

**Administration's Response to Follow-up Actions Arising from Meeting
of Legislative Council Panel of Development on 22 November 2011**

**Planning Study on Future Land Use at Anderson Road Quarry -
Initial Land Use Options**

Purpose

At the meeting of the Legislative Council Panel of Development on 22 November 2011, the Administration was requested to provide detailed information about -

- (a) the preliminary traffic assessment for the development area, covering both the public rental housing Development at Anderson Road (DAR) and the proposed development at the Anderson Road Quarry (ARQ) site; and
 - (b) initial traffic and road improvement measures, and how these measures would address the anticipated increase in traffic arising from the developments at DAR and ARQ and ensure connectivity of the developments with the Kwun Tong town centre.
2. The Administration's response is detailed below.

The Administration's Response

- (a) **Preliminary traffic assessment for the development area (covering DAR and ARQ)**

Preliminary Traffic Assessment Area

3. The preliminary traffic assessment area is shown on **Plan 1**. The assessment has already taken into account the traffic to be generated by the new population of the future developments, including the proposed

development at the ARQ site¹, the planned DAR² and other committed developments and redevelopments within the district.

Existing Traffic Conditions

4. **Major roads:** according to the findings of existing traffic survey for major road within the traffic assessment area conducted under the preliminary traffic assessments, the Vehicular Traffic Flow/Capacity (V/C) ratio of Clear Water Bay Road (to Choi Hung direction) is 0.7-0.9, which is approaching to the design capacity.

5. **Road junctions:** Among the major road junctions within the traffic assessment area, two junctions have reached/are approaching to the point of saturation. The junction of Clear Water Bay Road/Lung Cheung Road, which is affected by traffic congestions outside the district, has already reached the point of saturation. The junction of Lin Tak Road/Tseung Kwan O Road/Sau Mau Ping Road is approaching to the design capacity.

(b) Initial traffic and road improvement measures, and how these measures would address the anticipated increase in traffic arising from the developments at DAR and ARQ and ensure connectivity of the developments with the Kwun Tong town centre.

Future Traffic Conditions and Recommended Improvement Measures

6. **Increased traffic flow:** according to the preliminary traffic assessment, apart from the traffic to be generated by the new population at DAR, the initial land use options proposed for ARQ will generate an addition of 1,500 Passenger Car Units Per Hour (PCUs) in the morning peak hours. This will impose further burden to the major roads and junctions

¹ The development at the ARQ site is estimated to accommodate a maximum population of 30,000.

² The design population for DAR is 48,300.

within the district. In order to meet the overall traffic demand, the Administration has proposed the following road/junction improvement measures for the developments at DAR and ARQ:-

(a) **DAR:** Civil Engineering and Development Department has prepared improvement works for the five road junctions to be affected by DAR (**Plan 2**), details and expected completion dates are as follows:-

- (i) New Clear Water Bay Road/Lee On Road: the junction is proposed to be widened with an additional left-turning lane at Lee On Road southbound and an additional left-turning traffic lane at New Clear Water Bay Road eastbound. The works are largely completed. Improved junction and roads have already been opened for public use;
- (ii) Hip Wo Street/Hong Ling Road: the junction will be widened with an additional traffic signal for pedestrian crossing Hong Ling Road. The works are in progress and scheduled for completion by early 2013;
- (iii) Clear Water Bay Road/Anderson Road: the junction will be widened with a reconfiguration of the existing priority junction to a signal-controlled junction. The works are in progress and scheduled for completion by end 2013;
- (iv) Sau Mau Ping Road/Sau Ming Road: the traffic lanes will be re-allocated to provide an additional left-turning traffic lane at Sau Ming Road northbound. The works are scheduled for completion by end 2013; and
- (v) Po Lam Road/Anderson Road : the junction will be widened with a reconfiguration of the existing priority junction to a signal-controlled junction. The works are scheduled for completion by end 2013.

(b) **ARQ:** The Study recommends further examining the improvement works for the following roads and junctions (**Plan 3**):

- (i) to provide an underpass at the junction of Clear Water Bay Road/Lung Cheung Road to allow direct traffic flow from Prince Edward Road East to Clear Water Bay Road;
- (ii) to provide a flyover from Lin Tak Road to Sau Mau Ping Road at the junction of Sau Mau Ping Road/Tseung Kwan O Road, and to reconfigure the existing signal-controlled junction to a free flow traffic lane. To facilitate the proposed measures, parts of Lin Tak Road and Sau Mau Ping Road would need to be widened; and
- (iii) to widen part of New Clear Water Bay Road to single 4-lane carriageway (dual directions) so that the number of traffic lanes to the Choi Hung Interchange direction could be increased from one to two.

Preliminary Assessment

7. According to the preliminary traffic forecast, the above road and junction improvement measures, together with the road infrastructure in East Kowloon³, will effectively improve the traffic conditions and accommodate the additional traffic to be generated by the developments at DAR and ARQ. With the above improvement measures, the forecasted V/C ratio of Clear Water Bay Road (to Choi Hung direction) in 2026 would be reduced from original value of 1.1 to a reasonable level of 0.6.

³ Major road developments include Central Kowloon Route and Trunk Road T2.

Next Step

8. The Planning Department has just completed the Stage 1 Community Engagement on the initial land use options. After considering the public comments received and formulating the preferred land use option, detailed traffic impact assessment would be undertaken for the preferred option. A preliminary outline development plan would then be prepared for the Stage 2 Community Engagement.

**Development Bureau
Planning Department
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