

Legislative Council Panel on Transport

Supplementary Information on

Construction of a grade-separated interchange to replace the existing junction at Tseung Kwan O Tunnel Road/ Wan Po Road/Po Shun Road (Contract TK 57/02)

Background

When the paper on “Traffic Conditions in Tseung Kwan O” (LC Paper No. CB (1) 814/00-01(04) was discussed at the meeting of the Legislative Council Panel on Transport held on 16 March 2001, the Administration was asked to provide further information on the traffic arrangements during construction of the grade-separated interchange to replace the existing junction at TKO Tunnel Road/Wan Po Road/Po Shun Road (the R1 roundabout) before commencement of the project.

2. This paper provides supplementary information and updates Members on the current position of the project.

The Project

3. The Finance Committee approved the project on 11 January 2002 vide FC Paper No. FCR(2001-02)53. The Contract for the project (Contract TK57/02) will be awarded by the Territory Development Department (TDD) in end April 2002. Thereafter, works will commence in May 2002 for completion in May 2005. The project will provide a grade-separated interchange, replacing the existing R1 roundabout to permit uninterrupted traffic flow at that road intersection. TDD has stipulated in the Contract the early completion of the flyover for traffic from Po Shun Road to Tseung Kwan O Tunnel Road (Bridge A) in January 2004 as shown at Annex. This is to relieve traffic loading at the intersection during the latter part of the construction period.

Temporary Traffic Arrangement

4. As part of the detailed design of the road project, TDD has assessed the traffic impact for the construction stage and prepared a temporary traffic arrangement (TTA) scheme to facilitate the construction

works with a view to minimising any adverse traffic impact. The scheme suggests making use of the large landscape area inside the existing R1 roundabout to provide temporary road space to compensate for space to be taken up for construction work, hence the impact on traffic flow for the earlier stage of the works would be limited. According to TDD, a TTA involving major diversion of traffic will only be required from early 2004 after completion of Bridge A.

5. As a normal practice in works contracts, the Contractor for the road project may propose and adopt different TTAs to suit their construction methods and programme of works. TDD would set up a Traffic Management Liaison Group (TMLG) to scrutinise every TTA scheme to ensure that it will not cause any adverse traffic impact. The TTAs would be finalised after approval by the TMLG.

6. Notwithstanding the above, TDD has already included the following provisions in the captioned Contract in respect of TTAs :

- a. all TTAs will be designed by an independent, experienced and qualified Traffic Consultant employed by the Contractor;
- b. all TTAs will have to be approved by the TMLG which shall comprise representatives from concerned departments such as the Police, Highways Department, Transport Department, etc;
- c. the Traffic Consultant will monitor constantly the traffic conditions and modify the TTA to meet the prevailing traffic demand or the additional requirements raised by the relevant authorities and the TMLG;
- d. contingency plan will be prepared by the Traffic Consultant to cater for possible events of accident resulting in blockage of the carriageway within the project limit;
- e. a 24-hour complaint/enquiry hotline will be operated throughout the construction period; and
- f. liaison meetings with the locals including the concerned District Council (DC) members will be held whenever necessary.

Way Forward

7. TDD will present the TTA proposal to be adopted by the Contractor to the Sai Kung District Council when such a proposal has been approved in principle by the TMLG. Comments from DC Members will be considered and incorporated where appropriate before implementation of the TTA.

Transport Bureau
April 2002

