

立法會
Legislative Council

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Panel on Transport
Meeting on 21 February 2014

Background brief on Cross Bay Link

Purpose

This paper provides background information on Cross Bay Link ("CBL") at Tseung Kwan O and summarizes the major views and concerns expressed by Legislative Council Members on the project.

The need for CBL

2. At present, the Tseung Kwan O ("TKO") Tunnel is the main connection between TKO and other areas in the territory. The Feasibility Study for Further Development of TKO ("the TKO Study") completed in 2005 recommended a new external road network comprising CBL and Tseung Kwan O-Lam Tin Tunnel ("TKO-LT Tunnel") for meeting the long-term transport needs of TKO. According to the traffic impact assessment of the TKO Study, the existing TKO Tunnel would experience serious congestion after 2016 if an alternative external road connection is not provided. The Administration advises that it is necessary to complete CBL in conjunction with TKO-LT Tunnel to meet the anticipated traffic demand.

3. According to the traffic impact assessment of the TKO Study, the traffic generated by the new developments in the town centre area south of Po Yap Road and the southeastern part of TKO along Wan Po Road, and from existing land uses such as TKO Industrial Estate will overload the junctions along Wan Po Road and in the TKO town centre area if CBL is not provided together with the TKO-LT Tunnel.

4. Currently, Wan Po Road is the only road linking the southeastern part of TKO to the other areas. The commercial and industrial activities in the southeast area of TKO, particularly those in TKO Industrial Estate, would be

seriously affected if Wan Po Road is blocked by traffic accidents. The proposed CBL will provide an alternative access to the southeast TKO and therefore significantly increase the reliability of the road network serving this area.

5. The completion of CBL will provide relief to the anticipated congestion of the existing Wan Po Road and other roads in TKO town centre. Moreover, external heavy traffic to and from the southeast industrial area of TKO will be able to by-pass the TKO town centre, thus minimizing adverse traffic and environmental impacts on the residential areas in TKO. A location plan of CBL is in **Appendix I**.

6. On 9 January 2009, the Finance Committee approved the upgrading of part of 822TH, entitled CBL, TKO - investigation and preliminary design", to Category A at an estimated cost of \$59.1 million in money-of-the-day prices. According to the paper (PWSC(2008-09)50), the Administration intends to start the construction works of CBL in early 2013 for completion in 2016. The cost of the project is about \$2.2 billion.

Discussions by Members

Implementation schedule

7. The CBL project was discussed by the Panel on Transport ("the Panel") in November 2008. Members noted that CBL would be a 1.8 kilometres ("km") long dual two lane carriageway road including 1.1 km in viaduct form. The scope of the whole project included carriageway road with a cycle track and a footpath, the necessary slip roads and junction improvements. While Panel members in general expressed support for the project, they urged for its early implementation having regard to the need to provide an alternative external road connection to TKO Tunnel which was often saturated during peak hours.

8. In November 2013, the Administration advised Public Works Subcommittee ("PWSC") members that the detailed design and site investigation works of CBL were tentatively scheduled to commence in the third quarter of 2014 for completion in the third quarter of 2016.

9. In response to a Member's concern over the delay of commencement works of CBL at the PWSC meeting, the Administration advised that it was resolving more than 800 objections received when the proposed road scheme was gazetted under the Roads (Works, Use and Compensation) Ordinance (Chapter 370). The Administration would update the implementation schedule of the project from time to time in the light of changing circumstances. It

would strive to speed up the project as far as practicable.

Installation of communications equipment on the bridge of CBL

10. At the Council meeting of 15 May 2013, Hon Charles Peter MOK raised a question concerning the request for installing communications equipment on the bridge of CBL to facilitate the development of data centres.

