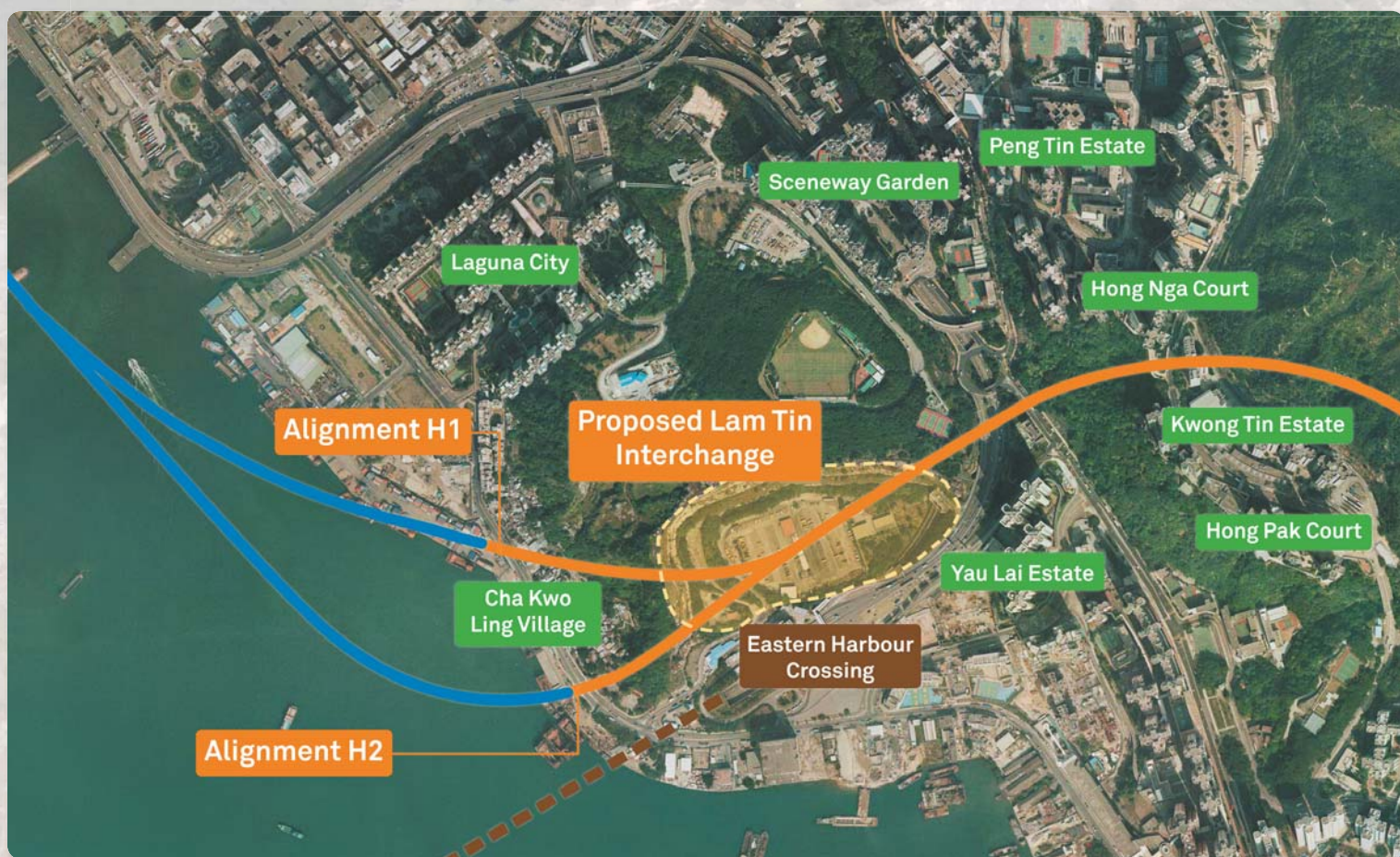


Tseung Kwan O – Lam Tin Tunnel and Trunk Road T2 Alignment Options for Cha Kwo Ling Section

Consultation Digest



NB: The alignment as shown is indicative only. Final alignment is subjected to further study and design.

Purpose

This Consultation Digest is to give the general public an introduction of the four alignment options at Cha Kwo Ling for Tseung Kwan O – Lam Tin Tunnel and Trunk Road T2, as well as the associated design of Lam Tin Interchange.

We have included our preliminary considerations for the alignment in the Digest and are looking forward to obtaining public views for appraisal and further improvement. We will then draw up a preferred road scheme and consult you again in the next stage of public consultation.

Introduction

- Tseung Kwan O-Lam Tin Tunnel (TKO-LT Tunnel), with Central Kowloon Route (CKR) and Trunk Road T2 (T2) will form Route 6 in the strategic road network.
- Upon completion of Route 6, traffic between Kwun Tong and West Kowloon can go through Route 6. Traffic between TKO and Eastern Harbour Crossing can also by-pass local roads in Kwun Tong, thus relieving traffic loading in Kowloon East.
- The TKO-LT Tunnel and Cross Bay Link will form a new road network linking TKO East and West for meeting the long-term transport needs of TKO.
- TKO-LT Tunnel is a dual two-lane highway of about 4.8km in length, connecting TKO at Po Yap Road in the east with T2 in Kai Tak Development in the west.

