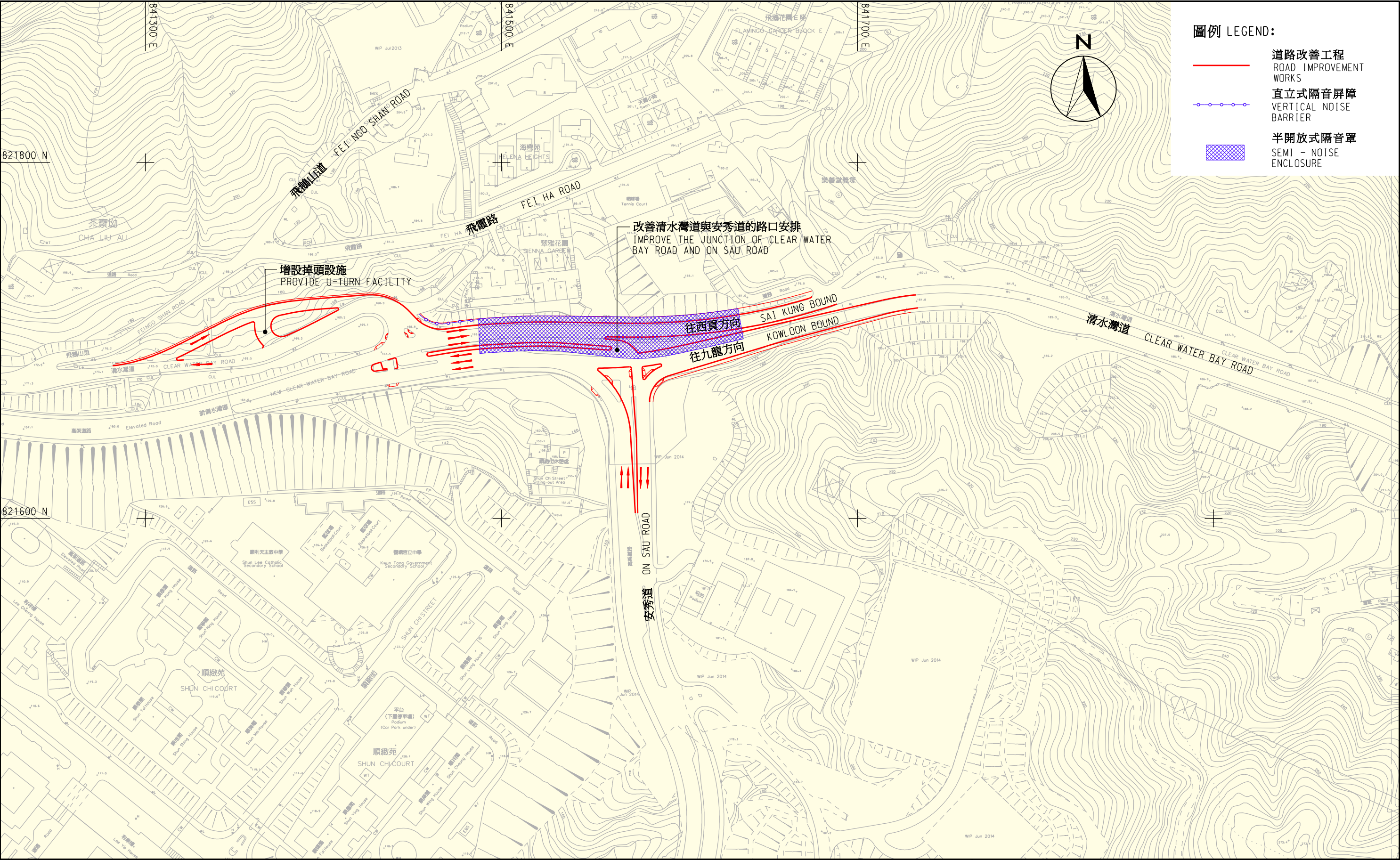
Annex

- Annex 1 Improvement measures at junction of Lin Tak Road/Sau Mau Ping Road and Lin Tak Road
- Annex 2 Further improvement measures at junction of Clear Water Bay Road/On Sau Road
- Annex 3 Widening measures at Clear Water Bay Road near Shun Lee Tsuen Road
- Annex 4 Development of Anderson Road Quarry Site - Road/Junction Improvement Works and Major Road Network

