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(Translation)

6 June 2018

Ms Doris LO
Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

By Email
(dwylo@legco.gov.hk)

Dear Ms LO,

Legislative Council Public Works Subcommittee
Meetings on 12 and 14 May 2018
Cross Bay Link, Tseung Kwan O – construction

Supplementary Information

Regarding the request made by Members at the meetings of the Legislative Council (LegCo) Public Works Subcommittee on 12 and 14 May 2018 for information on renewable energy facilities in the Cross Bay Link (CBL) project and the updated traffic figures of the critical road junctions at Tseung Kwan O (TKO) town centre and along Wan Po Road indicated in paragraph 8 of Paper No. PWSC(2018-19)11, our reply is as follows.

Renewable Energy Facilities

About 100m^2 has been reserved at the rooftop of the Electrical and Mechanical (E&M) Plantroom under the project for the installation of renewable energy facilities. The Civil Engineering and Development Department (CEDD) will consider installing photovoltaic panels at the said reserved space, which are expected to generate 10,000 kilowatt-hours of

electricity annually to support the daily operation of the E&M Plantroom.

Traffic Condition of Critical Road Junctions

The Development Bureau has been carrying out a series of land use reviews, including reviews on the government land currently vacant, under short term tenancies or different short-term or government uses, as well as "Green Belt" ("GB") sites, with a view to identifying more suitable sites for conversion to residential use. In this connection, the CEDD commissioned consultants to conduct a feasibility study on the 9 potential housing sites in TKO since 2015. According to the preliminary findings of the feasibility study, out of the 9 sites, it is concluded that there is no insurmountable technical problem for the proposed public housing development in 5 "GB" sites. Thus, the 5 sites are proposed to be rezoned and developed first for housing development to enable early provision of housing units.

Subsequently, CEDD completed the preliminary traffic impact assessment in 2017 on the proposed rezoning of the 5 "GB" sites for housing development on the assumption that the CBL project would be completed before the relevant population intake.

According to the preliminary traffic impact assessment on the proposed rezoning of the 5 "GB" sites for housing development, under the scenario of the completion of the CBL project and rezoning of the 5 "GB" sites for housing development, the traffic condition of critical road junctions and major roundabout in 2029 will be as follows[1]:

[1] Further traffic impact assessment will be conducted to comprehensively review the traffic conditions in the vicinity of the 5 proposed housing sites at the detailed design stage.

Major Signal-controlled Junction	Reserve Capacity[2]	
	With CBL Completed	
	Morning peak hour	Afternoon peak hour
Po Yap Road/ Tong Chun Street	16%	40%
Po Yap Road/ Chui Ling Road/ Po Shun Road	9%	>50%
Wan Po Road/ Shek Kok Road	8%	43%
Wan Po Road/ Pak Shing Kok Road	>50%	>50%

Major Roundabout	Design Flow to Capacity Ratio[3]	
	With CBL Completed	
	Morning peak hour	Afternoon peak hour
Wan Po Road/ Chiu Shun Road/ Po Yap Road	0.44	0.37

Yours sincerely,

(Miss Gillian CHAN)
for Secretary for Transport and Housing

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2 The performance of a signal-controlled junction is indicated by its reserve capacity. A positive reserve capacity indicates that the junction is operating with spare capacity, a reserve capacity >50% indicates that the junction has sufficient capacity, rendering smooth traffic flow conditions. A negative reserve capacity indicates that junction is overloaded, resulting in traffic queue and longer travel time.

3 The traffic condition of a roundabout is indicated by its "design flow to capacity" ratio. A ratio equals to or less than 1.0 indicates that the traffic condition is acceptable. A ratio above 1.0 indicates that the roundabout is overloaded, resulting in traffic queue and longer travel time.

c.c.
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