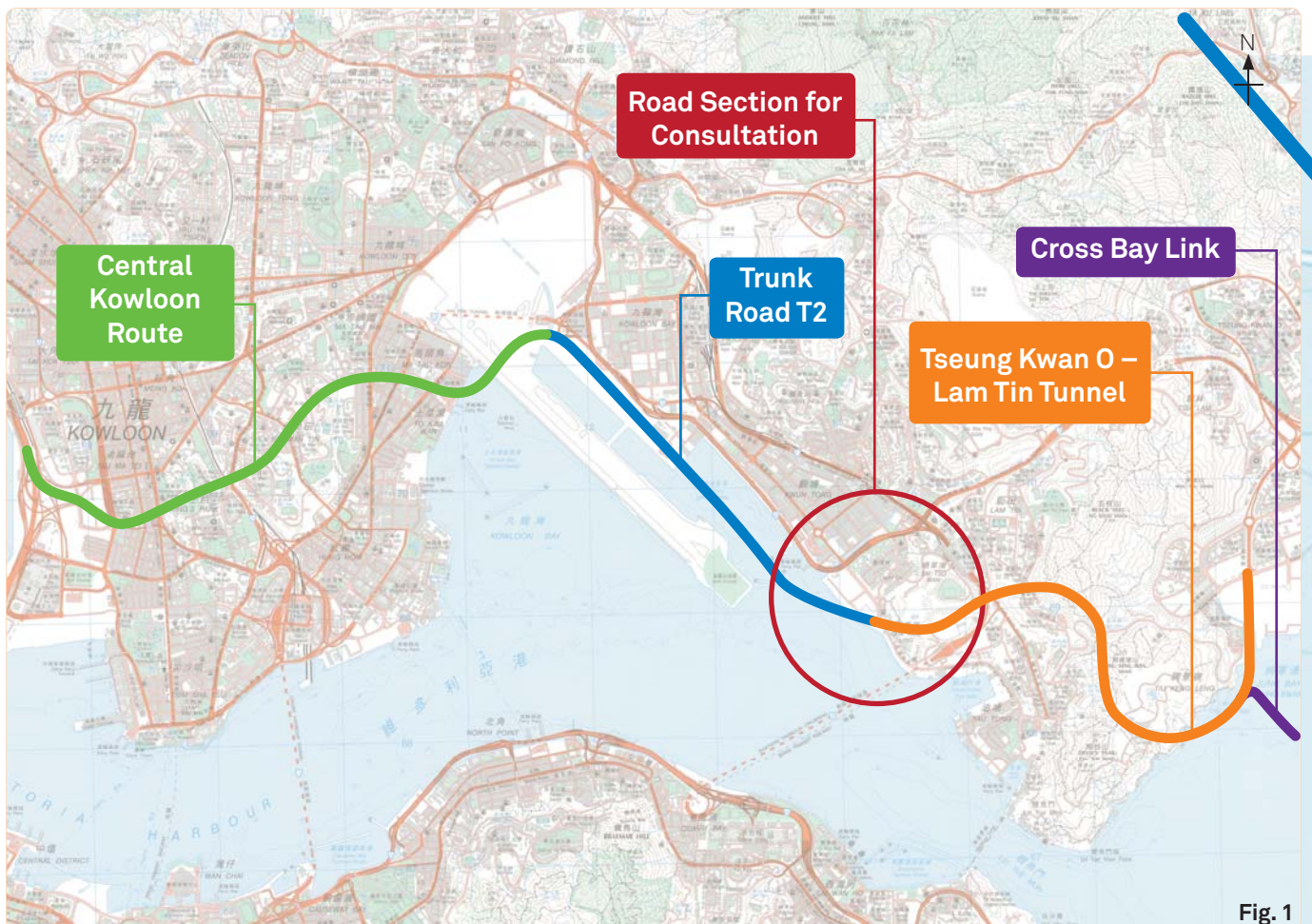


Fig. 1

Previous Public Consultation on Road Alignment at Cha Kwo Ling Section

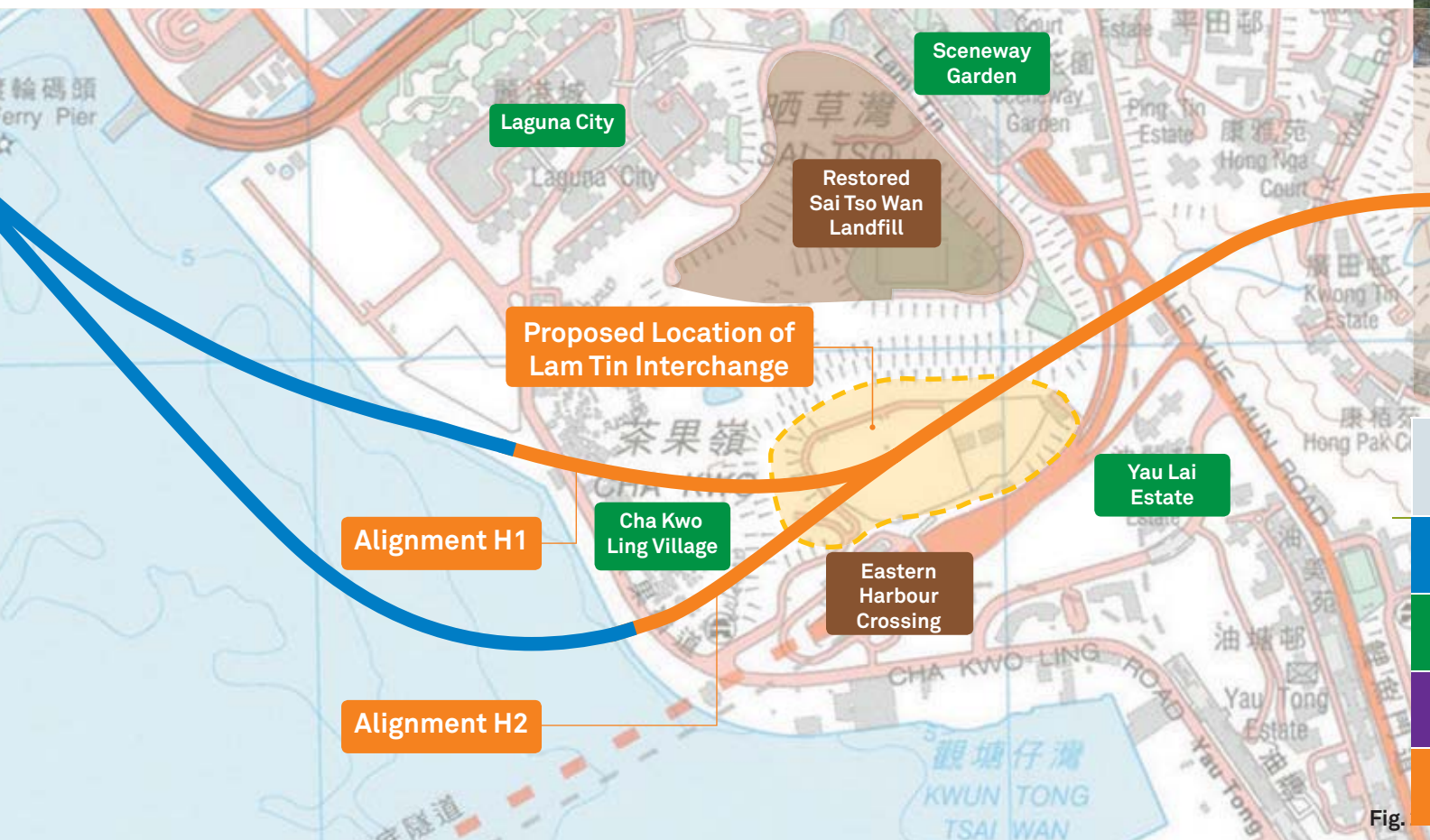
| Date | Previous Consultation Activities |
|-----------|---|
| May 2007 | Kwun Tong District Council |
| June 2007 | Meeting with Cha Kwo Ling (CKL) villagers |
| May 2008 | Kwun Tong District Council |
| May 2008 | Meeting with CKL villagers |
| June 2009 | Focus Group Meeting with residents in Kwun Tong (including CKL Village representatives) |

