

**For Information**  
**26 April 2002**

## **Legislative Council Panel on Transport**

### **Dualling of Hang Hau Road**

#### **PURPOSE**

This paper informs Members of our proposal to upgrade part of project **583TH** – Tseung Kwan O development, phase III - Dualling of Hang Hau Road to Category A to conduct site investigation works and detailed design.

#### **PROJECT SCOPE**

2. The scope of **583TH** comprises –
  - (a) Improvement of the 750-metre Hang Hau Road from a single 2-lane carriageway to a dual-2 lane carriageway between the roundabouts at Clear Water Bay Road and Chiu Shun Road;
  - (b) Construction of two pedestrian footbridges – one at the junction of Hang Hau Road and Po Ning Road, and another at the northern end of Hang Hau Road;
  - (c) Junction improvement works at the junction of Chiu Shun Road and Ngan O Road;
  - (d) Associated road works, drainage and sewerage works, and parking area;
  - (e) Provision of environmental mitigation measures; and
  - (f) An environmental monitoring and audit (EM&A) programme for works mentioned in paragraphs (a) to (e) above.
  
3. The part of the project we now propose to upgrade to Category A comprises –

- (a) Detailed design of the works described in paragraphs 2(a) to 2(e) above;
- (b) Review of Environmental Impact Assessment (EIA);
- (c) Associated site investigation and supervision; and
- (d) Preparation of tender documents and assessment of tenders.

A site plan is at Enclosure 1. The exact alignment and design of the project may be modified in the course of detailed design having regard to further studies and views of the public when the scheme is gazetted.

## **JUSTIFICATIONS**

4. The existing Hang Hau Road, linking Clear Water Bay Road and Chiu Shun Road, serves as one of the external links of Tseung Kwan O New Town. This road is a substandard single 2-lane carriageway with sharp bends and steep gradients. We need to upgrade the road to current highway standards to improve road safety.

5. The Tseung Kwan O Feasibility Study of Opportunities for Further Development completed in May 1990 identified the need to upgrade this external link. The findings of a traffic review in September 2001 have indicated that the existing capacity of Hang Hau Road would be overloaded by 2011 if no upgrading works are carried out. To cope with the anticipated increase in traffic demand, we propose to upgrade Hang Hau Road to a 7.3 metres wide dual 2-lane carriageway. The volume/capacity (v/c) ratio<sup>1</sup> at peak hours for Hang Hau Road with and without the proposed upgrading works are as follows –

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<sup>1</sup> Volume/capacity (v/c) ratio is an indicator which reflects the performance of a road. A v/c ratio equals to or less than 1.0 means that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio above 1.0 indicates the onset of congestion; that above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increase in traffic.

	Year		
	2006	2011	2016
Without proposed upgrading works	0.86	1.37	1.78
With proposed upgrading works	-	0.68	0.89

6. The Tseung Kwan O Feasibility Study of Opportunities for Further Development also identified the need of junction improvement at Chiu Shun Road and Ngan O Road to enhance the traffic capacity of the existing layout. We will further review the need and form of the improvement works (e.g. roundabout or signalised junction) during the detailed design stage.

7. The proposed footbridge at the junction of Hang Hau Road and Po Ning Road will provide a better pedestrian crossing to Tseung Kwan O Hospital from Boon Kin Tsuen, Tin Ha Wan Village and Ming Tak Estate. The footbridge at the northern end of Hang Hau Road will enable residents in the vicinity to cross the road to the nearby bus stops on both sides of Hang Hau Road. We will further review the need and layout of the footbridge during the detailed design stage.

## FINANCIAL IMPLICATIONS

8. We estimate the cost of the site investigation works and detailed design of the project to be \$21.9 million in MOD prices, made up as follows –

	\$ million
(a) Site investigation works	11.3
(b) Consultants' fees for	9.0
(i) review of EIA	1.0
(ii) detailed design	5.5
(iii) preparation of tender documents and assessment of tenders	1.5
(iv) Supervision of site investigation	1.0
(c) Contingencies	<u>2.0</u>

	Sub-total	22.3	(in September 2001 prices)
(d)	Provision for price adjustment	<u>(0.4)</u>	
	Total	<u>21.9</u>	(in MOD prices)

9. The proposed site investigation works and consultancy have no recurrent financial implications.

## **PUBLIC CONSULTATION**

10. We consulted the Food and Environmental Hygiene Committee and Traffic and Transport Committee of the Sai Kung District Council on 28 June 2001 and 9 August 2001 respectively. Members supported the early implementation of the project so as to relieve the traffic congestion in Tseung Kwan O.

