

**Legislative Council Finance Committee
Meeting on 26 January 2018**

PWP Item No. 765CL

**Development of Anderson Road Quarry Site -
Road Improvement and Infrastructure Works**

Supplementary Information

Purpose

At the Legislative Council (LegCo) Finance Committee meeting on 26 January 2018, Members requested the Administration to provide supplementary information on the following issues relating to the road improvement and infrastructure works of the Anderson Road Quarry (ARQ) site:

- (a) *the vehicular traffic generated by public rental housing (PRH) districts generally in the morning peak hours generally;*
- (b) *the respective numbers of people attending the public engagement exercises of the Kwun Tong District Council (KTDC) and the Sai Kung District Council (SKDC) conducted in 2013 and the views of attendees; and*
- (c) *the number of lifts to be provided under the proposed development of the ARQ site, the respective numbers of wheelchairs to be accommodated by each lift, and whether more than one lift would be provided in the same location, so that wheelchair users could still make use of the other lift when one lift broke down.*

The Administration's Response

(a) General Vehicular Traffic at PRH Districts

Considering the travel pattern of residents in PRH development districts, PRH residents generally opt for commuting by public transport. Therefore, vehicular traffic generated by PRH development districts will be lower than that of private buildings. For the specific figures of vehicular traffic, please refer to the Transport

Planning and Design Manual for reference.

(b) Planning Study on Future Land Use at the ARQ

2. Two community engagements (CEs) were undertaken by the Planning Department (PlanD) in August to November 2011 and June to September 2012, respectively for the “Planning Study on Future Land Use at Anderson Road Quarry – Feasibility Study” (the Study). Various consultation activities were organised during the CEs, including 14 briefing sessions, consultations with the Town Planning Board, the Planning Sub-committee of the Land and Development Advisory Committee, and local stakeholders such as the KTDC and the SKDC. The Study team also held two public forums in November 2011 and July 2012, attracting participants of various backgrounds, including local residents, KTDC members, academics, students, representatives of community organisations and environment protection groups, as well as the general public, to express their views on the Study. Moreover, the PlanD consulted the LegCo Panel on Development on the draft Outline Development Plan for the ARQ (the Study Site) in June 2012, and roving exhibitions were staged at various locations in Kwun Tong, Sau Mau Ping and Tseung Kwan O by the Study team.

3. Having considered the public views collected, PlanD formulated the final Recommended Outline Development Plan for future development of the Study Site and briefed the KTDC and the Housing and Environmental Hygiene Committee of the SKDC on 1 March 2013 and 14 March 2013, respectively. According to our records, 40 KTDC members and 22 SKDC members attended these two said meetings, respectively. The KTDC expressed concern about the cumulative traffic impact generated by the Study Site, but generally agreed to the proposed housing mix with a public-to-private housing ratio of 20:80. The SKDC members offered their views on traffic issues, and also suggested fine-tuning the proposed housing mix and exploring room for further increases in plot ratio.

(c) Lift Works

4. To complement the development of the ARQ site, the Civil Engineering and Development Department proposes to construct pedestrian connectivity facilities (PCFs), including footbridges, lift towers and/or escalators, along four routes, so as to enhance pedestrian connectivity between the development site and nearby areas.

5. Taking into account the pedestrian flow and utilisation of the existing facilities

of lift towers, a total of 11 lift towers will be constructed in Phases 1 and 2 of the PCF works. Two or more lifts will be provided in each of the lift tower such that other lift(s) will still be available in case one of the lifts broke down. The design of the lifts has taken into consideration the needs of wheelchair users and there will be adequate space to accommodate at least one wheelchair.

Development Bureau
Civil Engineering and Development Department
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