11. The Administration advised that bridges, especially large-scale bridges such as CBL, were already accommodating a certain amount of infrastructural facilities as well as traffic control and surveillance systems to ensure traffic safety on and smooth operation of the bridges. Installation of such additional facilities as cables and conduits other than those necessary for daily operation might not only affect the design of the bridges, but also imposed extra loads on the bridges' building structure. Subject to their nature and structure, the additional facilities might also affect vehicular and pedestrian safety to a certain extent. Moreover, such additional facilities usually required regular maintenance or unscheduled emergency repairs. These works might result in partial or complete closure of the bridge sections, causing serious traffic congestion and inconvenience to road users (especially during peak hours) and also rendering the bridges not being able to fully perform their function of diverting traffic flow.

12. The Administration further advised that it had set out the criteria for handling installation proposals of additional facilities. Under normal circumstances, the Administration would approve installing such public utilities as telecommunications cables on bridge structures only when there were no feasible alternatives. At present, the consultancy report on the project design of CBL covered only the design of the bridge itself but not the installation proposals of other public utilities.

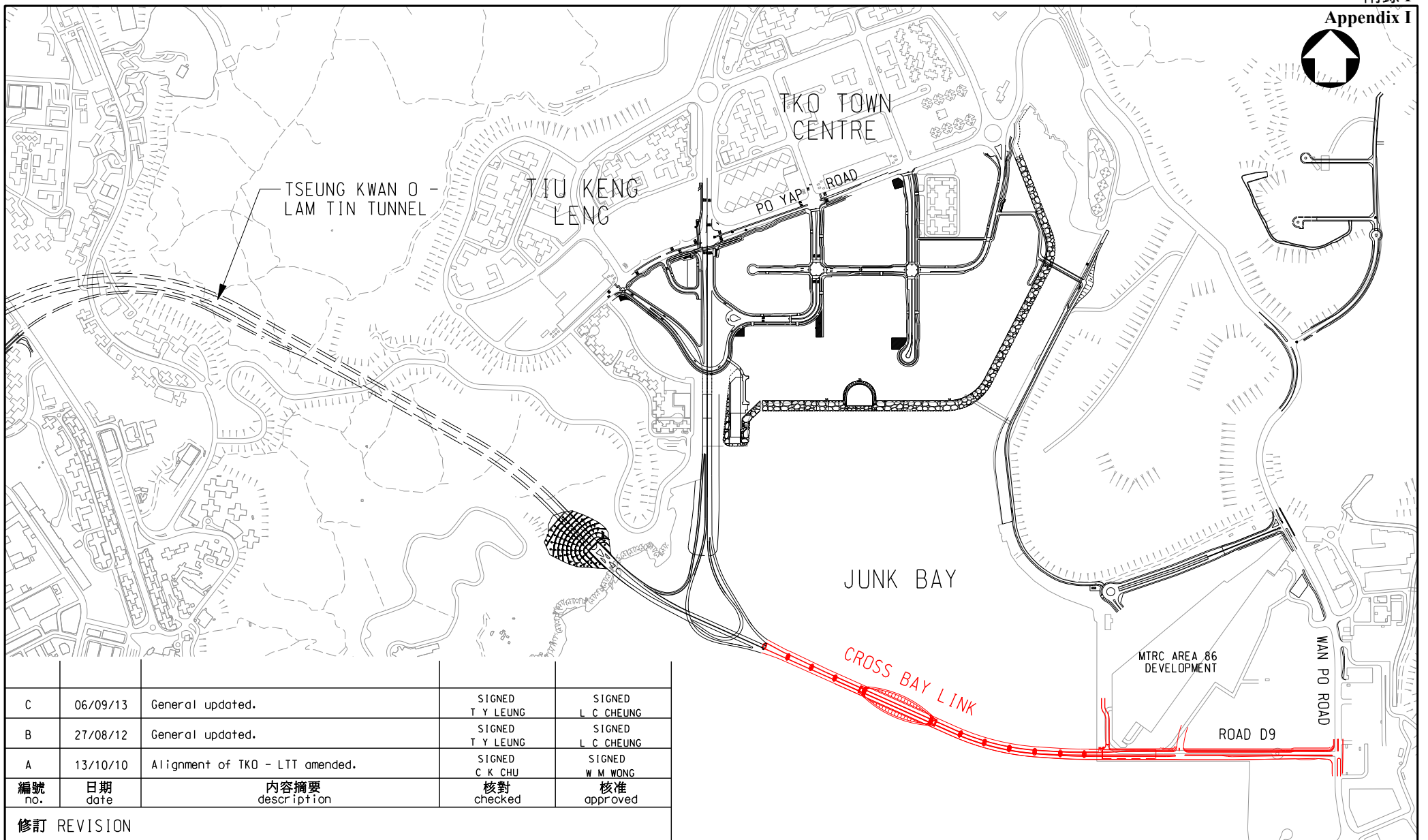
Latest position

13. The Administration plans to seek support for the funding application for taking forward the detailed design and associated site investigation works for CBL, TKO at the Panel meeting to be held on 21 February 2014.

Relevant papers


14. A list of relevant papers is in **Appendix II**.

Council Business Division 1
Legislative Council Secretariat
17 February 2014



C	06/09/13	General updated.	SIGNED T Y LEUNG	SIGNED L C CHEUNG
B	27/08/12	General updated.	SIGNED T Y LEUNG	SIGNED L C CHEUNG
A	13/10/10	Alignment of TKO - LTT amended.	SIGNED C K CHU	SIGNED W M WONG
編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved

修訂 REVISION