Public Concerned Issues

- integrity of the CKL Village community
- clearance of squatters
- safety of tunnel excavation work underneath the village
- potential impact on the redevelopment rights of existing private land lots
- environmental impact on housing estates in the vicinity

Alignment Study – Four Options

We have reviewed and examined a number of alignment options through CKL Village taking account of site constraints and public views collected in previous stages, and selected two road alignments, H1 and H2, for a more detailed study. At each of the road alignments, we have formulated a depressed road option and a tunnel option, namely Options H1a, H1b, H2a and H2b. The details of these four options and their associated proposed Lam Tin Interchange are described and compared on the other sections of this Digest.



TJKO – LT Tunnel and Trunk Road T2 – Alignment Options at Cha Kwo Ling Section

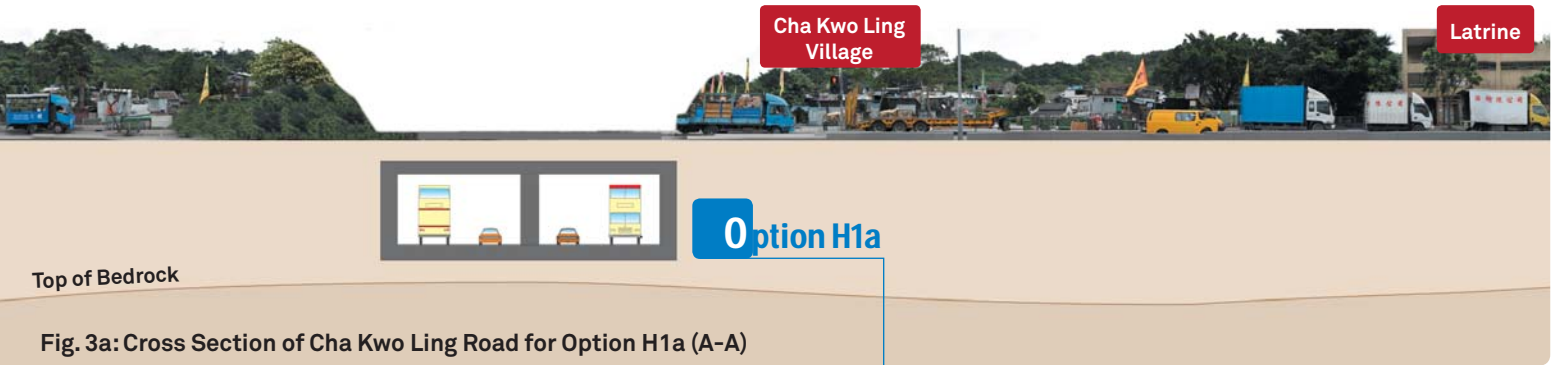


Fig. 3a: Cross Section of Cha Kwo Ling Road for Option H1a (A-A)

