

By post and by email at enquiry@RMR2030plus.hk

27 March 2023

Railway Development Office
Highways Department
1/F, Ho Man Tin Government Offices
88 Chung Hau Street
Ho Man Tin, Kowloon

Dear Sir/Madam

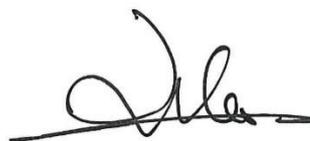
**Views from The Hong Kong Institution of Engineers
Regarding “Strategic Studies on Railways and Major Roads Beyond 2030”**

On behalf of the Institution, I am pleased to present to you our views and suggestions as set out in the enclosure for your consideration on the captioned subject.

With our expertise and experience, the Institution welcomes the opportunity to work with the Government on the area of concern if and when it is needed.

Thank you.

Yours faithfully



Ir Aaron BOK
President

AB/CKH/DW/SS

Enclosure

**Views from The Hong Kong Institution of Engineers
Regarding “Strategic Studies on Railways and Major Roads Beyond 2030”**

The Hong Kong Institution of Engineers (“HKIE”) is delighted to have joined the Focus Group Meeting to learn the details of the “Strategic Studies on Railway and Major Roads Beyond 2030” (“RMR2030+”). The HKIE is in general supportive of taking forward the three strategic railways and three major roads proposed to address the future traffic demand, with certain reservations about one of the major roads, the Tseung Kwan O – Yau Tong Tunnel (“TKOYTT”).

2. With the large amount of major railway and road links proposed, the funding arrangement, procurement strategy, operational issue and prioritisation of these transport infrastructures should be cautiously and deliberately worked out, especially under the impact of current and projected shortage of construction and engineering workforce.

Railways

3. The Government has previously mentioned that there is room in considering the feasibility of introducing other operators for the development of new independent railway lines such as the Hong Kong-Shenzhen Western Rail Link connecting Hung Shui Kiu to Qianhai. The HKIE would recommend further considering having a depot and operational base in a location outside of Hong Kong near the mainland border, which could potentially improve the financial viability of these projects.

4. As the planning and engineering study for Lung Kwu Tan Reclamation and the Re-planning of Tuen Mun West Area will commence in due course, the railway and major highway should be considered holistically with the expected increase in population arising from the reclamation area and the cumulative traffic demand from Tuen Mun West to Tuen Mun Central area. We suggest relevant departments to release information about the connection to Huanggang via the Northern Link Spur Line and/or the rail connection to the potential development areas, and how these railway proposals are being prioritised.

5. The HKIE is supportive of the proposed connection of Central Rail Link to East Rail Line and Kwun Tong Line as a measure to improve its direct connectivity to urban areas, save for our concern over the interchange capacity of the Kowloon Tong Station. It is worth further study on the feasibility of extension beyond Kowloon Tong Station or having an alternate interchange station.

6. On the development of the Tseung Kwan O Line Southern Extension, the HKIE recommends an early review on the bifurcation at Po Lam Station and LOHAS Park Station, as well as the necessity of further adding new stations or rail line including light rail system and Environmentally Friendly Linkage System, having regard to the

population surge in the area especially at Tseung Kwan O (TKO) Area 137.

Highways

7. The Northern Metropolis is expected to accommodate a population of about 2.5 million, it is thus crucial to secure connectivity of the area. The HKIE sees the need to develop the Northern Metropolis Highway (NMH) network, and urges relevant departments to release details of its associated highways and road connection to various development areas including San Tin/Lok Ma Chau Development Node and other New Territories North areas, in order to facilitate public discussion and understanding. These developments may also be implemented in phases under various contracts to ensure timely completion of critical connections to major road systems. In planning the development of the NMH network, particular attention should be paid to avoid any disturbance to environmentally and ecologically sensitive areas.

8. As quite a portion of the Northern Metropolis traffic is expected to go back to the existing highways network such as Yuen Long Highway, San Tin Highway, Fanling Highway and Tolo Highway, both Route 11 and Shatin Bypass are also considered critical for diverting the traffics from the Northern Metropolis to the urban areas in the south. For the Shatin Bypass in particular, the HKIE suggests developing additional slip roads at locations such as Tai Wai and Fo Tan to enhance its connectivity, and to unleash more development potentials of these areas. In addition, with the Northern Metropolis connecting Hong Kong to the Greater Bay Area at Nanshan, Shenzhen Bay, Futian, Luohu, Yantian, Mirs Bay, etc., it is suggested that the road connections via major highways and railways be explored at an early stage.

9. On the subject of the TKOYTT, the HKIE has reservations on its actual needs. With the opening of TKO-Lam Tin Tunnel (TKOLTT) and Cross Bay Link (CBL) and the planned new railway link connected to TKO Area 137, the cost-effectiveness and strategic importance of this 2-km TKOYTT are in doubt, unless the residential development in Yau Tong and Cha Kwo Ling will create a strong demand for such a road link. The current CBL connects LOHAS Park and Kwun Tong, and there is already a connection at Tiu Keng Leng and the TKOLTT. The need to create a direct connection between Tiu Keng Leng and Yau Tong appears weak.

10. The traffic problem of TKO mainly comes from the population commuting to Central Business Districts (CBD) (eg Kowloon East CBD2), causing the congestion in Kwun Tong District. The proposed TKOYTT is unable to resolve such congestion as road users still need to go through Kwun Tong, a “bottleneck” connecting Eastern Tunnel, TKO Tunnel and TKO-Lam Tin Tunnel. To reduce road-base traffic flow, it is suggested that the feasibility of other alternatives including the provision of the mega public transport interchange, provision for bus-bus interchange, upgrading of public transport facilities, and the introduction of bus priority measures such as bus-only lane, be further explored.

11. In addition, Yau Tong currently is an industrial / residential combined district with more residential buildings coming along. Unless there are other development plan in Yau Tong district, it seems no point to connect two residential districts together.

12. Therefore, it is suggested to re-consider the proposal and extend the commuting of TKO resident beyond Yau Tong.

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Transport Planning Division
Transport Department
12/F, South Tower
West Kowloon Government Offices
11 Hoi Ting Road
Yau Ma Tei, Kowloon

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