

For Information
26 April 2002

Legislative Council Panel on Transport

Ting Kok Road Upgrading, Stage 1, Phase II

PURPOSE

This paper informs Members of the proposal to upgrade project **193TH** – Ting Kok Road upgrading, stage 1, phase II to category A for the construction of the existing Ting Kok Road between Tai Po Industrial Estate and Shuen Wan Chan Uk.

PROJECT SCOPE

2. The scope of **193TH** comprises -
- (a) widening, upgrading and realignment of about 1.8 kilometres of Ting Kok Road between Tai Po Industrial Estate and Shuen Wan Chan Uk;
 - (b) construction of footpaths, cycle tracks and a pedestrian/cyclist subway;
 - (c) slope stabilisation works including earthworks, earth retaining structures and bored pile walls;
 - (d) drainage and landscaping works associated with the works mentioned in items (a) to (c) above; and
 - (e) provision of noise mitigation measures including low noise road surfacing and noise barriers.

A site plan is at Enclosure 1.

JUSTIFICATION

3. Ting Kok Road is the main road serving the villages and housing developments between Tai Po Industrial Estate and Tai Mei Tuk at Tolo Harbour. We implement the upgrading of Ting Kok Road in two stages under **183CL** and **193TH**. In March 1988, Finance Committee approved the upgrading of part of **193TH** to Category A as **376TH** “Ting Kok Road upgrading – stage 1, phase I” for the local widening of a section of Ting Kok Road between Tai Po Industrial Estate and Plummer Village and a cycle track from Tai Po Industrial Estate to Tai Mei Tuk. We started the works in April 1990 and completed them in March 1994. In September 2001, we included the remainder of **193TH** in Category B for the Ting Kok Road upgrading, stage 1, phase II works.

4. The section of Ting Kok Road upgrading between Shuen Wan and Tai Mei Tuk is under **183CL** “Ting Kok Road upgrading stage 2 and associated works”. We commenced the works in June 1998 and completed them in November 2001.

5. The section of Ting Kok Road between Tai Po Industrial Estate and Shuen Wan is a single 2-lane carriageway with substandard sharp bends. The Traffic and Transport Assessment completed in December 2001 indicates that traffic flow at this section of Ting Kok Road will exceed its design capacity during peak hours in 2006 if no upgrading works are carried out. To cope with the anticipated increase in traffic demand, we propose to upgrade this section of Ting Kok Road to a 7.3-metre wide dual 2-lane carriageway.

6. The volume/capacity (v/c)¹ ratios at peak hours for the above section of Ting Kok Road with or without the proposed upgrading works are as follows –

	Year			
	2001	2006	2011	2016
Without proposed upgrading works	0.79	1.18	1.36	1.56
With proposed upgrading works	-	0.31	0.36	0.42

¹ Volume to capacity (v/C) ratio is an indicator which reflects the performance of a road. A v/c ratio equal 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.

7. To enhance general traffic safety, we will remove sharp bends in the road geometry, improve junctions with side roads and realign footpaths and cycle tracks. We will also provide a subway for pedestrians and cyclists at Wong Yue Tan where the footpath and cycle track will cross the carriageway.

8. There have been records of landslides along the proposed upgrading section of Ting Kok Road. To ensure public safety, we will carry out slope stabilisation works such as installation of soil nails and buttresses on the existing slopes. We will also construct earth retaining structures including bored pile walls associated with the slope stabilisation works.

9. The project will affect 305 roadside trees, of which 114 trees will be felled, 46 trees will be transplanted and 145 trees will be retained. To compensate for the loss of the felled trees, we will plant about 536 trees using native species along the roadside. As regards landscaping works, we will re-provide about 37 000 square metres of amenity area and planting alongside the road. We will use hydroseeding to protect formed slopes.

FINANCIAL IMPLICATIONS

10. We estimate the cost of the project to be \$218.4 million in money-of-the-day (MOD) prices, made up as follows –

	\$ million
(a) Slope stabilisation works including earthworks, earth retaining structures and bored piled walls	127.3
(b) Roadworks with associated footpaths and cycle tracks	23.3
(c) Pedestrian/cyclist subway	4.7
(d) Drainage works and waterworks	16.8
(e) Landscaping works	3.4

(f) Noise mitigation measures		5.5	
(i) noise barriers	4.0		
(ii) low noise road surfacing	1.5		
(g) Consultants' fees for		21.0	
(i) construction stage	3.0		
(ii) resident site staff costs	18.0		
(h) Contingencies		20.0	
	Sub-total	222.0	(in September 2001 prices)
(i) Provision for price adjustment		(3.6)	
	Total	218.4	(in MOD prices)

PUBLIC CONSULTATION

11. We consulted the Traffic and Transport Committee (T&TC) of the then Tai Po District Board on the proposed works on 6 July 1995. Members of the T&TC had no objection to the proposed works. We also consulted the local Tai Po District Council (TPDC) Members and Village Representatives (VRs) on 15 April 2002 on the proposed works. The local TPDC members and VRs raised no objections to the project and offered useful suggestions for reprovisioning of affected facilities.

12. We gazetted the proposed roadworks under the Roads (Works, Use and Compensation) Ordinance on 22 August 1997 and received three objections. After a series of discussions, two objectors withdrew their objections. The remaining objector, who did not agree to the resumption of his land, refused to withdraw his objection. In 11 May 1999, the Chief Executive in Council authorized the proposed works.

ENVIRONMENTAL IMPLICATIONS

13. We completed an Environmental Impact Assessment study in January 1997. The study report identified the noise impact arising from the project and recommended measures to mitigate the impact to within established standards and guidelines. We will implement the mitigation measures which include the replanting of trees and the provision of direct noise mitigation measures. We will plant trees and shrubs on all disturbed and new slopes and provide amenity planting alongside the road. The direct noise mitigation measures include provision of low noise road surfacing and noise barriers (1.5 metres to 1.9 metres high) at some sections of the road. These will reduce traffic noise from 74 dB(A) to within the limit of 70 dB(A).

14. We will incorporate into the contract standard measures to control pollution arising during construction. These measures will include frequent watering of the site, the provision of wheel-washing facilities and covering of materials on trucks to reduce emission of dust, the use of silenced construction plant, siting of equipment and mobile noise barriers for controlling construction noise, and other procedures as recommended in Environmental Protection Department's Recommended Pollution Control Clauses.

LAND ACQUISITION

15. We will resume about 0.5 hectares of agricultural land and two mixed lots of building and agricultural land, of which the area of the building land portion is about 275 square metres. The land acquisition and clearance will not affect any household.

WAY FORWARD

16. We plan to seek the Public Works Sub-Committee's endorsement for upgrading this project to Category A in May 2002. We intend to start construction in September 2002 for completion in December 2004.

ADVICE SOUGHT

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

Transport Bureau
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