

Legislative Council Public Works Subcommittee

**Development of Anderson Road Quarry Site
Site Formation and Associated Infrastructure Works**

Supplementary Information

Introduction

Among the follow-up actions of the Legislative Council (LegCo) Public Works Subcommittee meeting on 21 May 2016, Members requested the Government to provide supplementary information about the pedestrian connectivity facilities (PCFs) for the site formation and associated infrastructure works of the Anderson Road Quarry (ARQ) site.

Proposed Pedestrian Connectivity Facilities

The Civil Engineering and Development Department (CEDD) proposes to construct PCFs, including footbridges, lift towers and/or escalators, along four routes in two phases, so as to reduce the residents' demand for short-trip transportation in Kwun Tong. Phase 1 of the PCFs includes 7 sets of footbridges, 11 lift towers, 2 sets of escalators and 2 subways near On Tat Estate, Hiu Lai Court and Hiu Wah Building, as well as the proposed bus-to-bus interchange (BBI) at the toll plaza of Tseung Kwan O Tunnel, i.e. routes 1, 2 and 4 (part).

Details of the four proposed pedestrian connectivity routes are as below:

Routes (Please refer to Appendix 1)

Route 1 (Hiu Lai Line): via west of On Tat Estate, north of Sau Mau Ping Shopping Centre, Hiu Lai Court, Tsui Ping (North) Estate to Kwun Tong MTR Station;

Route 2 (Hiu Wah Line): via west of On Tat Estate, south of Sau Mau Ping Shopping Centre, Hiu Wah Building, Tsui Ping (North) Estate to Kwun Tong MTR Station;

Route 3 (Sau Nam Line): via east of On Tat Estate, Po Tat Estate, Sau Mau Ping (South) Estate, Hiu Ming Street Football Court, Tsui Ping (North) Estate to Kwun Tong MTR Station; and

Route 4 (Po Tat Line): via east of On Tat Estate, Po Tat Estate to the proposed BBI at the toll plaza of Tseung Kwan O Tunnel.

Details of PCF (Phase 1)

Route 1 (Hiu Lai Line)

Name of Facility / Location	Major Facilities
PCF – E1 (see Appendix 2) (Hiu Ming Street to Hiu Kwong Street)	(a) Construction of a set of 12 escalators on an elevated covered walkway with an overall height of approximately 42 metres and an overall length of approximately 180 metres in Sau Mau Ping Memorial Park.
PCF – System A (see Appendix 3) (On Sau Road to Road L4 at the ARQ site)	(a) Construction of 3 lift towers with staircases, and 4 lifts, 2 lifts and 4 lifts respectively at the ARQ site and near the west of On Tat Estate. (b) Construction of a subway under the proposed Road L4 at the ARQ site. (c) Construction of an approximately

	3.2-metre wide and 30-metre long elevated covered walkway to connect the above-mentioned lift towers to the ARQ site.
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Route 2 (Hiu Wah Line)

Name of Facility / Location	Major Facilities
PCF – E2 (see <u>Appendix 2</u>) (Hiu Kwong Street to Footbridge to Sau Ming Street)	<p>(a) Construction of an approximately 13-metre high lift tower with staircases and 2 lifts at Hiu Kwong Street near Hiu Wah Building.</p> <p>(b) Construction of an approximately 3.2-metre wide and 50-metre long elevated covered walkway to connect the above-mentioned lift tower to the lift tower linking Sau Ming Road to be constructed by the Housing Department under entrustment by the Highways Department.</p>
PCF – E3 (see <u>Appendix 2</u>) (Hiu Ming Street to Hiu Kwong Street)	<p>(a) Construction of an approximately 46-metre high lift tower with staircases and 3 lifts at Hiu Ming Street.</p> <p>(b) Construction an approximately 3.8-metre wide and 45-metre long elevated covered walkway to connect the above-mentioned lift tower to Hiu Kwong Street.</p>

Route 4 (Po Tat Line) (Part)