**New Territories East Development Office
Civil Engineering and Development Department
May 2015**



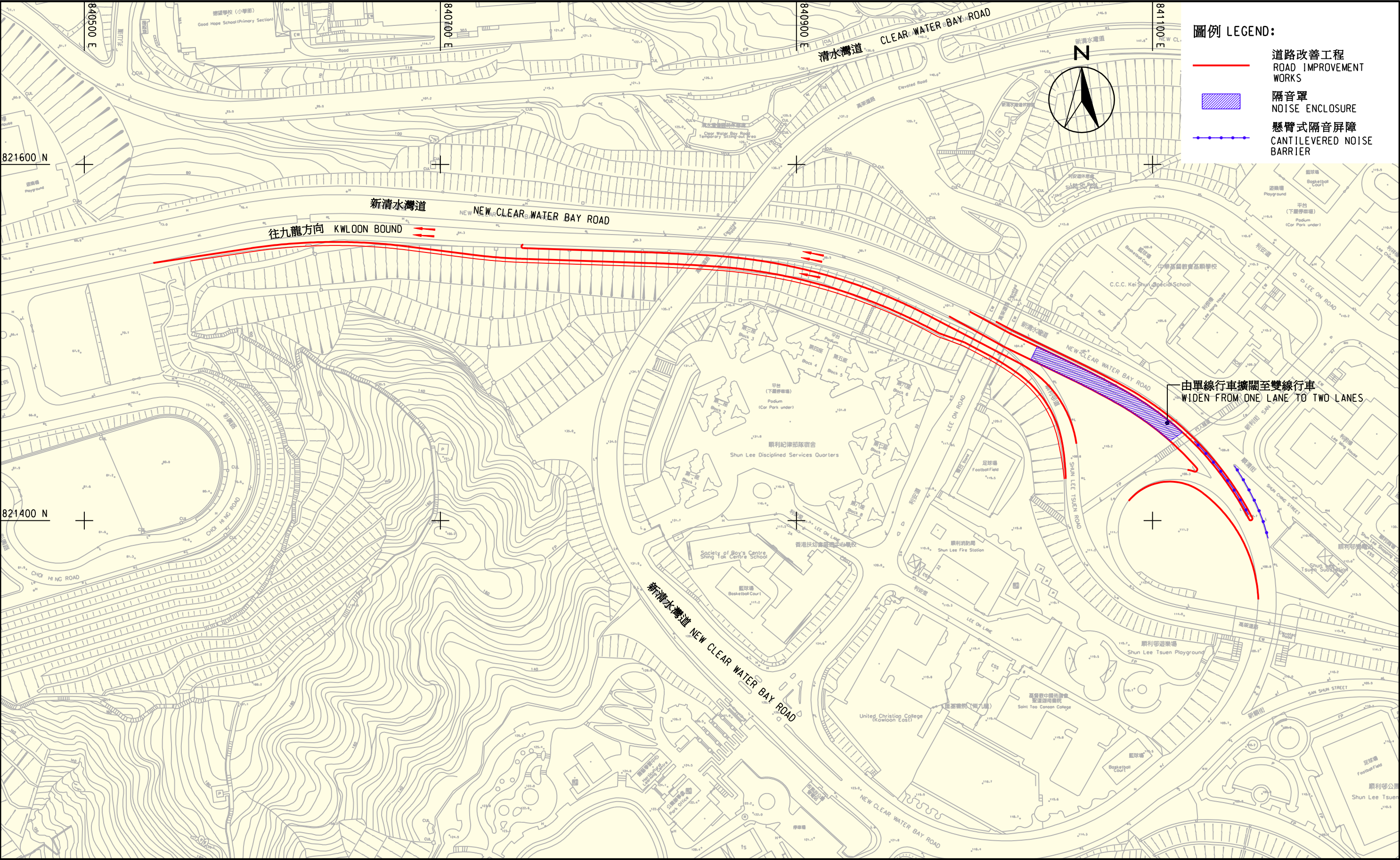
圖則名稱 drawing title	項目編號 item no.		辦事處 office
	765CL		
	比例 scale		新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	A3 1 : 2500		
圖則編號 drawing no.		 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	
改善連德道/秀茂坪道路口及連德道的措施 IMPROVEMENT MEASURES AT JUNCTION OF LIN TAK ROAD/SAU MAU PING ROAD AND LIN TAK ROAD			
附件一 ANNEX 1			



圖則名稱 drawing title	項目編號 item no.	辦事處 office
	765CL	新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	比例 scale	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	圖則編號 drawing no.	
進一步改善清水灣道/安秀道路口的措施 FURTHER IMPROVEMENT MEASURES AT JUNCTION OF CLEAR WATER BAY ROAD/ON SAU ROAD		附件二 ANNEX 2

進一步改善清水灣道/安秀道路口的措施
FURTHER IMPROVEMENT MEASURES AT JUNCTION OF CLEAR WATER BAY ROAD/ON SAU ROAD