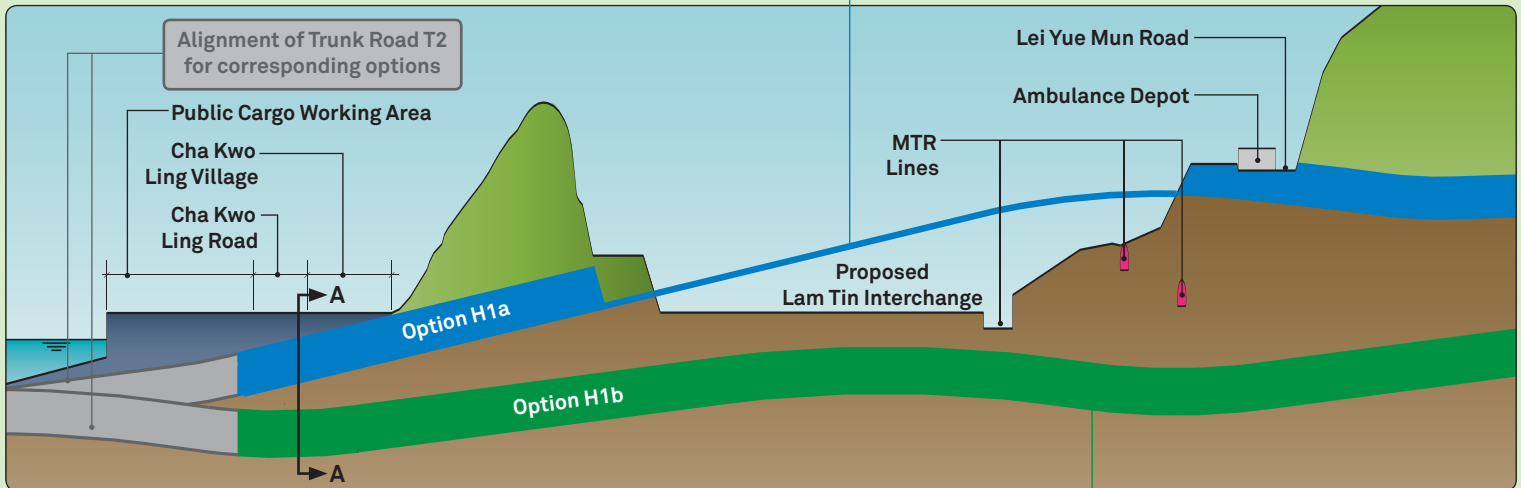


Fig. 4a: Indicative Vertical Alignment of Option H1a and H1b

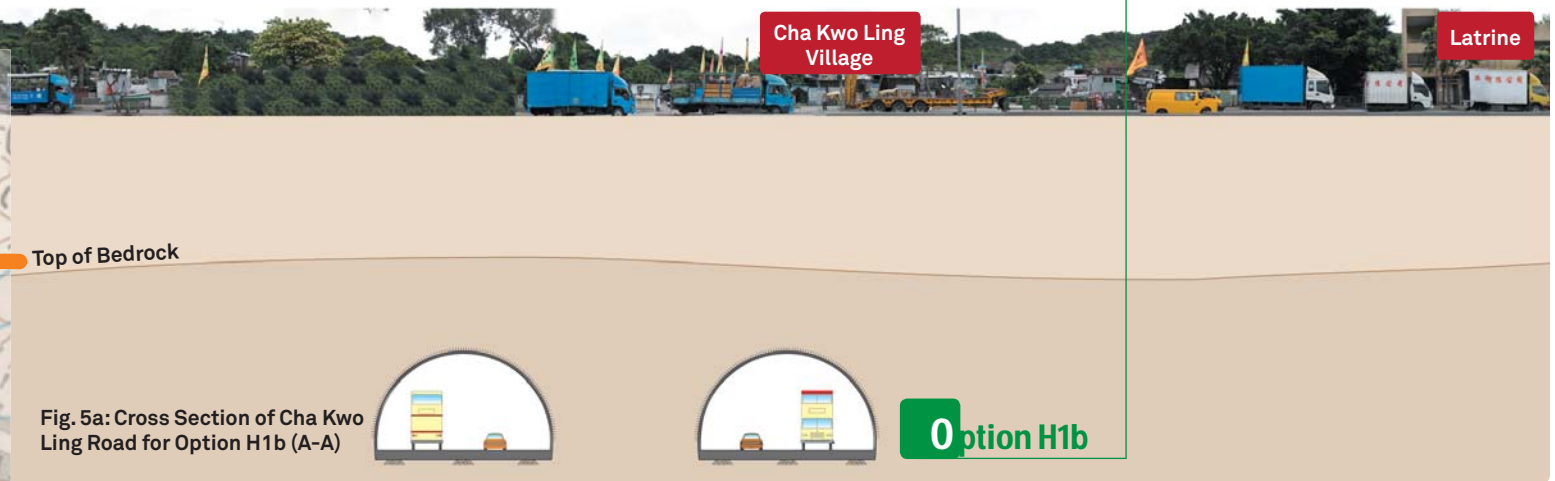


Fig. 5a: Cross Section of Cha Kwo Ling Road for Option H1b (A-A)

| | Alignment & Characteristics | Construction Method | Total Construction Cost (including Tseung Kwan O – Lam Tin Tunnel and Trunk Road T2)* | Resumption of Private Land or Clearance of Squatters Required? | Impact on |
|-------------------|--|------------------------|---|--|--|
| Option H1a | Pass through middle of Cha Kwo Ling Village in the form of depressed road | Cut-and-Cover Method | Total about HK\$ 14 billion | ✓ | Cha Kwo Ling Village the depressed road. |
| Option H1b | Similar alignment as Option H1a, but pass through the middle of Cha Kwo Ling Village in tunnel form | Drill-and-Blast Method | About HK\$ 1.6 billion higher than Option H1a | ✗ | Creation of easement tunnel protection area |
| Option H2a | Pass through Cha Kwo Ling Village at the former Four Hills Public School in the form of depressed road | Cut-and-Cover Method | About HK\$ 1.0 billion higher than Option H1a | ✗ | Less impact on village Tin Hau Temple would construction period. |
| Option H2b | Similar alignment as Option H2a, but pass through Cha Kwo Ling Village at the former Four Hills Public School in tunnel form | Cut-and-Cover Method | About HK\$ 2.1 billion higher than Option H1a | ✗ | Less impact on village Tin Hau Temple would construction period. |

* The construction cost is to be reviewed after completion of the design work.