Name of Facility / Location	Major Facilities
<p>PCF – System B (see <u>Appendix 4</u>) (On Tat Estate to the east of the ARQ site)</p>	<p>(a) Construction of 3 lift towers (approximately 32-, 15- and 15-metre high respectively) with staircases, and 2 lifts, 2 lifts, 4 lifts respectively at the ARQ site and near the east of On Tat Estate.</p> <p>(b) Construction of a subway under the proposed Road L1 at the ARQ site.</p> <p>(c) Construction of 2 approximately 3.2-metre wide, respectively 50-metre and 130-metre long elevated covered walkways to connect the above-mentioned lift towers to the existing footbridge at the Development of Anderson Road.</p>
<p>PCF – E11 (see <u>Appendix 5</u>) (Proposed BBI to Sau Mau Ping Road near Po Tat Estate)</p>	<p>(a) Construction of 2 approximately 11-metre high lift towers with staircases and each with 2 lifts at the eastbound of the proposed BBI at the toll plaza of Tseung Kwan O Tunnel.</p> <p>(b) Construction of a set of approximately 2.8-metre wide and 100-metre long elevated covered walkway to connect the above-mentioned lift towers to Sau Mau Ping Road.</p>

<p>PCF – E12 (see <u>Appendix 5</u>) (Proposed BBI to Lin Tak Road near Hong Wah Court)</p>	<p>(a) Construction of an approximately 16-metre high lift tower with staircases and each with 2 lifts at the westbound of the proposed BBI at the toll plaza of Tseung Kwan O Tunnel.</p> <p>(b) Construction of an approximately 16-metre long covered elevated walkway to connect the above-mentioned lift tower to Lin Tak Road.</p>
<p>Proposed BBI at the toll plaza of Tseung Kwan O Tunnel (see <u>Appendix 5</u>)</p>	<p>(a) Construction of 2 sets of covered walkway, approximately 100- and 79-metre long respectively, at the passenger holding area.</p>

Estimated Usage and Efficiency of PCF (Phase 1)

On the basis of current and on-site survey data, the consultants gave estimates on the pedestrian flow of the PCFs in 2026 by using a computer model. The hourly pedestrian flows of the PCFs during peak hours are as below:

Route / Location	Facility	Estimated Peak Hour 2-way Pedestrian Flow / Hour	Estimated Peak Hour 1-way Pedestrian Flow / Hour
Route 1 (Hiu Lai Line)	PCF – E1	about 2,200	about 2,000
	PCF – System A	about 2,600	about 2,100
Route 2 (Hiu Wah Line)	PCF – E2	about 1,800	about 1,600
	PCF – E3	about 1,800	about 1,600
Route 4 (Po Tat Line (part))	PCF – E11	about 600	about 550
	PCF – E12	about 600	about 550
	PCF – System B	about 2,500	about 1,800

The distances between estates and locations along each pedestrian route are set out at **Table 1**. With these PCFs, more people would be encouraged to access to various locations in the district (including the MTR station and proposed BBI for travel to other districts) on foot, thereby reducing the demand for short-trip public transportation by the residents in the district and releasing the road capacity.

Construction Cost, Programme and Arrangements during Construction of PCF (Phase 1)

Should the Finance Committee (FC) of LegCo approve the funding application in June 2016, PCF (Phase 1) is anticipated to be commenced in early 2017 for completion in 2020 the earliest by phases. The breakdown of construction cost of PCF (Phase 1) is set out at **Table 2**.

CEDD will stipulate in the construction contract that the contractor is required to set up community liaison groups and keep close liaison with the nearby residents, with a view to minimising the environmental and traffic impacts during construction. Furthermore, CEDD will implement mitigation measures to control the construction dust and noise during construction. The mitigation measures include watering at site, use of quiet plants and working methods. CEDD will also liaise closely with the nearby schools to avoid carrying out noisy construction works during the examination period. Besides, the construction of “PCF – E1” will not affect the daily operation of the temple near Sau Mau Ping Memorial Park.

PCF (Phase 2)

PCF (Phase 2) includes the facilities at Route 3 (Sau Nam Line) and Route 4 (Po Tat Line) (remaining part), which involve issues such as potential land resumption or creation of easement, hence necessitating a longer time for preparation and consultation before construction. Our tentative plan is to seek FC’s funding approval for the remainder works in early 2017. Further details will then be provided.

