

**立法會**  
**Legislative Council**

LC Paper No. CB(4)613/17-18(04)

Ref. : CB4/PL/TP

**Panel on Transport**  
**Meeting on 23 February 2018**

**Updated background brief on Cross Bay Link**

**Purpose**

This paper provides background information on the Cross Bay Link ("CBL") at Tseung Kwan O and summarizes the major views and concerns expressed by Legislative Council Members on the project.

**Background**

The need for CBL

*To match with the development of Tseng Kwan O–Lam Tin Tunnel ("TKO-LTT")*

2. Upon the gradual completion of new residential housing developments, the population of Tseung Kwan O District will be increased. This will aggravate the traffic load of TKO District. According to the Administration, the proposed construction of CBL to connect TKO-LTT at the west and Wan Po Road at the east was targeted at matching with the development of the other proposed project TKO-LTT, so as to alleviate traffic congestion and meet the long term traffic demand in TKO.

3. Based on the latest progress<sup>1</sup>, it is anticipated that the works for main tunnel and associated works of the TKO-LTT will be completed by mid 2021. According to the Administration, if CBL is not provided at that time together with TKO-LTT, the traffic from the tunnel portal of TKO-LTT to Area 86 and TKO Industrial Estate will have to go through Po Yap Road and many signal-controlled junctions, causing traffic congestion at the junctions along Po Yap Road and Wan Po Road. It will require an additional 12 minutes of travelling time as compared with using CBL. According to the traffic impact assessment completed in 2012, CBL should be commissioned timely in order to cater for the traffic generated from the anticipated new developments and to

---

<sup>1</sup> The latest information on the TKO-LTT project is available at the website of the Civil Engineering and Development Department at <http://www.tko-ltt.hk/en/news.php>

avoid the traffic congestions along Wan Po Road and in the TKO town centre area<sup>2</sup>. The Administration also aims to tie the commissioning date of CBL in with that of the TKO-LTT.

*To enhance the road network of TKO*

4. Currently, Wan Po Road is the only road linking the southeastern part of TKO to the other areas. The commercial and industrial activities in the southeast area of TKO, particularly those in TKO Industrial Estate, would be seriously affected if Wan Po Road is blocked by traffic accidents. CBL will provide an alternative access to the southeast TKO, thereby enhancing the road network of the area and catering for the long term traffic demand.

Project Cost, Scope and Nature

5. On 9 January 2009, the Finance Committee ("FC") approved the upgrading of part of 822TH, entitled "CBL, TKO – investigation and preliminary design (I&PD)", to Category A at an estimated cost of \$59.1 million in money-of-the-day prices.

6. On 2 May 2014, FC approved the upgrading of part of 822TH, entitled "CBL, TKO – detailed design and site investigation", to Category A at the estimated cost of \$68.3 million in money-of-the-day prices.

7. When the funding proposal for the detailed design and site investigation works of the CBL project as mentioned in paragraph 6 was submitted, the remainder of 822TH was retained in Category B. The Administration reported to the Public Works Subcommittee ("PWSC") at the meeting held on 19 March 2014<sup>3</sup> that funding for these works would be sought according to their implementation programme. The scope of the remainder (i.e. construction works) mainly comprises –

- (a) construction of a dual two-lane carriageway approximately 1.8 km long with a cycle track and a footpath. This road is mainly on viaduct, connecting the proposed TKO-LTT to Wan Po Road near Area 86 of TKO across Junk Bay; and provision of the necessary slip roads and

---

<sup>2</sup> The tables showing the anticipated traffic condition during the peak hours at the Wan Po Road/ Chiu Shun Road roundabout and other signal-controlled junctions with and without CBL are provided at paragraph 8 of the Administration's paper CB(1)912/13-14(03). The figures show that the anticipated traffic congestion at the above mentioned roundabout and a number of signal-controlled junctions in TKO would be relieved upon the completion of CBL.

<sup>3</sup> Paragraph 5 of PWSC(2013-14)37

junction improvements; and

- (b) the associated civil, structural, marine, electrical and mechanical, traffic control and surveillance system, landscaping, as well as environmental protection and mitigation works.

8. The location plan of CBL is at **Appendix I**.

### **Discussions by Members**

9. At the meeting of the Panel on Transport ("the Panel") held on 28 November 2008 and the PWSC meeting held on 15 December 2008, members were also consulted on funding proposal for the I&PD of the CBL project. While Panel members in general expressed support of the project, they urged for its early implementation having regard to the need to provide an alternative external road connection to TKO Tunnel which was often saturated during peak hours.

