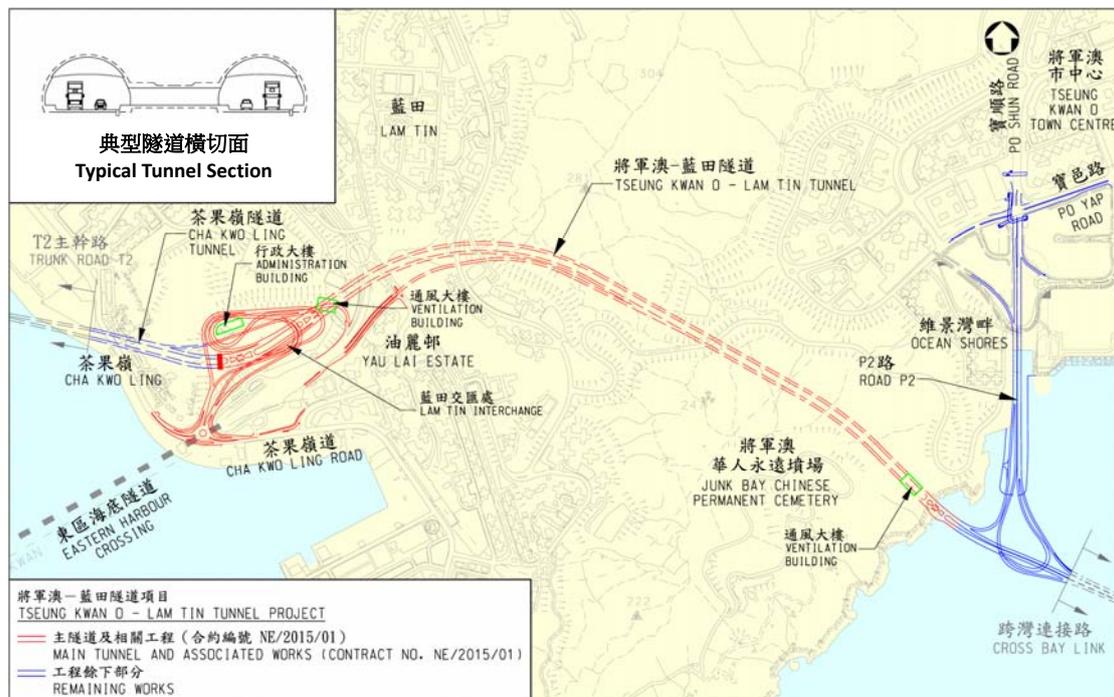


Tseung Kwan O – Lam Tin Tunnel (TKO-LTT)

Construction of TKO-LTT Commences Today

In mid June, the Legislative Council Finance Committee approved the funding application of TKO-LTT – main tunnel and associated works at a cost of about \$15.09 billion. Upon the funding approval, the Government awarded the main tunnel works contract, which commenced today (11 July 2016). The Road P2 contract, another contract of the TKO-LTT project, is expected to be awarded by the end of this month, the earliest. The remaining works contracts of the project will be tendered and commence progressively. The whole project is expected to be completed in mid 2021.



Layout Plan of TKO-LTT

The TKO-LTT project is a dual two-lane carriageway of about 4.2 kilometre (km) long. The main part of the project is a road tunnel of about 2.2 km long underneath Chiu Keng Wan Shan connecting Kwun Tong and Tseung Kwan O (TKO). The whole system connects Po Shun Road of TKO, Eastern Harbour Crossing, Cha Kwo Ling Road of Kwun Tong, the future Trunk Road T2 of Kai Tak Development and the future Cross Bay Link which links to the south-eastern part of TKO. The works for which funding has recently been approved do not cover the 0.4 km long Cha Kwo Ling tunnel. Cha Kwo Ling tunnel will be connected to Trunk Road T2, and their implementation programmes will tie in with each other.