Appendices

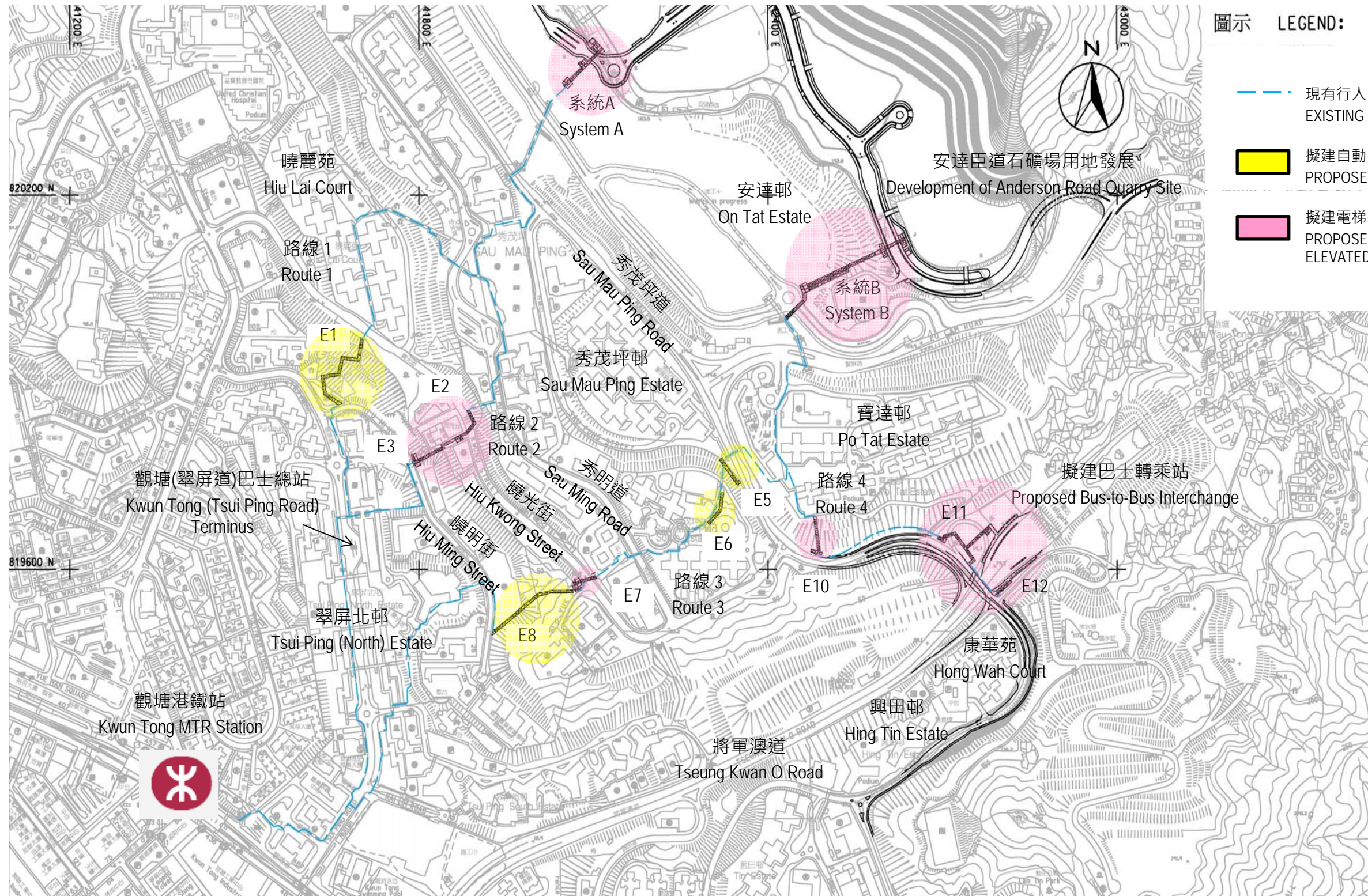
- Appendix 1** Development of Anderson Road Quarry Site – Proposed Pedestrian Connectivity Facilities
- Appendix 2** Pedestrian Connectivity Facilities (E1, E2 and E3) – Layout Plan and Artist’s Impression
- Appendix 3** Pedestrian Connectivity Facilities (System A) – Layout Plan and Artist’s Impression
- Appendix 4** Pedestrian Connectivity Facilities (System B) – Layout Plan and Artist’s Impression
- Appendix 5** Pedestrian Connectivity Facilities (Proposed Bus-to-Bus Interchange, E11 and E12) – Layout Plan and Artist’s Impression