10. At the Panel meeting held on 28 February 2014 and the PWSC meeting held on 19 March 2014, members were consulted on funding proposal of the detailed design and site investigation works of the CBL project (as mentioned in paragraph 6 above). Members noted the Administration's plan to commence the proposed detailed design and associated site investigation works in August 2014 for completion by end of 2016 subject to the funding approval of FC. Members of the Panel and PWSC in general supported the funding proposal and a few members also urged for early implementation of the CBL project. Members' major views and concerns are summarized in the ensuing paragraphs:

#### *Environmental and traffic impact*

11. A member enquired about the assessment of the noise impact possibly caused by the future traffic flow at the roundabout at Po Shun Road/Chui Ling Road/Po Yap Road upon the commissioning of CBL on the residents of the housing developments nearby and the mitigation measures to be taken to reduce the noise nuisances.

12. The Administration advised that noise mitigation measures recommended in the Environmental Impact Assessment ("EIA") report (including resurfacing the relevant road sections with low-noise materials and submerging a section of the road near Ocean Shores below the ground level) would be implemented to reduce the noise nuisances anticipated to be caused by the traffic flow on Po Shun Road to and from CBL or TKO-LTT in future.

13. Another member expressed that there were local views that the proposal

to resurface the concerned road section with low-noise materials alone was inadequate for reducing the noise to an acceptable level. He considered it necessary for the Administration to install noise barriers along the section of Po Shun Road between Po Yap Road and Tong Ming Street. In response, the Administration advised that suitable mitigation measures in light of the findings of the relevant EIA would be worked out.

14. A member enquired whether the Administration had also assessed the impact of the works on the traffic condition and the environment, such as air quality, in TKO. The Administration advised that the proposed works would be carried out at TKO Bay and should have little impact on the existing traffic in TKO. Different from site formation works, the proposed works mainly comprised the construction of a carriageway across TKO Bay. They would not have much impact on the environment of the residential areas in TKO. Moreover, contractors would be required to minimize the impact of the proposed works on the local residents and site supervision would be in place to monitor the situation.

15. At the Panel meeting held on 28 February 2014, a member expressed concern that the commissioning of CBL would generate additional road traffic and aggravate the traffic congestion problem of the Eastern Harbour Crossing. The member then asked whether the Administration would consider constructing a road harbour crossing ("RHC") to meet the traffic demand between TKO and Hong Kong East.

16. The Administration responded that the commissioning of TKO-LTT and CBL had already taken into account the traffic demand of the future population in TKO, which was anticipated to grow from the current figure of 380 000 to 450 000 in 2021. As for the rationalization of the three RHCs, the Administration considered that the commissioning of the Central-Wan Chai Bypass<sup>4</sup> and the Central Kowloon Route<sup>5</sup> would enable the Government to formulate a more comprehensive strategy to rationalize the traffic distribution among RHCs.

---

<sup>4</sup> According to the latest information at the website of Highways Department ([https://www.hyd.gov.hk/en/road\\_and\\_railway/road\\_projects/6579TH/index.html](https://www.hyd.gov.hk/en/road_and_railway/road_projects/6579TH/index.html)), the anticipated commissioning date of the Central - Wan Chai Bypass and Island Eastern Corridor Link would be late 2018/ first quarter of 2019.

<sup>5</sup> At the Panel meeting held on 17 March 2017 and PWSC meetings held on 21 June and 24 June 2017 (PWSC(2017-18)11), the Administration reported that the Central Kowloon Route project would commence in 2017 for completion in around 2025 subject to the funding approval by FC. Subsequently, FC approved the funding application of the construction of the Central Kowloon Route on 20 October 2017.

### *Toll collection arrangement*

17. A member asked whether the roads connecting to TKO-LTT and CBL would be toll charging as he was concerned over whether the purpose of traffic diversion could well be achieved. In response, the Administration advised that CBL would be toll free while TKO-LTT would be toll charging. Although there would not be a toll plaza at TKO-LTT, the Administration would explore other toll collection means during the detailed design stage. The Administration would take into account the angle of traffic diversion while determining the toll level of TKO-LTT.