** To comply with the Protection of the Harbour Ordinance (Cap. 531), cogent and convincing reasons must be prepared and public consultation will be conducted.

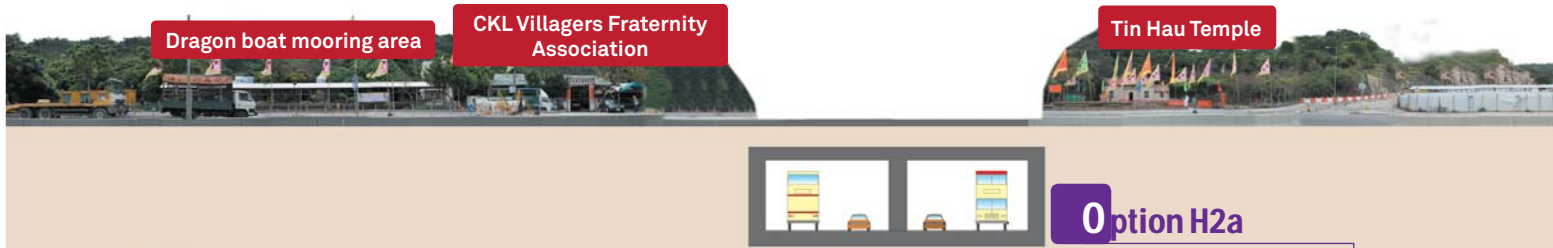


Fig. 3b: Cross Section of Cha Kwo Ling Road for Option H2a (B-B)

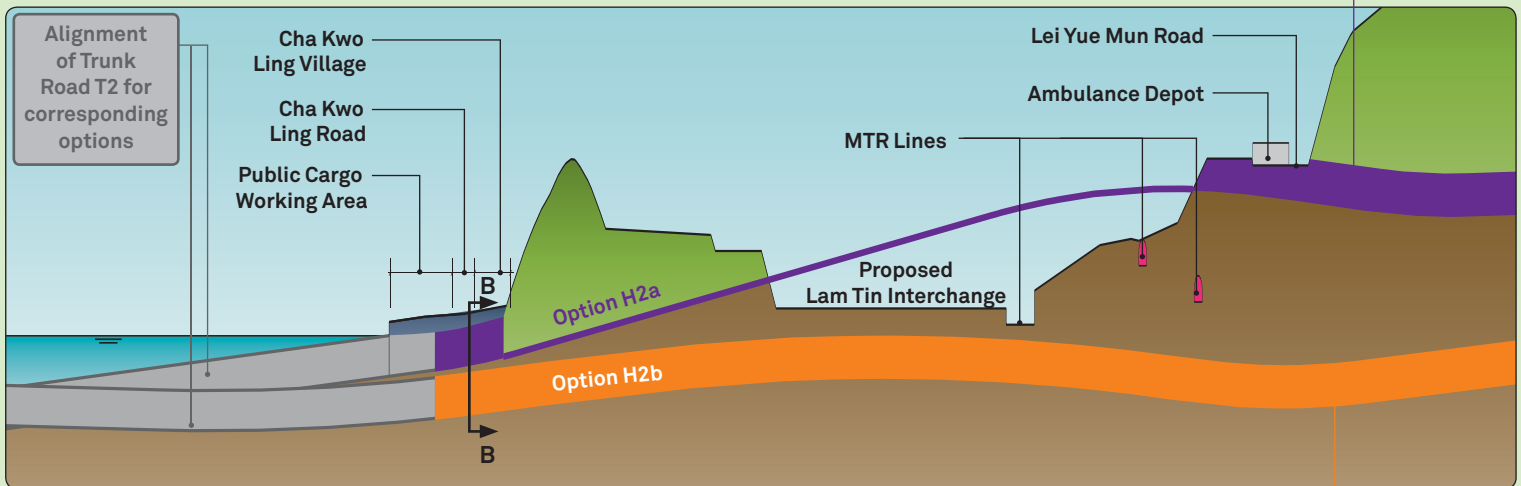


Fig. 4b: Indicative Vertical Alignment of Option H2a and H2b

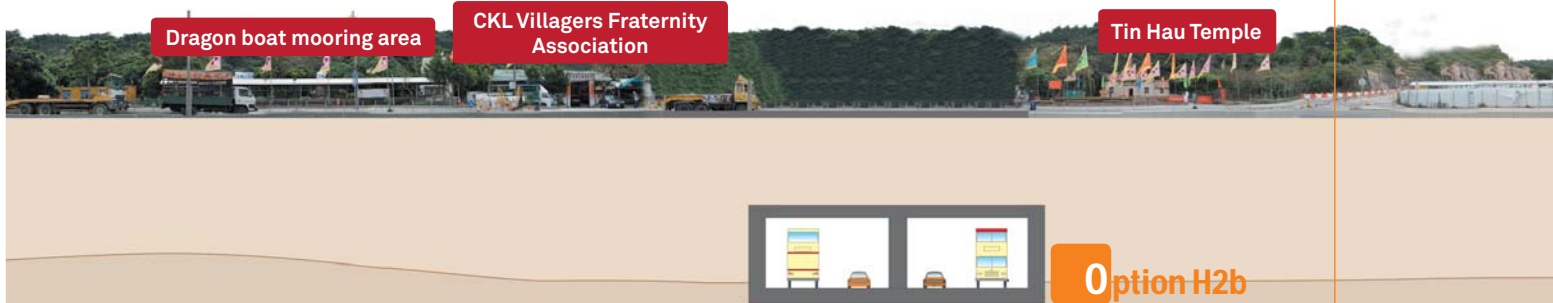


Fig. 5b: Cross Section of Cha Kwo Ling Road for Option H2b (B-B)

