

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary Information on 109KA - Construction of Trade and Industry Tower in Kai Tak Development Area

INTRODUCTION

At the Public Works Subcommittee meeting held on 14 December 2011, while supporting the proposal of construction of the Trade and Industry Tower (TI Tower) in Kai Tak Development Area (KTDA), some Members raised questions about the provision of car parking facilities for visitors. This note provides the additional information requested by Members.

CAR PARKING SPACES AT TI TOWER

2. Users of government services are encouraged to travel to and from government offices buildings by means of public transport. For the TI Tower, there is the added consideration that KTDA where the building is located has been planned as a pedestrian-oriented environment based on the vision of “A Green Web of Sustainable Development”. Hence, under our original planning for the TI Tower, we have not provided visitors’ carparks. All the originally proposed 60 car parking spaces are to meet the operational needs of the departments in the building, with their service vehicles taking up the majority of the proposed car parking spaces.

3. We note Members' concern about providing car parking spaces for visitors to the TI Tower. Having balanced this request against the consideration of encouraging visitors of TI Tower to use public transport, the overall design of KTDA as a "Green City", and the availability of some 1 400 car parking spaces in other developments in the vicinity (please see paragraph 5 below for more details), we propose to provide five additional parking spaces (on top of the 60 originally designed) to meet the needs of visitors. This will be implemented at no extra costs to the project, by converting the space originally reserved for a loading/unloading bay at the basement into three visitors' carparks, as well as by making available two taxi/private car lay-bys at the ground floor for shared use as two visitors' carparks.

PARKING FACILITIES FOR THE COMMUNITY HALL

4. Amongst the 60 car parking spaces originally designed, there are three car parking spaces which will be dedicated to serving the operation of the community hall. The car parking spaces provision for the proposed community hall is the same as that for the other new community hall at the Bailey Street Joint-user Complex in Kowloon City, which was approved by Finance Committee in February 2010 and is currently under construction.

PARKING FACILITIES IN THE VICINITY

5. Apart from the car parking spaces proposed to be provided at the TI Tower, visitors may also make use of around 1 400 hourly car parking spaces in commercial developments and open/on-street parking spaces in the immediate vicinity of the TI Tower as set out below and indicated in the map at

————— **Annex A** –

- a) The Latitude (around 80 parking spaces);
- b) Stelux House (around 40 parking spaces);
- c) AIA Financial Centre (around 40 parking spaces);

/d)

- d) Yue Xiu Plaza (around 25 parking spaces);
 - e) Hong King Building (around 25 parking spaces);
 - f) on-street parking spaces at junction of Ning Yuen Street and King Fuk Street (around 150 parking spaces);
 - g) temporary open carpark at King Fuk Street (around 300 parking spaces); and
 - h) temporary carpark at Concorde Road at the adjacent sites earmarked for the development of Government buildings (around 800 parking spaces).
6. In addition to these existing parking spaces, about 360 parking spaces are to be provided at the nearby site of the TI Tower, which is planned as a comprehensive development area. The actual provision is subject to review when other development parameters are known.

PUBLIC TRANSPORT FACILITIES

7. There are currently 28 public bus routes and 10 green mini bus routes serving the TI Tower site. The relevant stops are set out in the map at **Annex B**.
The details of the routes are set out at **Annex C**.

8. It is expected that the Kai Tak Station of Shatin to Central Link of the Mass Transit Railway will commence operation in 2018 and there is linkage between the TI Tower and the future Kai Tak Station, which is within a walking distance of about 10 minutes. The details of the linkage are set out in the map at **Annex D**.