## **ENVIRONMENTAL IMPLICATIONS**

11. The project is a designated project under Schedule 2 of the EIA Ordinance and an environmental permit is required for the construction and operation of the project. In 2001, we submitted an EIA report under the EIA Ordinance based on the preliminary design, which was considered by the Director of Environmental Protection as suitable for public inspection. We shall review and update the EIA report taking into account any changes in road layout during the detailed design stage and submit the updated EIA report for approval under the Ordinance.

12. The proposed site investigation works and consultancy will not give rise to any adverse environmental implications. We will incorporate into the detailed design and relevant works contract all the mitigation measures and the EM&A programme recommended in the EIA study report and ensure their timely implementation.

## **LAND ACQUISITION**

13. The proposed detailed design and site investigations for the project do not require land acquisition. However, land acquisition will be required before the commencement of construction of the project. The

details and scope of the land acquisition required will be ascertained in the detailed design stage.

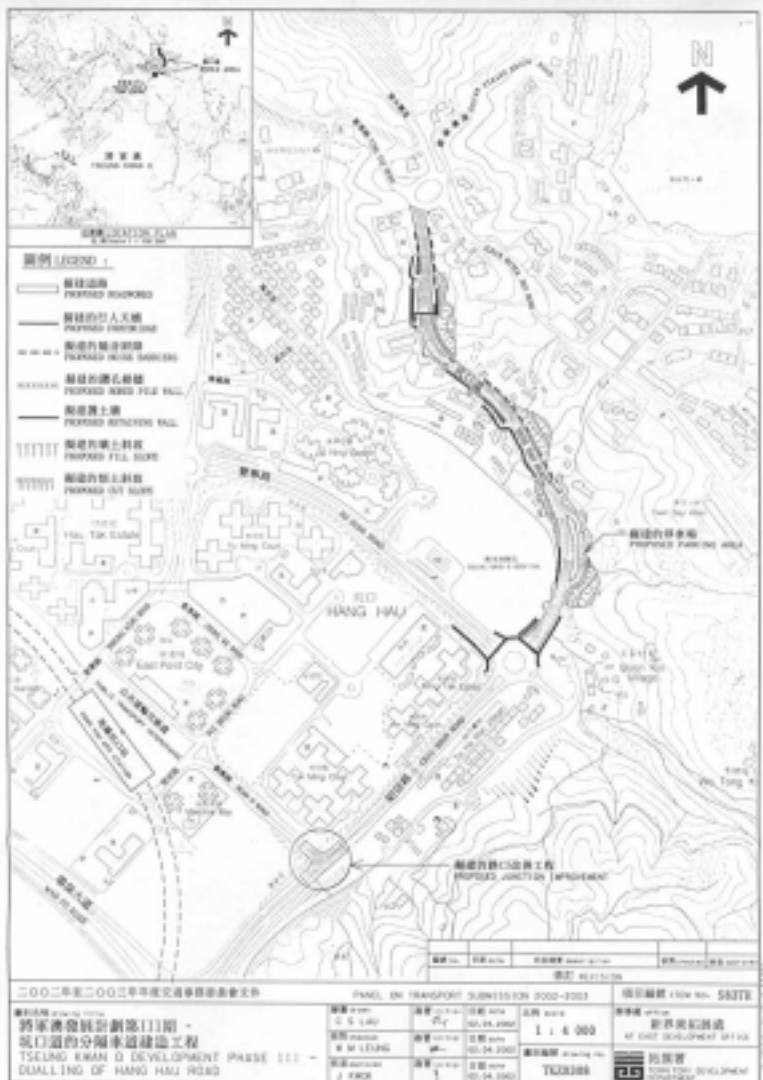
### **WAY FORWARD**

14. We intend to seek the support of the Public Works Subcommittee in May 2002 for carrying out the detailed design and site investigation works. We plan to start the detailed design and associated works for the project in June 2002 for completion in August 2004. We will commence construction works in September 2004 for completion in September 2007 at an estimated cost of \$420 million.

### **ADVICE SOUGHT**

15. Members are invited to note the content of this paper.

Transport Bureau  
April 2002



二〇〇二年至二〇〇三年年度交通發展計劃圖則		PLANNING TRANSPORT SUBMISSIONS 2002-2003		項目編號 / Item No. 5637E	
新界發展計劃第三期 - 坑口道的分期承建建造工程 TSEUNG KWAN O DEVELOPMENT PHASE III - DUALLING OF HANG HAU ROAD		圖則編號 / Drawing No. TSK0303	圖則日期 / Drawing Date 01.04.2002	圖則比例 / Drawing Scale 1 : 4 000	圖則編號 / Drawing No. TSK0303
圖則名稱 / Drawing Title 坑口道的分期承建建造工程 DUALLING OF HANG HAU ROAD		圖則日期 / Drawing Date 01.04.2002		圖則比例 / Drawing Scale 1 : 4 000	
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