### *Cycle track under the CBL project*

18. Noting that the CBL project involved the construction of a cycle track, a member asked about the works details. The Administration advised that the cycle track on CBL would connect the existing cycle track network in the southern TKO reclamation area, forming a cycle network of 5 km along the Junk Bay. This would be a recreational and entertainment facility not only for TKO residents but also cyclists from different districts.

### *Traffic arrangement of CBL*

19. A member was concerned about the traffic arrangement of CBL, including whether there would be any restriction on the use of CBL by different types of vehicles and whether any slip roads would be connected to CBL. In response, the Administration advised that the traffic arrangement of CBL had yet to be determined. The Administration would listen to the views of the district while drawing up the relevant arrangement. The Administration further advised that CBL would connect Wan Po Road in the southeastern part of TKO and TKO-LTT on the southwestern part of the Junk Bay, and there would not be any slip roads connecting CBL.

### *Matching with the development of TKO-LTT*

20. Noting that CBL and TKO-LTT should be completed at the same time, a member suggested the Administration to consider to complete the works of CBL and its connection to the existing Po Shun Road first so as to provide an alternative access to the southeastern part of TKO to relieve the traffic congestion of Wan Po Road before the commissioning of TKO-LTT. The Administration advised that the detailed design of TKO-LTT which covered the road connection to Po Shun Road was being carried out. The Administration agreed to study further on the member's suggestion.

*Installation of communication equipment on the bridge of CBL*

21. Referring to the Administration's reply to a written question raised by him at the Council meeting held on 15 May 2013, Hon Charles Peter MOK asked whether the Administration had followed up on the request from the telecommunications industry for installing communication equipment on the bridge of CBL to facilitate the development of data centres. Mr MOK opined that the Administration should include such public utility facilities as the duets for optical cables in the design for new road infrastructures proactively and should not only allow the concerned companies to install them when there were no other alternatives.

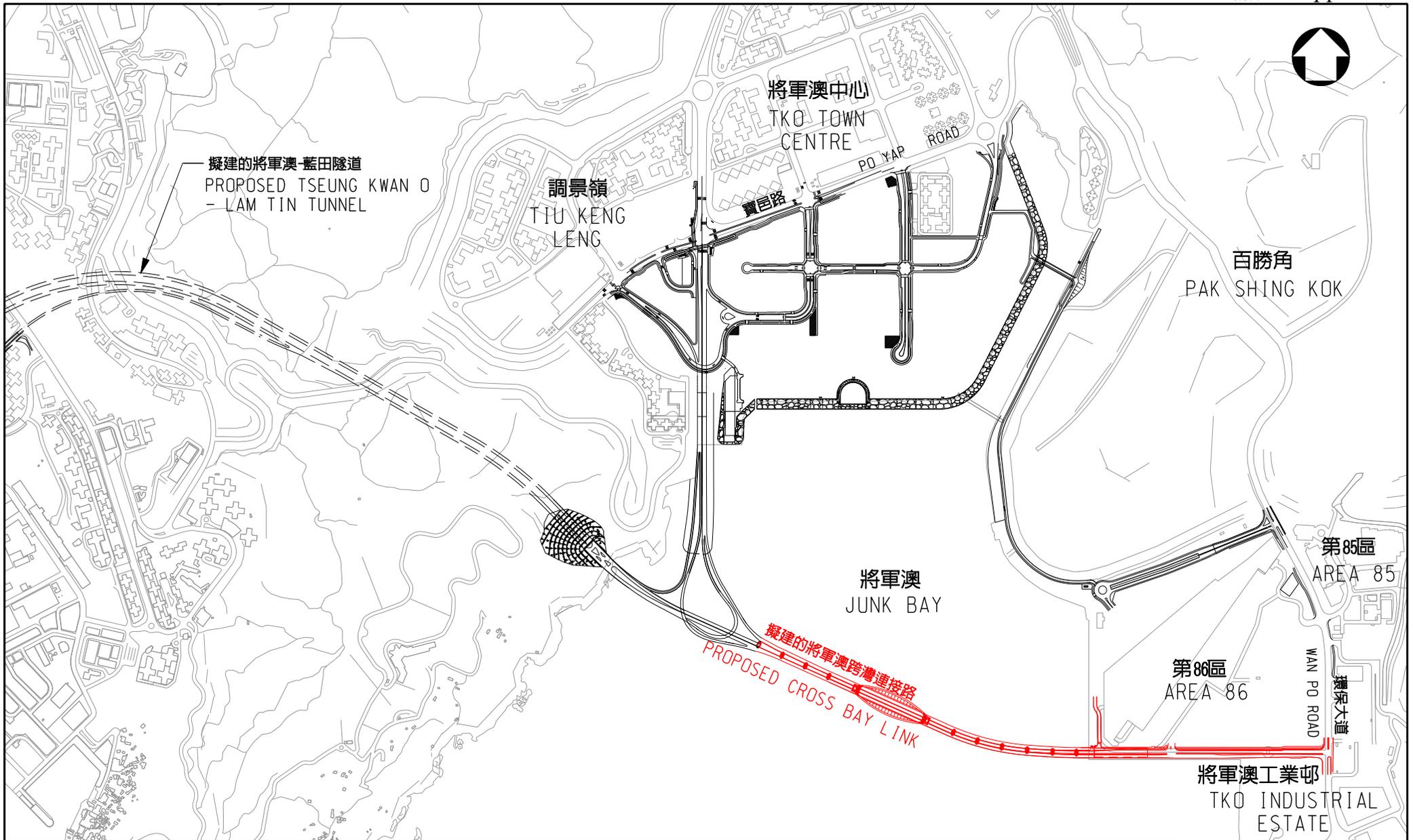
22. In response, the Administration advised that bridges such as CBL were already accommodating a certain amount of infrastructural facilities to facilitate smooth operation of the bridges and hence installation of additional facilities such as cables would have to be considered carefully. Such facilities would impose extra loads on a bridge's building structure. Moreover, to carry out the installation and maintenance works for these facilities, the relevant bridge section might have to be closed. Based on the above considerations, the Administration would only approve the installation of telecommunications cables on bridge structures when there were no feasible alternatives.