/THE

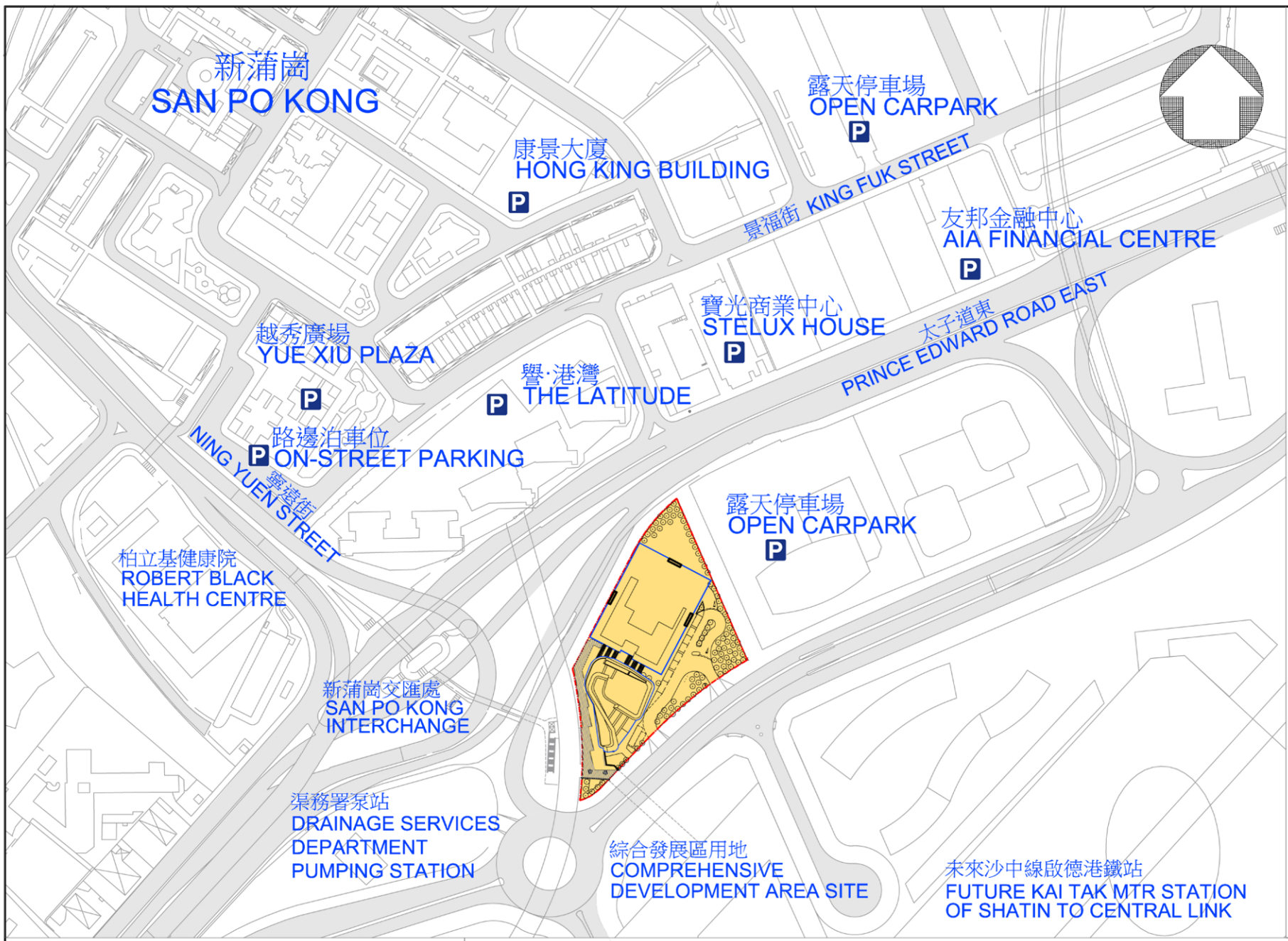
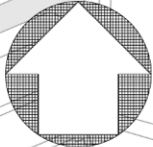
THE WAY FORWARD

9. We consider that the revised proposal to provide car parking spaces for visitors at TI Tower, together with the provision of car parking facilities in the vicinity area as well as public transport facilities, would be able to meet the needs of the users of government services at the TI Tower and address the concern expressed by Members. It would also enable us to continue to implement the project in line with the “Green City” concept of KTDA.

Financial Services and the Treasury Bureau
December 2011

圖例 LEGEND:

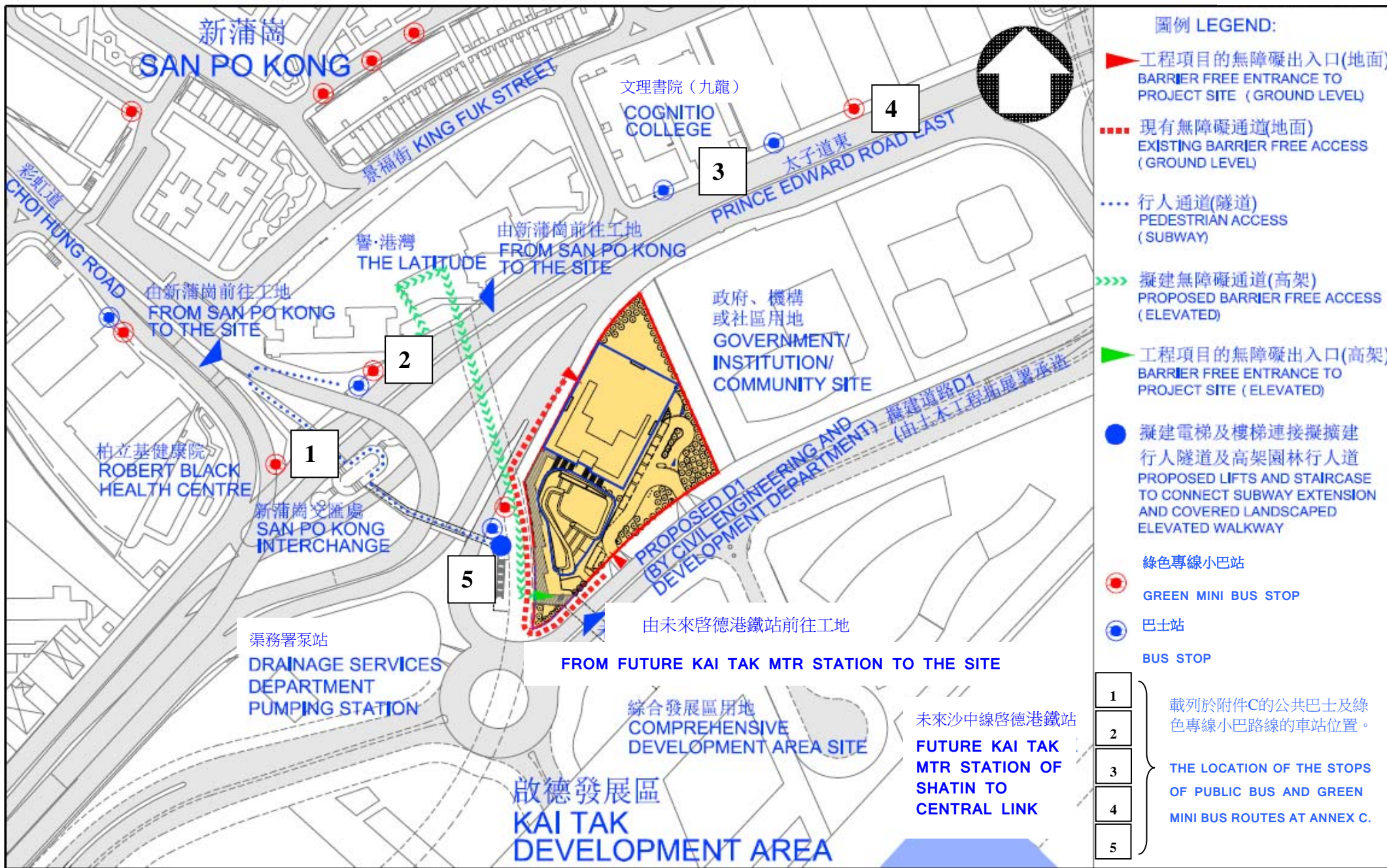
P 泊車位
PARKING



109KA
CONSTRUCTION OF TRADE AND INDUSTRY TOWER
IN KAI TAK DEVELOPMENT AREA
在啟德發展區興建工業貿易大樓

PARKING FACILITIES IN THE VICINITY OF THE PROPOSED TRADE AND INDUSTRY TOWER
擬建工業貿易大樓鄰近泊車位分佈

1:3000



109KA
CONSTRUCTION OF TRADE AND INDUSTRY TOWER
IN KAI TAK DEVELOPMENT AREA
在啟德發展區興建工業貿易大樓

STOPS OF PUBLIC BUS ROUTES AND GREEN MINIBUS ROUTES SERVING THE PROPOSED TRADE AND INDUSTRY TOWER

擬建工業貿易大樓公共巴士和綠色專線小巴車站分佈圖

**Kai Tak Development Area –
Existing Public Bus Routes and Green Mini Bus Routes
along Prince Edward Road East**

Mode	Route No.	Origin - Destination	Location of Stop (Please see Annex B)
Public Bus	1A	Sau Mau Ping (Central) - Star Ferry	2,5
	2A	Lok Wah - Mei Foo	1,3,5
	*5D	Telford Gardens - Hung Hom (Circular)	2,5
	11B	Kwun Tong (Tsui Ping Road) - Kowloon City Ferry	1,5
	11D	Kwun Tong Ferry - Lok Fu	1,5
	11X	Sau Mau Ping (Upper) - Hung Hom Station	2
	13D	Po Tat - Tai Kok Tsui (Island Harbourview)	2,5
	14	Yau Tong - China Ferry Terminal	3,5
	15	Ping Tin - Hung Hom Ferry Concourse	3,5
	16	Lam Tin (Kwong Tin Estate) - Mong Kok (Park Avenue)	3,5
	17	Kwun Tong (Yue Man Square) - Oi Man	1, 5
	*24	Kai Yip - Mong Kok (Circular)	2,5
	26	Shun Tin - Tsim Sha Tsui East	3,5
	27	Shun Tin - Mong Kok (Circular)	3, 5
	40	Laguna City - Tsuen Wan (Nina Tower)	1,5
	42	Shun Lee - Cheung Ching	3,5
	93K	Po Lam - Mong Kok East Station	2,5
	95	Tsui Lam - Jordan (To Wah Road)	2
	98C	Hang Hau (North) - Mei Foo	2,5
	98S	LOHAS Park - Mei Foo	2,5
	101	Kwun Tong (Yue Man Square) - Kennedy Town	4,5
	107	Kowloon Bay - Wah Kwai	2,5
	296C	Sheung Tak - Sham Shui Po (Tonkin Street)	2,4,5
	297	Hang Hau (North) - Hung Hom Ferry Concourse	2
	Bus 796C	Tseung Kwan O Public Transport Interchange - Nam Cheong Station	2, 4, 5

Mode	Route No.	Origin - Destination	Location of Stop (Please see Annex B)
