

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

發展局

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23 June 2010

Secretary General,  
Legislative Council Secretariat,  
Legislative Council Building,  
8 Jackson Road,  
Central, Hong Kong  
(Attn: Mr Daniel Sin)

Dear Mr Sin,

**Follow-up actions in respect of the meeting among  
members of the Legislative Council and Kwun Tong District Council  
on 13 May 2010**

Thank you for your letter dated 1 June 2010 conveying the views of the LegCo and Kwun Tong District Council members on the planning and transport issues of Kowloon Bay. Having consolidated the information from relevant bureau and departments, including the Transport and Housing Bureau (THB), Transport Department (TD) and Planning Department, our reply is set out below.

**Transport Facilities in Kowloon Bay**

As mentioned in our reply dated 13 April 2010, the Government

has planned to carry out improvement works at some junctions in Kowloon Bay in phases to cater for its development. In addition, we have established a set back requirement for the Kowloon Bay business area. The old industrial buildings are required to set back upon redevelopment for future footpath widening for the greater convenience of the public and enhancement of road safety. In addition, some developers in the Kowloon Bay business area have proposed to construct a 550-metre covered footbridge system along Sheung Yuet Road, linking up the Kowloon Bay MTR Station in the east and the MegaBox at the west end. The Exchange Tower, Kowloon One, Enterprise Square III and Manhattan Place are also connected along the route. The proposal has been gazetted. Upon implementation, it will help relieve the existing congested condition during peak hours and meet the pedestrian growth arising from the completion of new commercial developments. Pedestrian safety, accessibility, walking environment and junction operation in the area will also be improved further.

### **Environmentally Friendly Transport System in Kai Tak**

The Government has engaged consultants to conduct feasibility study in respect of the proposed environmentally friendly transport system (EFTS) in Kai Tak. The scope of the study also covers the feasibility of extending the EFTS to adjoining districts, with connections to the existing rail network as far as possible. In order to have a better understanding of the public's views, the Civil Engineering and Development Department and its consultants met the Kwun Tong District Council members in March 2010 to collect their views on the EFTS. The consultants are now studying the views collected for analysis, including to follow up with the suggestions of the Kwun Tong District Council members for enhancing connectivity between new and old districts.

### **Redevelopment of Kwun Tong Centre**

According to the Urban Renewal Authority (URA)'s Kwun Tong Town Centre (KTTC) Redevelopment project, there are recommendations under the approved Master Layout Plan on the connectivity of the redevelopment project and its surrounding area. The URA recommends

to develop several graded-separated connection systems under the redevelopment project to enhance connection between the KTTC and its surroundings. This includes the Government's recommendation of developing three pedestrian connection systems to tie in with the development of the area – a pedestrian link connecting Yuet Wah Street and Kwun Tong MTR station/Kwun Tong Road; a pedestrian link at the junction of Hip Wo Street and Mut Wah Street crossing Hip Wo Street; and a pedestrian subway at the junction of Hong Ning and Ngau Tau Kok Road crossing Hong Ning Road. The aforementioned pedestrian connection systems will traverse the KTTC to surrounding areas and facilitate pedestrians' commutation among Kwun Tong MTR Station, Mut Wah Street, Yuet Wan Street, Hip Wo Street and Ngau Tau Kok Road.

The Kwun Tong District Council, with funding support from the URA, engaged the University of Hong Kong to conduct an Urban Regeneration District Aspiration Study (DAS) in late 2009. The DAS identified aspiration mainly on the revitalisation front and recommended to revitalise Hoi Yuen Road by constructing an underground street, a pedestrian zone as well as a footbridge system linking up the business areas. However, given that the various pedestrian connection systems mentioned above will significantly help enhance the connectivity of KTTC and its surrounding areas, the URA has no plan to provide an underground street to connect Hoi Yuen Road and the Kai Tak runway.

Regarding the suggestion on the provision of a public transport interchange beneath the Kowloon Bay Sports Ground for connection between Kowloon Bay and the Kai Tak Development and Kwun Tong, there is at present a bus terminus at Kai Yip Estate for the public to travel to/from Kowloon Bay. Besides, to enhance integration of new and old districts, the Government has planned to construct roads and pedestrian crossing facilities in the area of Kai Tak development adjacent to Kowloon Bay to closely link up the two districts. We will also carry out junction improvement works between Kowloon Bay and Kwun Tong to enhance their connectivity.

As for the suggestion to provide an additional MTR station near the proposed Cross District Community Cultural Centre to be constructed after the demolition of the Lower Ngau Tau Kok Estate, THB indicated

that the location of the proposed Cross District Community Cultural Centre is very close to the exits of the existing MTR Kowloon Bay Station (opposite to the station) with footbridges provided to facilitate passengers to travel to and from the MTR Kowloon Bay Station.

**Transport Facilities for Public Residential Housing Developments**

Regarding the coordination of the development programmes of public residential housing and their associated transport facilities, TD will plan ahead based on the development programmes of the public residential housing developments to provide appropriate transport facilities timely.

Yours sincerely,

(Eric TANG)  
for Secretary for Development

c.c.

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