Upon commissioning of the TKO-LTT, the traffic of TKO Tunnel will be improved. The TKO-LTT will also provide a more direct route for traffic between Tiu Keng Leng and Eastern Harbour Crossing. At present, the travelling distance between TKO Tiu Keng Leng Sports Centre and Eastern Harbour Crossing is about 7 km. With TKO-LTT, the travelling distance will be shortened to about 4.2 km. In addition, the commissioning of TKO-LTT will support the future development of TKO and Kwun Tong districts.

The project has accomplished a number of important milestones in the past, including the completion of preliminary and detailed designs in 2013 and 2015 respectively. The environmental permit for the project was issued in August 2013. In April 2014, the Chief Executive in Council authorized the road and sewerage schemes of the project in accordance with the Roads (Works, Use and Compensation) Ordinance and Water Pollution Control (Sewerage) Regulation.

Design of the Project

In the preliminary design stage between 2009 and 2012, the Government explored different alignment options for the project and organized a 3-stage public engagement forum. The Government have also consulted the Kwun Tong and Sai Kung District Councils, the residents of nearby estates and relevant stakeholders in the vicinity of the project boundary. The project alignment now adopted has taken account of public views and has struck a balanced consideration between environmental impacts and technical considerations.

The tunnel adopts a straight alignment without a toll plaza. This can shorten the

tunnel length and reduce travelling time. The reclamation area needed and environmental impacts will also be minimized.

Implementing a major road project in urban area will unavoidably cause impacts to nearby residents. The Government has strived to minimize the impacts so as to address public concerns and to comply with the requirements of the Environmental Impact Assessment Ordinance. The main carriageway of the Lam Tin Interchange will be constructed at around 20 metres (m) below the adjacent ground level and will be covered with a landscape deck and noise cover. Moreover, some slip roads of the Lam Tin Interchange will be constructed in tunnel form, hidden between cut-slopes or provided with noise barriers or noise enclosures. As regards the proposed Road P2 adjacent to Ocean Shores in TKO, it will be constructed in the form of a depressed road and will be partly covered by a landscape deck to minimize the visual and noise impacts to the nearby residential estates. The landscape deck will connect the amenity areas on both sides of Road P2 rendering more green space. It will also provide a convenient access to the promenade in TKO South.



Lam Tin Interchange



Depressed Road P2 and Tseung Kwan O Interchange



Footbridge connecting Park Central and Tiu Keng Leng Sports Centre

The residents and district councillors of both Kwun Tong and Sai Kung Districts have been urging for provision of a bus-bus interchange (BBI) in the TKO-LTT project. After considerable effort, the Government finally managed to incorporate a BBI in Lam Tin Interchange, even though it is congested with

numerous slip roads. The BBI scheme necessitates re-alignment of some slip roads and design revision of the landscape deck and associated site formation works in order to satisfy road safety requirements. The BBI will be provided with a covered walkway and public toilet, and will be linked to the bus bays at the toll plaza of Eastern Harbour Crossing. This arrangement would significantly improve the effectiveness of the BBI and convenience of the public



TKO-LTT Bus-Bus-Interchange

Challenges of the Project

The works of the project are very complicated in nature, involving extensive site formation works, reclamation works and construction of both land and marine viaducts. We also have to construct the tunnel through a number of fault zones using drill and blast method. In addition, the alignment of the project is close to residential areas and several essential facilities including the toll plaza of Eastern Harbour Crossing, the restored Sai Tso Wan landfill site, MTR Kwun Tong Line and TKO Line, as well as the Junk Bay Chinese Permanent Cemetery. The design has already taken account of the above interface facilities with a view to minimizing the impacts and mitigating the risks to an acceptable level. The construction works requirements have specified stringent safety measures, requiring the contractor to strictly control the dosage

of explosives and to use roof-over meshes, vertical screens and protective cages to prevent possible flyrock. In some locations, e.g. within 50m of the Eastern Harbour Crossing, the contractor is required to use non-blasting method for the excavation works. The Civil Engineering and Development Department will closely supervise the works with a view to delivering the smooth progress of the project.

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