**Latest position**

23. The Administration plans to consult members on the funding proposal for upgrading 822TH "CBL, TSO - Construction" to Category A at the Panel meeting to be held on 23 February 2018.

**Relevant papers**

24. A list of relevant papers is in **Appendix II**.



圖則名稱 drawing title  <b>工務計劃第822TH號 - 將軍澳跨灣連接路 - 位置圖</b> <b>PWP ITEM NO. 822TH - LOCATION PLAN OF CROSS BAY LINK</b>	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	辦事處 office 新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	核對 checked	簽署 initial	日期 date	比例 scale	
	核准 approved	簽署 initial	日期 date	圖則編號 drawing no.	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	C Y NGAN		4.12.13	822TH	
	T Y LEUNG		4.12.13	1 : 15 000	
				TKZ0799	

## Updated background brief on Cross Bay Link

## List of relevant papers

Meeting	Date of meeting	Paper
Panel on Transport	28.11.2008	<a href="#">Administration's paper</a> <a href="#">Background brief</a> <a href="#">Administration's supplementary information paper</a> <a href="#">Minutes of the meeting</a>
Public Works Subcommittee	15.12.2008	<a href="#">Administration's paper</a> <a href="#">Minutes of the meeting</a>
Finance Committee	9.1.2009	<a href="#">Recommendations of the Public Works Subcommittee made on 3 and 15 December 2008</a> <a href="#">Minutes of meeting</a>
Council Meeting	15.5.2013	<a href="#">Hon Charles Peter Mok raised a question on Tseung Kwan O Cross Bay Link</a>
Public Works Subcommittee	27.11.2013	<a href="#">Forecast of submissions for the 2013-2014 Legislative Council session</a> <a href="#">Minutes of the meeting</a>
Panel on Transport	28.2.2014	<a href="#">Administration's paper</a> <a href="#">Background brief</a> <a href="#">Minutes of the meeting</a>

Meeting	Date of meeting	Paper
Public Works Subcommittee	19.3.2014	<a href="#">Administration's paper</a> <a href="#">Minutes of the meeting</a> <a href="#">Administration's supplementary information paper</a>
Finance Committee	2.5.2014	<a href="#">Recommendations of the Public Work Subcommittee made on 19 March 2014</a> <a href="#">Minutes of the meeting</a>
Council Meeting	25.5.2015	<a href="#">Dr. Hon Elizabeth QUAT raised a question on Transport to and from Tseung Kwan O</a>

Council Business Division 4  
Legislative Council Secretariat  
14 February 2018