Table 1**Distances between Estates and Locations along the PCF Routes**

	ARQ Site (System A)	ARQ Site (System B)	On Tat Estate (West)	On Tat Estate (East)	Po Tat Estate	Sau Mau Ping Estate	Hiu Lai Court	Hiu Wah Building	Tsui Ping (North) Estate	Kwun Tong (Tsui Ping Road) Terminus	Kwun Tong MTR Station	Proposed BBI at TKO Tunnel
ARQ Site (System A)		N/A	170m	N/A	N/A	530m	860m	910m	1370m	1390m	2000m	N/A
ARQ Site (System B)			N/A	230m	530m	710m	N/A	1400m	1520m	1740m	2140m	1070m
On Tat Estate (West)				N/A	N/A	360m	690m	740m	1200m	1220m	1800m	N/A
On Tat Estate (East)					300m	480m	N/A	1170m	1290m	1510m	1910m	840m
Po Tat Estate						400m	N/A	1090m	1210m	1430m	1830m	760m
Sau Mau Ping Estate							330m	370m	810m	650m	1350m	710m
Hiu Lai Court								410m	330m	530m	1230m	N/A
Hiu Wah Building									370m	270m	970m	N/A
Tsui Ping (North) Estate										N/A	700m	N/A
Kwun Tong (Tsui Ping Road) Terminus											700m	N/A
Kwun Tong MTR Station												N/A

Breakdown of Construction Cost of PCF (Phase 1)

	\$ million	
PCF (Phase 1)		
(i) PCF – E1 (escalators)		
(ii) PCF – E2 and E3 (lift towers and elevated covered walkways)	180.8 155.8	
(iii) PCF – System A (lift towers, elevated covered walkway and subway)	167.5	
(iv) PCF – System B (escalators, lift towers, elevated covered walkways and subway)	275.6	
(v) PCF – E11 (lift towers and elevated covered walkway)	110.1	
(vi) PCF – E12 (lift tower and elevated covered walkway)	22.4	
(vii) Proposed BBI	31.1	
Sub-total	943.3	(in September 2015 prices)



圖示 LEGEND:

- - - 現有行人路
EXISTING FOOTPATH
- 擬建自動電梯
PROPOSED ESCALATOR
- 擬建電梯塔及高架行人道
PROPOSED LIFT TOWER AND ELEVATED WALKWAY

圖則名稱 Drawing Title

安達臣道石礦場用地發展 - 擬議行人連繫設施
Development of Anderson Road Quarry Site - Proposed Pedestrian Connectivity Facilities

項目編號 Item No.

765CL

比例 Scale

圖則編號 Drawing No.