	796X	LOHAS Park Station Public Transport Interchange - Tsim Sha Tsui East (Concordia Plaza)	2,5
	A22	Lam Tin Station - Airport (Ground Transportation Centre)	2,5
	N293#	Sheung Tak - Mong Kok East Station	2,5
Green Mini- bus	46	Richland Gardens - Tai Kok Tsui (Olympic Station)	2,3,5
	49	Shun Tin - Kowloon City Ferry	3,5
	61^	Siu Sai Wan (Island Resort) - Mong Kok East Station	1,5
	69	Laguna City - Kowloon City (Lion Rock Road)	1,3,5
	85	San Po Kong (The Latitude) - Festival Walk Public Transport Terminus	The Latitude
	102	Hang Hau Station - San Po Kong	3
	105	Hong Sing Garden - To Kwa Wan	3,5
	105S	Hong Sing Garden - To Kwa Wan	2,3,5
	110	Tiu Keng Leng Public Transport Interchange – Kowloon City	1,5
	805S#	Kam Ying Court – Mong Kok	Prince Edward Road East

* According to the KMB Routes Development Plan 2011-15, Routes 5D and 24 will be re-routed to serve the Kai Tak Development Area from Q2/2013.

^ The route operates from 2300 hours to 0530 hours.

The route is an overnight route.

新蒲崗
SAN PO KONG

寧遠街
NING YUEN STREET

柏立基健康院
ROBERT BLACK
HEALTH CENTRE

新蒲崗交匯處
SAN PO KONG
INTERCHANGE

渠務署泵站
DRAINAGE SERVICES
DEPARTMENT
PUMPING STATION

Landscaped Elevated Walkway
(subject to Detailed Design)
園景美化高架行人道
(有待詳細設計)

Landscaped Elevated Walkway
(subject to Detailed Design)
園景美化高架行人道
(有待詳細設計)

綜合發展區用地
COMPREHENSIVE
DEVELOPMENT AREA SITE

Pedestrian Linkage inside the Comprehensive Development Area Site
(subject to Detailed Design)
綜合發展用地內行人通道
(有待詳細設計)

政府、機構
或社區用地
GOVERNMENT/
INSTITUTION/
COMMUNITY SITE

Pedestrian Footpath along Road D1
沿D1路旁的行人通道

Pedestrian Subway (subject to Detailed Design)
行人隧道 (有待詳細設計)

其他指定用途
(混合用途)
OTHER SPECIFIED
USES (MIXED USE)

Pedestrian Linkage inside the Other Specified
Uses (Mixed Use) Site
(subject to Detailed Design)
其他指定用途 (混合用途) 用地內行人通道
(有待詳細設計)

未來沙中線啟德港鐵站
FUTURE KAI TAK MTR STATION
OF SHATIN TO CENTRAL LINK

圖例 LEGEND:



行人通道
PEDESTRIAN
ACCESS