| Land in the Vicinity | Necessity of Reclamation in Victoria Harbour (Protection of the Harbour Ordinance)** | How much longer is the main road section compared with Option H1a? | Visual Impact on Nearby Area | Is there available access from CKR to Lam Tin and Eastern Harbour Crossing during night time closure of Trunk Road T2 east-bound tube? |
|---|---|--|---|--|
| is separated into two parts by | Temporary reclamation is required during construction of Trunk Road T2. | - | The visual impact on Cha Kwo Ling Village and Yau Lai Estate is quite significant. | ✓ |
| is situated in underground stratum within sea. | Temporary reclamation is required during construction of Trunk Road T2. | - | The visual impact on Cha Kwo Ling Village and Yau Lai Estate is less significant than Option H1a. | ✗ (see Figure 8) |
| is not affected by the proposed road. The open space near the road could be temporarily used during construction. | Permanent reclamation may be required for construction of Trunk Road T2. (see Figure 9) | 220 m | The visual impact on Cha Kwo Ling Village and Yau Lai Estate is similar to Option H1a. | ✓ |
| is not affected by the proposed road. The open space near the road could be temporarily used during construction. | Temporary reclamation is required during construction of Trunk Road T2. | 230 m | The visual impact on Cha Kwo Ling Village and Yau Lai Estate is less significant than Option H1a. | ✗ (see Figure 8) |

Construction materials on the temporary (or permanent) reclamation works will be

Design of Lam Tin Interchange

Upon completion of Lam Tin Interchange (located behind Cha Kwo Ling Hill, near the toll plaza of Eastern Harbour Crossing), it will provide the following slip roads to enable traffic to/from different areas:

| CONNECTING ROAD SECTION | SLIP ROAD LABEL | |
|--|-----------------|----|
| T2 → CKL Road | Slip Road 1 | S1 |
| CKL Road → T2 | Slip Road 2 | S2 |
| CKL Road → TKO-LT Tunnel | Slip Road 3 | S3 |
| TKO-LT Tunnel → CKL Road | Slip Road 4 | S4 |
| Eastern Harbour Crossing (EHC) → TKO-LT Tunnel | EHC 1 | E1 |
| TKO-LT Tunnel → EHC | EHC 2 | E2 |
| EHC → T2 | EHC 3 | E3 |
| T2 → EHC (Via CKL Road and Yau Tong Road) | Indirect | U1 |

Corresponding to the four different road alignment options at Cha Kwo Ling for TKO-LT Tunnel and Trunk Road T2, we proposed four design options for Lam Tin Interchange. The differences between two out of the four options are illustrated below:

Design of Lam Tin Interchange for Option H2a (similar for Option H1a)