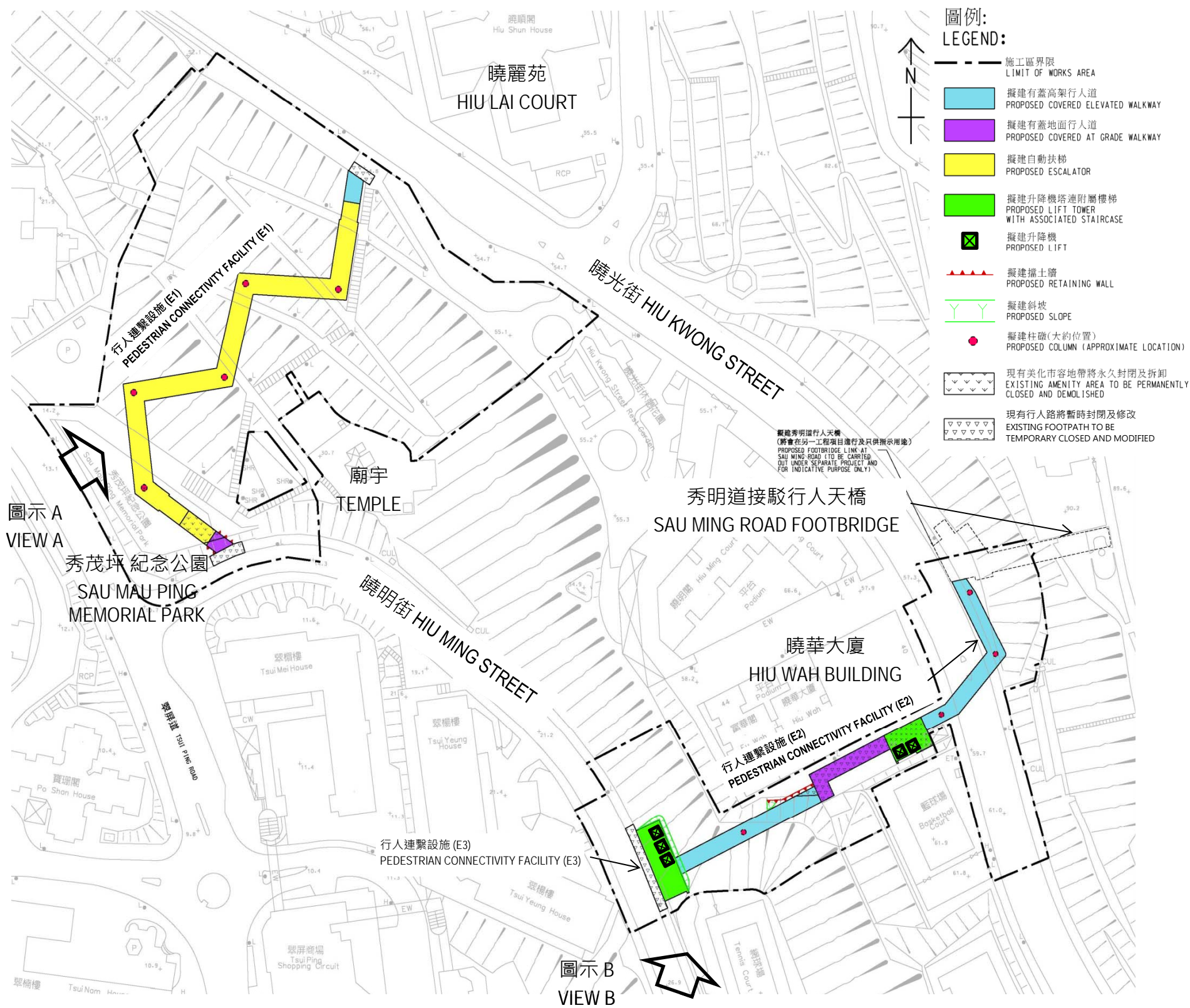
附件一 Appendix 1

辦事處 Office

新界東拓展處
NEW TERRITORIES EAST
DEVELOPMENT OFFICE



土木工程拓展署
CIVIL ENGINEERING
AND DEVELOPMENT
DEPARTMENT



圖示 A
VIEW A

圖示 A
VIEW A

圖示 B
VIEW B

圖示 B
VIEW B

圖則名稱 Drawing Title

行人連繫設施(E1、E2及E3) - 平面圖及構思圖
Pedestrian Connectivity Facilities (E1, E2 and E3) - Layout Plan and Artist's Impression

項目編號 Item No.

765CL

比例 Scale

圖則編號 Drawing No.

附件二 Appendix 2

辦事處 Office

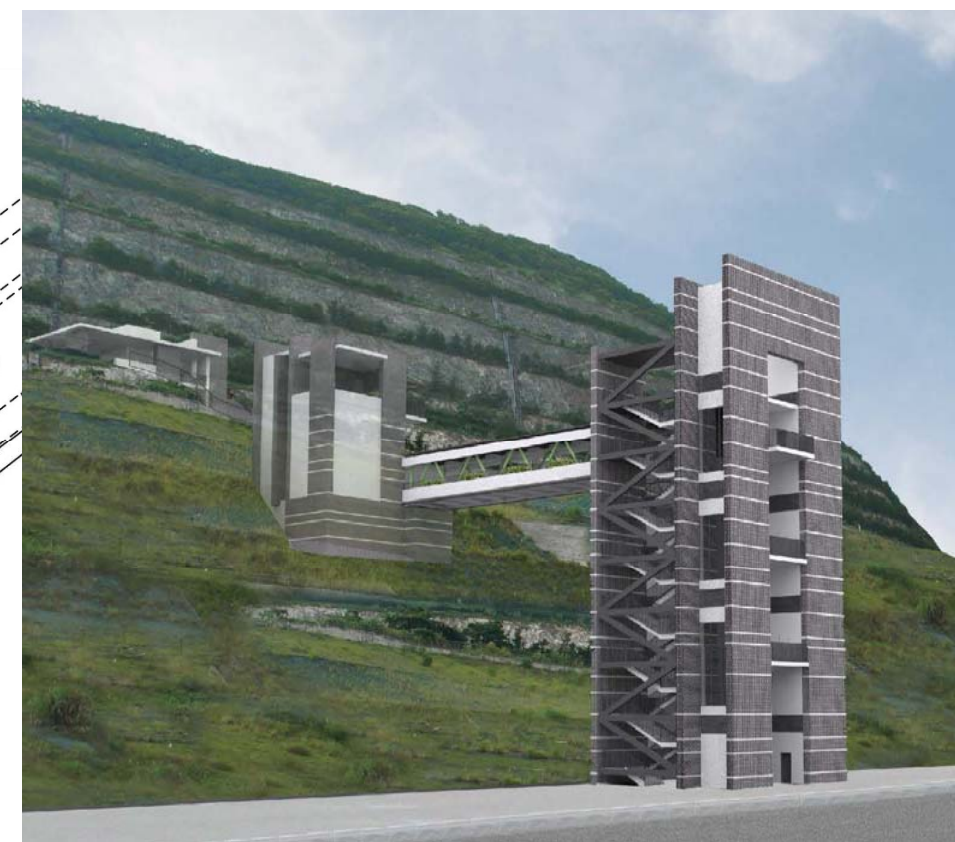
新界東拓展處
NEW TERRITORIES EAST
DEVELOPMENT OFFICE