<p>圖則名稱 drawing title</p> <p>LOCATION PLAN OF CROSS BAY LINK</p>	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	<p>辦事處 office</p> <p>新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE</p>
	S.C.FUNG	SIGNED	15.09.10	CE43/2008(HY)	
	核對 checked	簽署 initial	日期 date	比例 scale	 <p>土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT</p>
C.K.CHU	SIGNED	15.09.10	1 : 15 000		
核准 approved	簽署 initial	日期 date	圖則編號 drawing no.	<p>TKZ0694C</p>	

Cross Bay Link

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
28.11.2008	Panel on Transport ("TP")	Administration's paper on 823TH – Tseung Kwan O-Lam Tin Tunnel and 822TH – Cross Bay Link, Tseung Kwan O	CB(1)1999/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-1999-1-e.pdf
		Background brief on 823TH – Tseung Kwan O-Lam Tin Tunnel and 822TH – Cross Bay Link, Tseung Kwan O	CB(1)254/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-254-e.pdf
		Administration's supplementary information paper on 823TH - Tseung Kwan O-Lam Tin Tunnel and 822TH - Cross Bay Link, Tseung Kwan O	CB(1)281/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-281-1-e.pdf
		Minutes of the meeting	CB(1)632/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081128.pdf
15.12.2008	Public Works Subcommittee ("PWSC")	822TH – Cross Bay Link, Tseung Kwan O	PWSC(2008-09)49 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p08-49e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of the meeting	PWSC32/08-09 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20081215.pdf
9.1.2009	Finance Committee	Recommendations of the Public Works Subcommittee made on 3 and 15 December 2008	FCR(2008-09)54 http://www.legco.gov.hk/yr08-09/english/fc/fc/papers/f08-54e.pdf
		Minutes of the meeting	FC75/08-09 http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090109.pdf
15.5.2013	Council meeting	Hon Charles Peter Mok raised a question on Tseung Kwan O Cross Bay Link	http://www.info.gov.hk/gia/general/201305/15/P201305140468.htm
27.11.2013	PWSC	Forecast of submissions for the 2013-2014 Legislative Council session	PWSCI(2013-14)11 http://www.legco.gov.hk/yr13-14/english/fc/pwsc/papers/pi13-11e.pdf
		Minutes of the meeting	PWSC20/13-14 http://www.legco.gov.hk/yr13-14/english/fc/pwsc/minutes/pwsc20131127.pdf