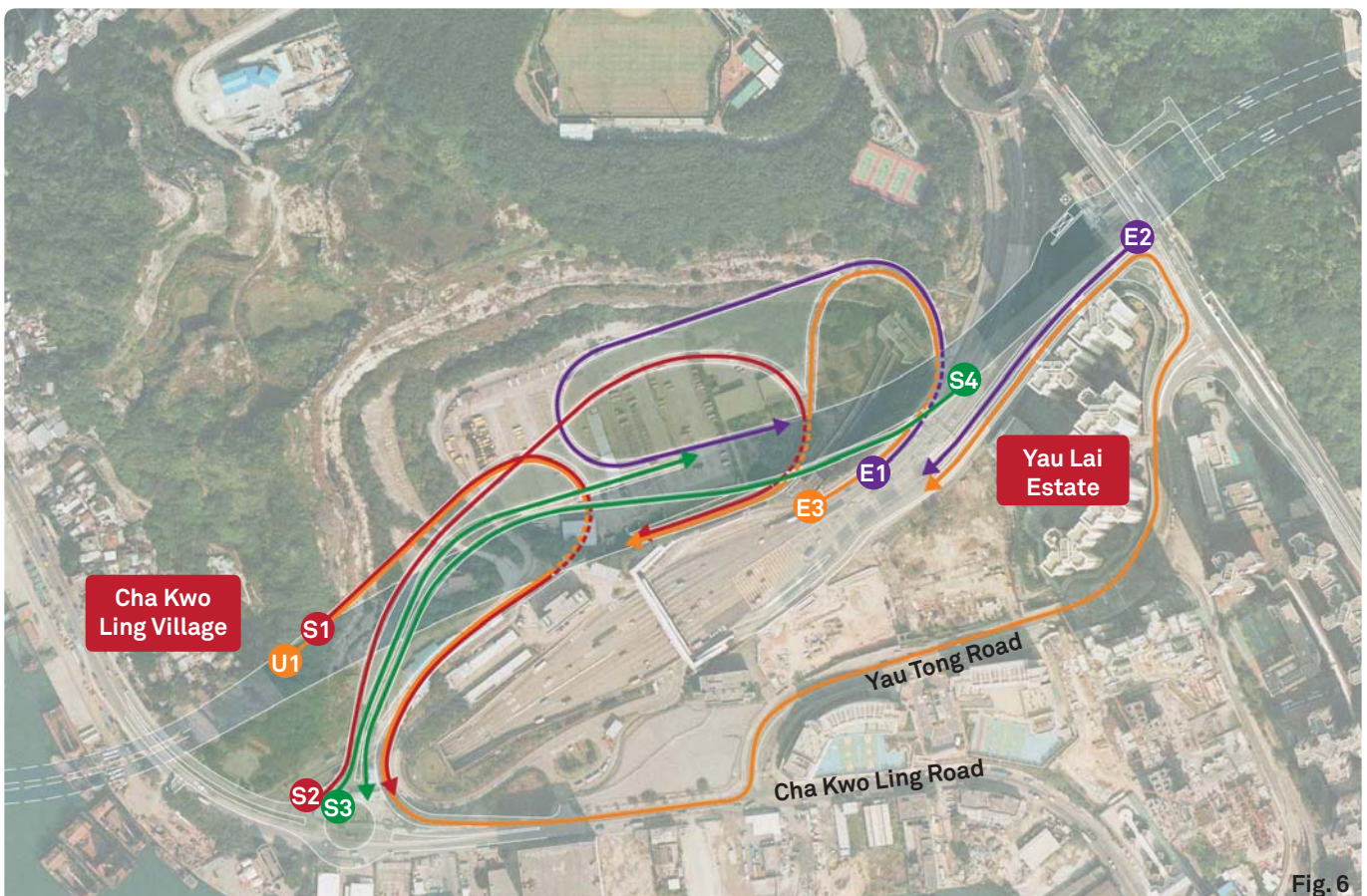


Fig. 6

| Design of Lam Tin Interchange for Option H2a (similar for Option H1a) | |
|---|---|
| Pros | <ul style="list-style-type: none"> Less excavation is required Shorter length of slip roads |
| Cons | <ul style="list-style-type: none"> Higher visual impact, noise and air pollution Traffic diversion is required on Lei Yue Mun Road during construction Steep road gradient |

Physical Models of Lam Tin Interchange

Option H2a



Option H2b



Design of Lam Tin Interchange for Option H2b (similar for Option H1b)

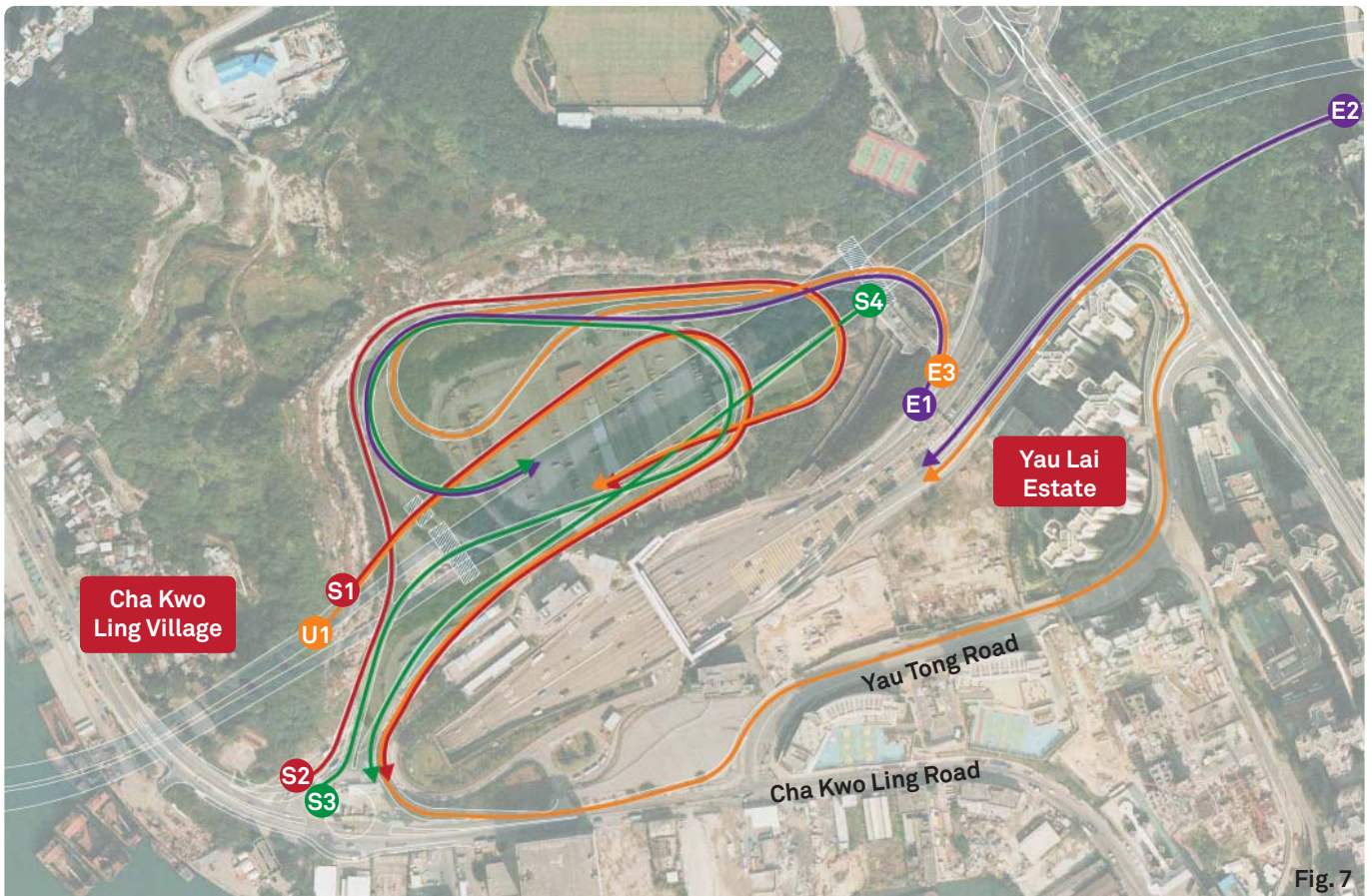


Fig. 7

Design of Lam Tin Interchange for Option H2b (similar for Option H1b)

| | |
|-------------|--|
| Pros | <ul style="list-style-type: none"> • Less visual impact, noise and air pollution • More gentle road gradients |
| Cons | <ul style="list-style-type: none"> • No access from CKR to Lam Tin and Eastern Harbour Crossing during night time closure of T2 eastbound tube. Drivers need to use an alternative route. (see Fig. 8) • More excavation is required. • Longer and more detoured slip roads |

Alternative Route during Closure of Trunk Road T2 Eastbound Tube

There is no access from CKR to Lam Tin and EHC during night-time closure (e.g. road maintenance) of T2 eastbound tube for Option H1b or H2b. However, drivers could still use Kwun Tong Bypass as an alternative route.