土木工程拓展署
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AND DEVELOPMENT
DEPARTMENT

圖例:
LEGEND:

-  施工區界限
LIMIT OF WORKS AREA
-  擬建有蓋高架行人道
PROPOSED COVERED ELEVATED WALKWAY
-  擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY
-  擬建升降機塔連附屬樓梯
PROPOSED LIFT TOWER WITH ASSOCIATED STAIRCASE
-  擬建升降機
PROPOSED LIFT
-  擬建電力變壓房及電掣房
PROPOSED TRANSFORMER ROOM AND SWITCH ROOM
-  擬建擋土牆
PROPOSED RETAINING WALL



圖示 A
VIEW A

圖示 A

VIEW A

圖則名稱 Drawing Title

行人連繫設施(系統A) - 平面圖及構思圖
Pedestrian Connectivity Facilities (System A) - Layout Plan and Artist's Impression

項目編號 Item No.

765CL

比例 Scale

圖則編號 Drawing No.

附件三 Appendix 3

辦事處 Office

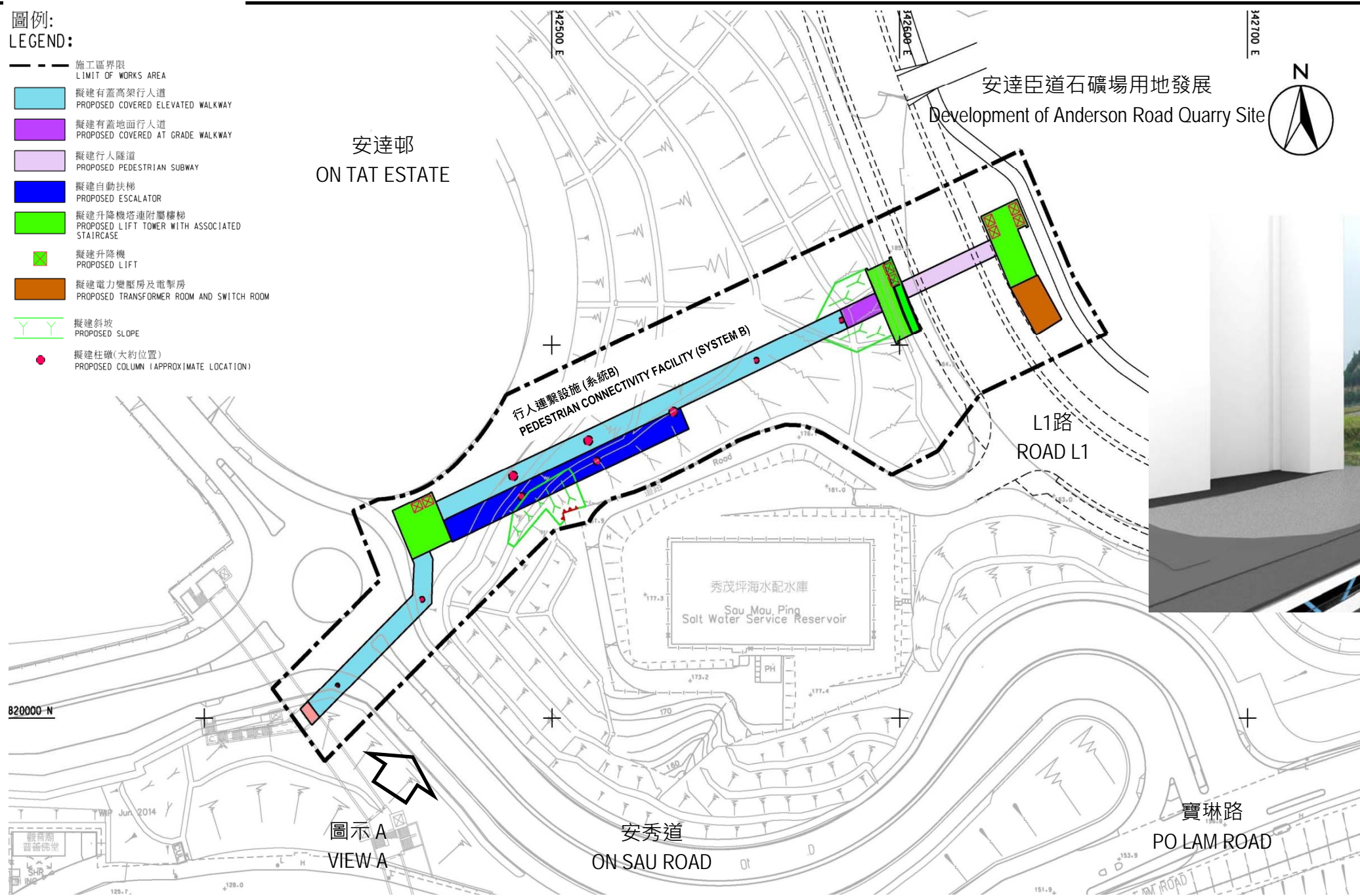
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CIVIL ENGINEERING
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DEPARTMENT

