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(Translation)

29 January 2019

Clerk to the Panel on Transport,
Legislative Council Secretariat,
Legislative Council Complex,
1 Legislative Council Road,
Central, Hong Kong
(Attn: Ms Sophie LAU)

Email(ssylau@legco.gov.hk)

Dear Ms Lau,

**Legislative Council Panel on Transport
Meeting on 14 December 2018
6863TH – Widening of Western Section of Lin Ma Hang Road
between Ping Yuen River and Ping Che Road**

Supplementary Information

In response to Members' requests at the meeting of the Panel on Transport held on 14 December 2018 for supplementary information on (i) other road improvement plans in North District; (ii) the cost estimate for PWP item no. 6863TH; and (iii) applications for building small houses in the vicinity of the Project, our consolidated reply in

consultation with the Highways Department (HyD), the Transport Department and the Lands Department (LandsD) is as follows:

(i) Other road improvement plans in North District

2. At present, drivers in North District mainly rely on So Kwun Po Road (i.e. Kai Leng Roundabout) and Po Shek Wu Road (i.e. Tai Tau Leng Roundabout) for travelling to and from the New Territories West and Kowloon via Fanling Highway. For improvement of the traffic condition in North District, the junction improvement works at the So Kwun Po Road southbound (i.e. Kai Leng Roundabout) and the widening works of the southbound lanes of Po Shek Wu Road (i.e. Tai Tau Leng Roundabout) have recently been completed. Meanwhile, the improvement works at several junctions along Sha Tau Kok Road near Sui Wan Road, Ma Sik Road, Lok Yip Road and Jockey Club Road are expected to be completed by phases in the first and second quarters of 2019.

3. Besides, the construction works of the connecting road for Liantang/Heung Yuen Wai Boundary Control Point is implemented in full steam. The stage two widening of Tolo Highway/Fanling Highway (the section of Fanling Highway between Tai Hang and Wo Hop Shek Interchange) is anticipated to be completed in the fourth quarter of 2019. These two projects will further alleviate the traffic condition in North District.

4. In order to improve the traffic at So Kwun Po Road (i.e. Kai Leng Roundabout), the Civil Engineering and Development Department

(CEDD) commenced the feasibility study on “North-South Link(s) as Alternative to So Kwun Po (Kai Leng) Roundabout in North District” in April 2018. The CEDD will report to the North District Council on the study result in due course.

5. To cope with the population growth from the Kwu Tung North (KTN) and Fanling North (FLN) New Development Area (NDA), the CEDD is seeking funding from the Legislative Council (LegCo) for the construction of the Advance Works and First Stage Works for KTN and FLN NDA. The CEDD indicated that they would implement improvement works at several major junctions after funding was sought from the LegCo for alleviating the local traffic condition. The CEDD would also construct the Fanling Bypass (Eastern Section) to provide an additional trunk road connecting Sha Tau Kok Road and Fanling Highway. It will serve to divert and reduce the number of vehicles travelling to and from Sha Tau Kok Road via the roads and major interchanges of Sheung Shui or Fanling Town Centre.

6. The CEDD also stated that they would plan for new roads (e.g. Po Shek Wu Road Flyover and Fanling Bypass (Western Section)) and the widening of an existing section of Fanling Highway near KTN NDA, after obtaining the funding approval from the LegCo for the detailed design of works for the remaining phase of the KTN and FLN NDA, so as to cater for the traffic demand of the NDA, and further alleviate the traffic congestion at the major interchanges in North District. Not only will the above-mentioned traffic improvement measures meet the phased traffic demand of new development areas, but they can also improve the local traffic condition.

(ii) Cost Estimate for PWP item no. 6863TH

7. The widening of western section of Lin Ma Hang Road (PWP item no. 6863TH) (“this Project”) mainly includes (i) reconstruction and widening of a section of Lin Ma Hang Road of approximately 750 metres long between Ping Yuen River and Ping Che Road from a single-lane road of approximately 3.5-metre wide to approximately 7.3 metres wide with 2-metre wide footpaths; and (ii) construction of a new vehicular bridge of approximately 70-metre long across Ping Yuen River. The cost breakdown of major items for this Project in money-of-the-day (MOD) prices is as follows:

| <i>Breakdown of major items</i> | <i>Cost of works</i> | |
|--|---|--------------|
| | <i>In MOD prices</i> <i>(\$ million)</i> | |
| (i). Road widening works | | 196.4 |
| (a) Roads and drains | 99.1 | |
| (b) Slopeworks and retaining walls | 60.3 | |
| (c) Landscaping works | 18.9 | |
| (d) Environmental mitigation measures | 18.1 | |
| (ii). New vehicular bridge construction works | | 109.5 |

8. During the reconstruction and widening of the existing Lin Ma Hang Road from a single-lane road for two way traffic to a standard single two-lane carriageway, the construction team needs to maintain two way traffic at the concerned road in order to minimise the impact of the

works to the existing traffic. Moreover, as there is currently no road drainage at the concerned road section, the HyD needs to carry out the laying works of road drainage in conjunction with the road widening works.

9. In addition, this Project also involves the construction of a new vehicular bridge across Ping Yuen River. In avoidance of impacts on the water flow, the relevant foundation works can only be carried out during dry seasons. Moreover, the works are located within the current Frontier Closed Area and therefore require additional security arrangements, including the construction of temporary security fences during the construction stage. All in all, the above-mentioned issues render this Project more complex than a typical road widening project. Its works nature and degree of difficulty are close to that of constructing a new road.

10. In view of the above features of this Project as well as the differences between this Project and other road widening projects in Hong Kong in terms of the year of implementation, site location, geographical conditions, traffic conditions, design and materials adopted etc., comparison solely from the cost perspective is not particularly meaningful.

(iii) Applications for building small houses in the vicinity of the Project

11. According to the information provided by the LandsD, they did not receive any application for building small houses in the vicinity of the

Project (within around 50 metres) as at end 2018.

Yours sincerely,

[Chinese version signed]

(Gillian CHAN)
for Secretary for Transport and Housing

c.c.

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