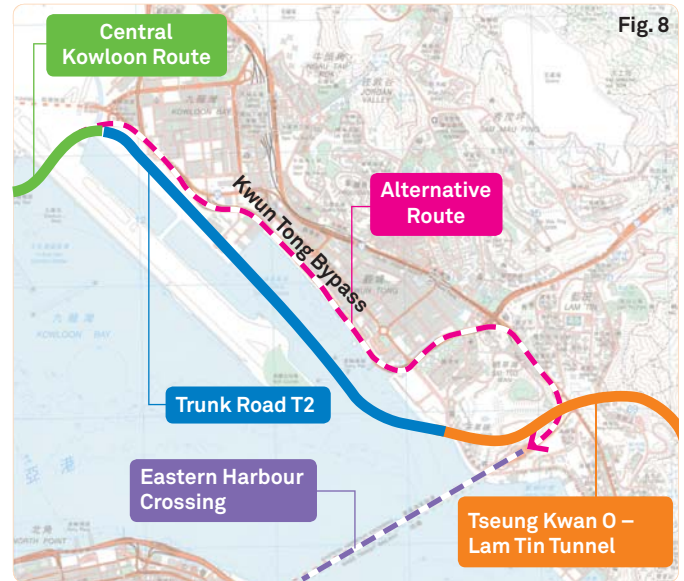


Fig. 8

Proposed Location for Permanent Reclamation (for Option H2a only)

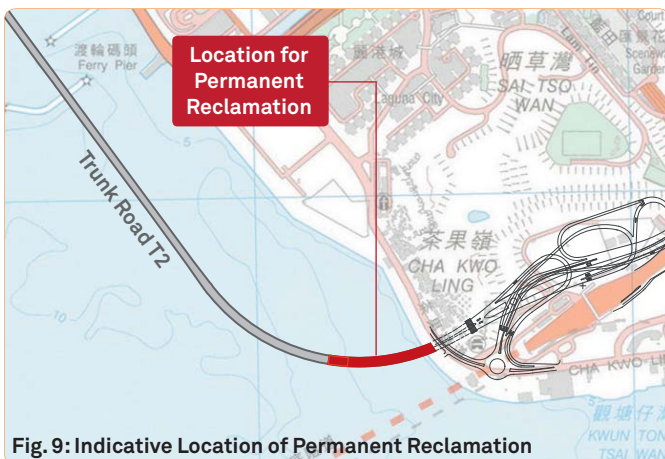


Fig. 9: Indicative Location of Permanent Reclamation

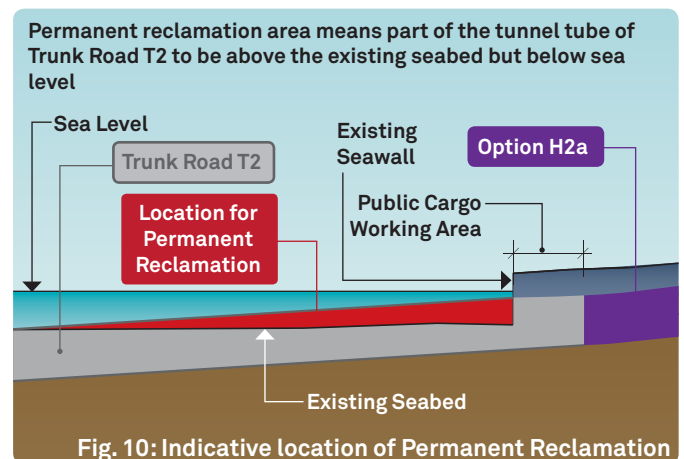
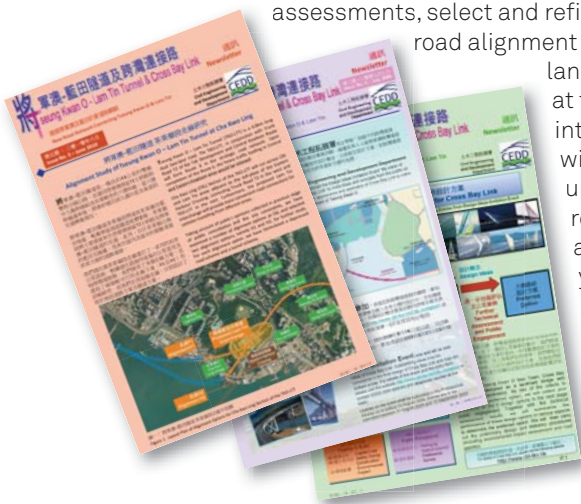


Fig. 10: Indicative location of Permanent Reclamation

Consultation and Next Stage

We would like to hear your views on the alignment options at Cha Kwo Ling for TKO-LT Tunnel and Trunk Road T2.

Taking account of your views, we will undertake further assessments, select and refine the road alignment (including landscaping at the Lam Tin interchange). We will then draw up a preferred road scheme and consult you again in the next stage of public consultation.



Your Views

Your Views are welcome!

Please forward your written comments on the road alignment options **on or before 16 July 2010** by mail to

**Civil Engineering and Development Department
New Territories East Development Office**

Suite 1213 Chinachem Golden Plaza
77 Mody Road, Tsim Sha Tsui, Kowloon; or

by fax at 2721 8630; or
by email at tkoltt-cbl@cedd.gov.hk

For enquiry, please call 3106 2764.

For further details, please visit our project website:
<http://www.tko-ltt.hk>