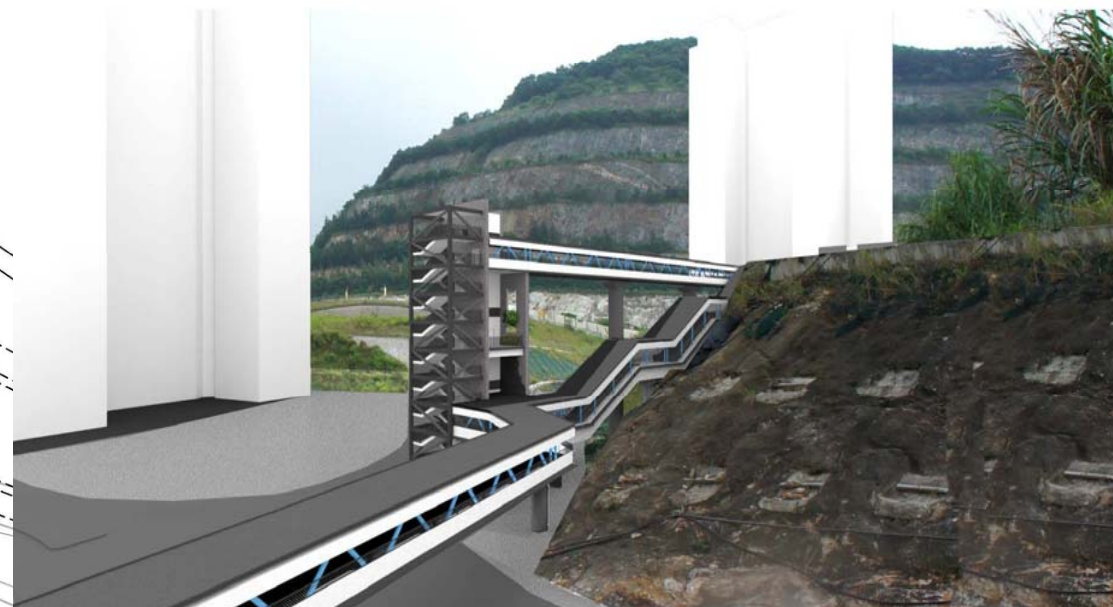
圖例:
LEGEND:

- 施工區界限
LIMIT OF WORKS AREA
- 擬建有蓋高架行人道
PROPOSED COVERED ELEVATED WALKWAY
- 擬建有蓋地面行人道
PROPOSED COVERED AT GRADE WALKWAY
- 擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY
- 擬建自動扶梯
PROPOSED ESCALATOR
- 擬建升降機塔連附屬樓梯
PROPOSED LIFT TOWER WITH ASSOCIATED STAIRCASE
- 擬建升降機
PROPOSED LIFT
- 擬建電力變壓房及電掣房
PROPOSED TRANSFORMER ROOM AND SWITCH ROOM
- 擬建斜坡
PROPOSED SLOPE
- 擬建柱礎(大約位置)
PROPOSED COLUMN (APPROXIMATE LOCATION)