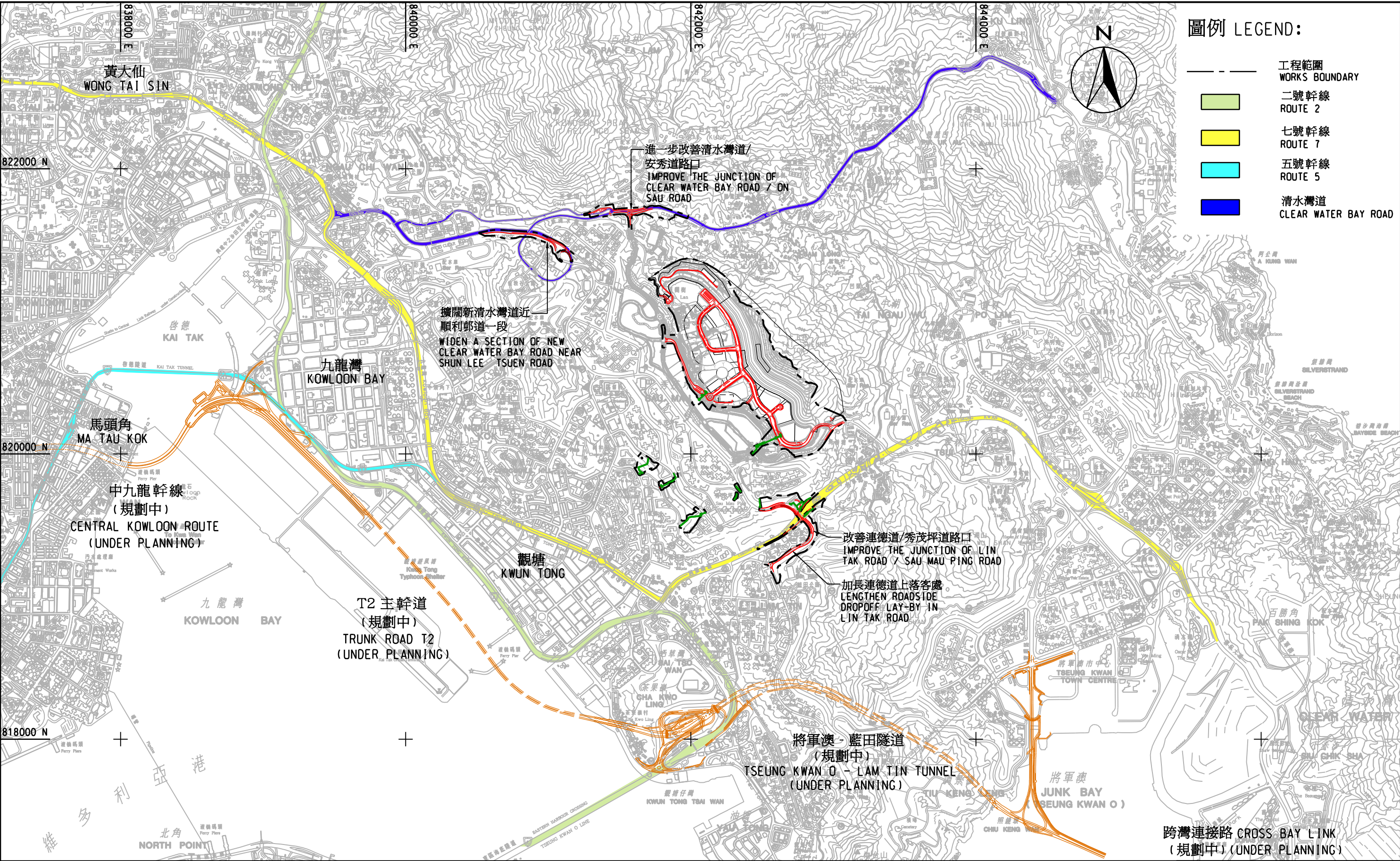




- 圖例 LEGEND:
- 道路改善工程
ROAD IMPROVEMENT WORKS
 - 隔音罩
NOISE ENCLOSURE
 - 懸臂式隔音屏障
CANTILEVERED NOISE BARRIER

圖則名稱 drawing title	項目編號 item no.	辦事處 office
	765CL	新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	比例 scale	A3 1 : 2000
擴闊清水灣道近順利邨道一段的措施 WIDENING MEASURES AT CLEAR WATER BAY ROAD NEAR SHUN LEE TSUEN ROAD	圖則編號 drawing no.	土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	附件三 ANNEX 3	





- 圖例 LEGEND:
- 工程範圍 WORKS BOUNDARY
 - 二號幹線 ROUTE 2
 - 七號幹線 ROUTE 7
 - 五號幹線 ROUTE 5
 - 清水灣道 CLEAR WATER BAY ROAD

圖則名稱 drawing title	項目編號 item no.	辦事處 office
	765CL	新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	比例 scale	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	A3 1 : 25000	
	圖則編號 drawing no.	
安達臣道石礦場用地發展 - 道路/路口改善工程及主要道路網絡 DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - ROAD/JUNCTION IMPROVEMENT WORKS AND MAJOR ROAD NETWORK	附件四 ANNEX 4	



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A3 420MM X 297MM