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Panel on Transport

Background brief on 823TH – Tseung Kwan O-Lam Tin Tunnel 822TH – Cross Bay Link, Tseung Kwan O

Purpose

This paper sets out the background to the Tseung Kwan O-Lam Tin Tunnel (TKO-LT Tunnel) and Cross Bay Link (CBL), and summarizes views and concerns expressed by the Panel on Transport and relevant stakeholders about the two road projects.

Background

2. The TKO-LT Tunnel is a dual two-lane highway approximately 4.8 kilometres (km) long, connecting Tseung Kwan O (TKO) at Po Yap Road in the east with Trunk Road T2 in Kai Tak Development in the west. About 3.0 km of the highway will be in the form of a tunnel.

3. CBL is a dual two-lane carriageway approximately 1.8 km long with a cycle track and a footpath across the Junk Bay mainly on viaduct, connecting the TKO-LT Tunnel to Wan Po Road near Area 86 of TKO with the necessary slip roads and junction improvements.

4. A location plan showing the preliminary alignment of the TKO-LT Tunnel and CBL is at **Appendix I**. As recommended in the Feasibility Study for Further Development of TKO (the Study) conducted by the Civil Engineering and Development Department in July 2002, the TKO-LT Tunnel and CBL will form part of a new road network for meeting the long-term transport needs of TKO. According to the Study, the existing TKO Tunnel will experience serious congestion after 2016 if an alternative external road connection (comprising the TKO-LT Tunnel and CBL) is not provided to meet the anticipated traffic generated from further population intake and industrial development in TKO. Moreover, the TKO-LT Tunnel, together with Central Kowloon Route and Trunk Road T2 in Kai Tak Development, will form Route 6 in the strategic road network to provide relief to the existing heavily trafficked road network in the central and eastern Kowloon areas. CBL will also provide an alternative to Wan Po Road which is now the only road linking the southeastern part of TKO to

other areas, and will significantly enhance the reliability of the road network serving southeast TKO.

5. According to the Administration, the project costs of the TKO-LT Tunnel and CBL are about \$5.9 billion and \$2.2 billion respectively. The Administration intends to start the investigation and preliminary design (I&PD) studies of the two road projects in December 2008 for completion in May 2011. The construction works for the TKO-LT Tunnel and CBL are planned to start in 2012 and 2013 respectively. Both projects are targeted for completion in 2016.

Views and concerns about the two road projects

The recommended alignment of the TKO-LT Tunnel

6. The TKO-LT Tunnel was formerly called the Western Coast Road. Two main alignment options had been examined for it: the Tunnel Alignment and the Coastal Alignment. The Tunnel Alignment was recommended in the Study in view of its overall better performance: it would offer better connectivity to external road links; it would cause less environmental impact, especially visual impact; and the land resumption and reclamation required would be smaller.

7. When the Panel discussed the latest development of the TKO-LT Tunnel at its meeting on 24 June 2005, members in general agreed to the adoption of the recommended tunnel alignment option for the TKO-LT Tunnel. The Administration subsequently proceeded with the detailed planning.

Planned completion schedule

8. At the Panel meeting on 24 June 2005, members considered that the proposed new external road network (comprising the TKO-LT Tunnel and CBL) was an essential infrastructure for TKO. They expressed concern about the scheduled completion of the two road projects in 2016 in view of the increasing external traffic demand of TKO. The Administration estimated that the existing TKO external road network should be able to cope with the traffic demand up to 2016 based on the prevailing assessment. At members' request, the Administration provided a supplementary information paper on the population and traffic projections for TKO, as well as the implementation schedule for the TKO-LT Tunnel. The paper was issued (LC Paper No. CB(1)2269/04-05(01)) on 13 September 2005.

9. Sai Kung District Council (SKDC) members had also expressed concern about the progress of the TKO-LT Tunnel, and raised the matter at their meeting with Legislative Council (LegCo) Members in April 2004. Their views were subsequently referred to the Panel for consideration. The Panel recently also received a submission issued by the Office of Member of SKDC, Ms Christine FONG, expressing the view that the TKO-LT Tunnel and CBL were indispensable infrastructures for TKO and urging for their early implementation.

The submission was issued (LC Paper No. CB(1)2064/07-08(01)) on 27 June 2008.