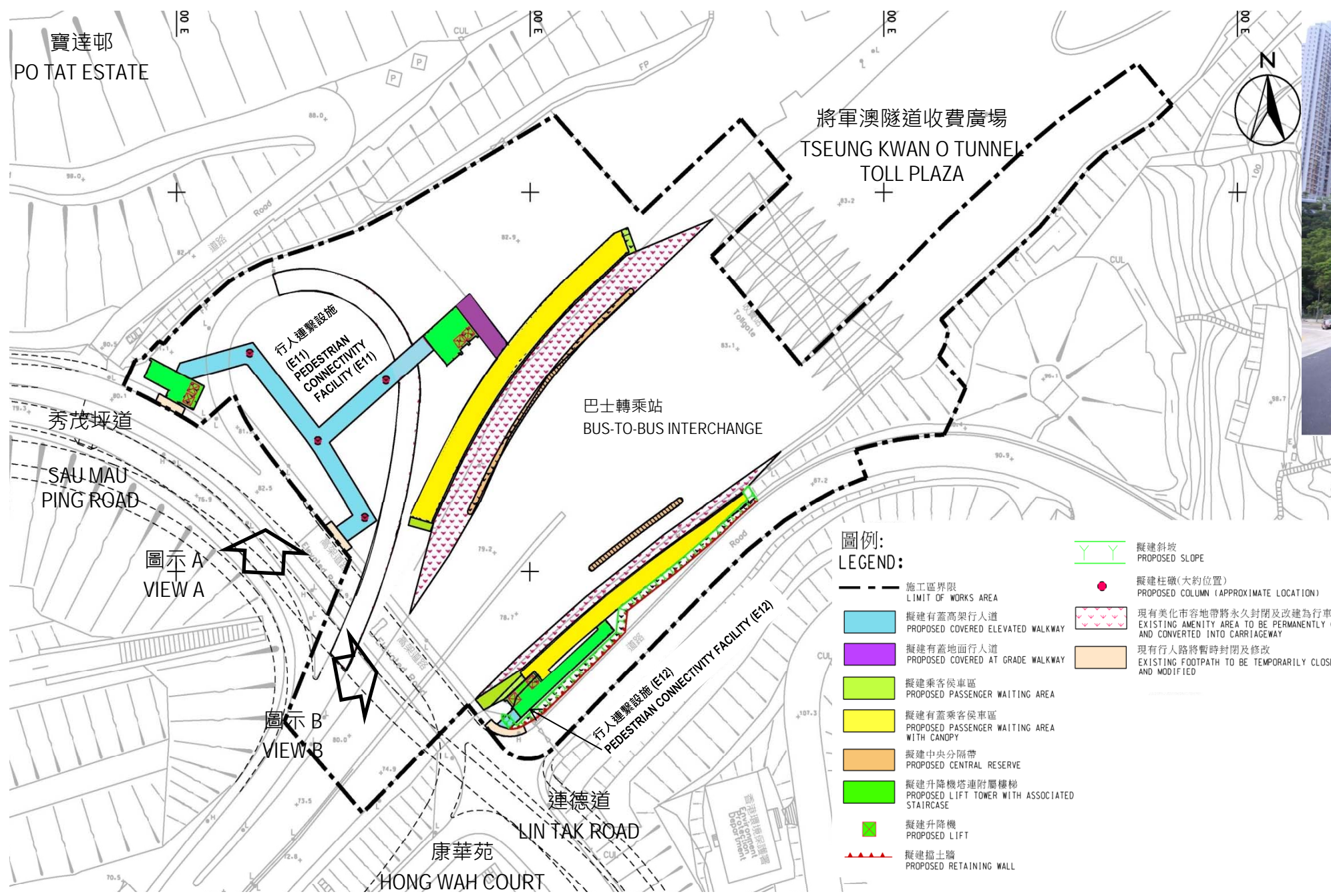
安達臣道石礦場用地發展
Development of Anderson Road Quarry Site

安達邨
ON TAT ESTATE



圖示 A VIEW A

<p>圖則名稱 Drawing Title</p> <p>行人連繫設施(系統B) - 平面圖及構思圖 Pedestrian Connectivity Facilities (System B) - Layout Plan and Artist's Impression</p>	<p>項目編號 Item No. 765CL</p>	<p>辦事處 Office 新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE</p>
	<p>比例 Scale</p>	<p>土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT</p>
	<p>圖則編號 Drawing No. 附件四 Appendix 4</p>	



圖示 A VIEW A



圖示 B VIEW B

圖則名稱 Drawing Title 行人連繫設施(巴士轉乘站、E11及E12) - 平面圖及構思圖 Pedestrian Connectivity Facilities (Bus-to-Bus Interchange, E11 and E12) - Layout Plan and Artist's Impression	項目編號 Item No. 765CL	辦事處 Office 新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	比例 Scale	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	圖則編號 Drawing No. 附件五 Appendix 5	