

**Legislative Council Finance Committee**

**PWP Item No. 716CL**

**Tseung Kwan O further development – infrastructure works for  
Tseung Kwan O Stage 1 landfill site**

**Follow-up to meeting on 16 December 2020**

At the meeting on 16 December 2020, the Finance Committee discussed the proposal in the Legislative Council Finance Committee Paper No. FCR(2020-21)73. Members requested the Government to provide supplementary information on the proposed footbridge across Eastern Channel at Tseung Kwan O (TKO) South (Southern Bridge). Our reply is set out below:

- (a) At the request of Hon Tony TSE, the Government shall provide the pedestrian flow of the pedestrian-cum-cycle bridge across the Eastern Channel at its northern end (Northern Bridge).**
  
- (b) At the request of Hon Michael TIEN, the Government shall explain that in the planning stage, apart from building the Northern and Southern Bridges, whether other alternatives, including constructing a single pedestrian-cum-cycle bridge, was considered to serve the planned population of the areas. If yes, please provide the comparison on the effectiveness between the respective option and the two-bridge scheme currently proposed by the Government.**

According to the approved TKO Outline Zoning Plan (OZP), the Government planned to construct two bridges across the Eastern Channel (i.e. the existing Northern Bridge and proposed Southern Bridge, see Figure 1) to enhance the connectivity among neighboring communities, facilitate the interflow of people thereat, and cope with the public needs of various livelihood activities, commuting, leisure and recreation.

To align with the different development paces of individual communities in TKO South, the Government implemented the Northern Bridge and Southern Bridge in sequential and timely manner. As the TKO Areas 51, 55, 56, 57, 65, 66A and 66B on both sides of the northern part of the Eastern Channel were developed earlier, the Government first commissioned the Northern Bridge in 2012 for shared use by the pedestrians and cyclists to serve the people of these areas. With the

development of TKO Areas 66C, 66D, 67, 68, 77 and 86 at the southern part of the Channel being implemented progressively in recent years, the Government concurrently take forward the design and construction of the Southern Bridge for pedestrians use.

On item (a) above, the planned population of the communities on both sides of the Eastern Channel will be over 155,000. When the development of various communities in TKO Southern become further mature, and when a mass of visitors is attracted to enjoy the spectacular water sports events at the Eastern Channel, the estimated peak pedestrian flows of the Northern Bridge and the Southern Bridge would reach 2,000 and 4,000 people per hour respectively.

On item (b) above, as aforementioned, in accordance with the approved TKO OZP and in consideration of the development paces of the areas along both sides of the Eastern Channel, the Government implemented in phases the Northern Bridge and Southern Bridge, which are 450 metres apart, to span across the Eastern Channel. If the two bridges were combined as one, be it placing at the location of the Northern Bridge, Southern Bridge or somewhere in between, it would result in some people commuting between the areas on both sides of the Eastern Channel to walk about half or one kilometer more, and spend an extra 8 to 15 minutes per round trip.

Therefore, when comparing with the single bridge option, implementing the Northern Bridge and Southern Bridges in phases could better suit the development pace and the public needs of the areas on both sides of the Eastern Channel, thus a more effective and preferable option. In fact, such arrangement has been commonly adopted in other similar places, for example, at Lam Tsuen River in Tai Po and Tuen Mun River, there are groups of footbridges, with interval spacing of 200 to 600 metres, spanning across the river to facilitate people commuting between the areas on both sides of the river.

**Development Bureau**  
**Civil Engineering and Development Department**  
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