Mode of delivery

10. At the Panel meeting on 24 June 2005, some members warned the Administration against adopting the "Build-Operate-Transfer" mode to deliver the TKO-LT Tunnel in view of the many problems associated with this mode of delivery, in particular the likely uneven traffic distribution between the existing government-owned TKO Tunnel and the TKO-LT Tunnel as a result of toll difference. Instead, the Administration was requested to consider various means of community funding, such as issuing bonds to finance the road project, or funding the project as a public works project. The Administration was also requested to further seek the Panel's views on the mode of delivery for the project, and to revert to the Panel before taking a final decision on the tolls of the TKO-LT Tunnel, so as to ensure that the new tunnel would effectively serve the traffic diversion purpose.

Environmental impact

11. At the Panel meeting on 24 June 2005, some members expressed concern about the impact of traffic noise likely to be generated from the two road projects. These members raised that the potential developments along a new road were often not taken into account in planning the provision of noise barriers under new road projects, and that noise barriers would not be provided at the existing connecting roads of a new trunk road unless the connecting roads were included in the site boundary of the new trunk road.

12. The Association for Geoconservation, Hong Kong (AGHK) recently wrote to the Panel expressing concern that the two road projects might destroy an 800-metre long stretch of natural shoreline with valuable landscape features and urging LegCo to re-consider the positions of the toll plaza and interchange near Tiu Keng Leng in the relevant preliminary design. AGHK suggested that the reclamation area concerned should be away from the sea shore to keep the natural shoreline intact. AGHK's submission was issued (LC Paper No. CB(1)2032/07-08(01)) on 24 June 2008.

Other concerns

13. According to the Administration's paper on the two road projects issued to the Panel (LC Paper No. CB(1)1999/07-08(01)) on 23 June 2008, the scheme of the Kowloon section of the TKO-LT Tunnel originally took the form of a depressed road option. After consultation with the Kwun Tong District Council (KTDC) and the villagers' organizations of Cha Kwo Ling Village (CKLV) in June 2007, the Administration proposed an alternative scheme of a tunnel option at CKLV, to avoid the clearance of part of CKLV and to preserve the village community.

14. KTDC welcomed this alternative scheme and supported the early implementation of the TKO-LT Tunnel project. However, when the villagers' organizations of CKLV were consulted again in May 2008, some lot owners raised concerns on the potential impact of the tunnel option on the redevelopment rights of their existing land lots. In addition, Cha Kwu Ling Villagers Fraternity Association has expressed concerns about the impact of the tunnel design on the Feng Shui of CKLV, and suggested moving the tunnel away from CKLV. Their submission was issued to the Panel (LC Paper No. CB(1)2191/07-08(01)) on 18 July 2008. In response to the submission, the Administration has agreed to investigate the geological conditions in subsequent investigation stage to ascertain the feasibility of changing the alignment of the tunnel as suggested. The Administration's response was issued (LC Paper No. CB(1)2296/07-08(01)) on 12 September 2008.

Latest development

15. The Administration intends to seek the funding support of the Public Works Subcommittee and the Finance Committee in December 2008 and January 2009 respectively to upgrade part of the two road projects to Category A for the I&PD studies and the associated site investigations. The Administration will brief the Panel on the two projects on 28 November 2008.

Relevant papers


16. A list of relevant papers is at **Appendix II**.



二〇〇八年至二〇〇九年度交通事務小組委員會文件 PANEL ON TRANSPORT SUBMISSION 2008-2009

圖則名稱 drawing title

將軍澳-藍田隧道和跨灣連接路 - 走線圖
 TSEUNG KWAN O-LAM TIN TUNNEL AND CROSS BAY LINK
 - ALIGNMENT PLAN

繪圖 drawn	SC FUNG	簽署 initial	日期 date	19.05.08	項目編號 item no.	822TH & 823TH	辦事處 office	新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
校對 checked	TS LI	簽署 initial	日期 date	19.05.08	比例 scale	1 : 13500 (A3)	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	
核准 approved		簽署 initial	日期 date		圖則編號 drawing no.	TK2354		

**823TH – Tseung Kwan O-Lam Tin Tunnel
822TH – Cross Bay Link, Tseung Kwan O**

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
24.6.2005	Panel on Transport	Minutes of the meeting	CB(1)2090/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050624.pdf
		Administration's paper on Tseung Kwan O – Lam Tin Tunnel	CB(1)1830/04-05(03) http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0624cb1-1830-3e.pdf
		Administration's supplementary paper on Tseung Kwan O – Lam Tin Tunnel	CB(1)2269/04-05(01) http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0624cb1-2269-1e.pdf
-	Panel on Transport	Administration's paper on 823TH – Tseung Kwan O-Lam Tin Tunnel and 822TH – Cross Bay Link, Tseung Kwan o	CB(1)1999/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-1999-1-e.pdf