

**Legislative Council Public Works Subcommittee  
meeting on 11 March 2015**

**80TI - Public Transport Interchange at Container Port Road and  
Junction Improvement Works along Kwai Chung Road, Kwai Chung**

**Supplementary Information**

**PURPOSE**

On 11 March 2015, the Public Works Subcommittee (PWSC) recommended **80TI** be submitted to the Finance Committee (FC) for consideration. Members requested that the following supplementary information be provided –

- (a) (preferably with plans/drawings) the details about the entrances/exits of the pedestrian subway system that would link up to the proposed public transport interchange ("PTI"), including their locations, etc.; and the routes that could be taken by pedestrians to travel between the proposed PTI and Kwai Fong MTR Station and the nearby major developments (such as Kwai Fong Multi-Storey Car Park, Kwai Tsing Theatre, the industrial area) via the subway system;
- (b) when planning and designing the proposed PTI, whether the Government has given consideration to the construction of a pedestrian footbridge linking the PTI to Kwai Fong MTR Station; if so, the details, including the alignment options that have been considered; and the factors of consideration leading to the decision not to provide the footbridge;

- (c) with respect to the suggestion at the meeting that apart from the pedestrian subway system, a pedestrian footbridge directly linking the proposed PTI to Kwai Fong MTR Station should be provided, whether the Government would take forward the suggestion; if so, the details; if not; the reasons.
- (d) given that the proposal would convert a site which was originally used for providing public parking spaces for, among others, heavy goods vehicles into a PTI, the measures taken by the Government to address the impact of the loss of the parking spaces for heavy goods vehicles affected by the proposal;
- (e) with respect to the concern raised at the meeting that in the past one and a half year, the Government has resumed a number of sites in Kwai Tsing district/in the vicinity of the Kwai Chung Container Terminal (such as Hing Wah Street West, Tsing Hung Road) originally providing public parking spaces for heavy goods vehicles and container trucks, how, from the land use planning perspective, the Government would address the impact of loss of parking spaces on the operation of these vehicles due to such kind of resumption plans;
- (f) with respect to the Government's conclusion at the meeting that despite the loss of parking spaces mentioned in (d) and (e), the parking spaces available in Kwai Tsing District would be adequate to meet the parking demand of heavy goods vehicles including container trucks, the findings of assessments supporting the conclusion (including the relevant statistics on the supply and utilization of these remaining parking spaces).

## GOVERNMENT RESPONSES

2. Please find below the Government's responses to the matters set out in paragraph 1 above –

(a), (b)&(c) The existing grade-separated pedestrian subway system at Kwai Fuk Road roundabout conveniently links the proposed PTI to Kwai Fong MTR station, Kwai Tsing Theatre, Kwai Fong Multi Storey Carpark, the industrial and other areas in the vicinity. This enables pedestrians from all directions to gain barrier-free access to the proposed PTI. A layout plan with the entrance/exit locations of the existing subway system is at Annex A. This pedestrian subway system has been substantially improved in 2010, including construction of extra passageway barrels, covered staircase, lifts and covers to footpath and associated landscaping works, to enhance pedestrian safety and to cater for the anticipated increase in pedestrian traffic. During the planning and design of the proposed PTI in 2014, we have examined a pedestrian linkage between the proposed PTI and the Kwai Fong MTR Station and confirmed that this enhanced pedestrian subway system would be adequate.

(d) According to the latest survey conducted by the Transport Department (TD) in November 2014, the parking sites of Kwai Tsing district, including those along Container Port Road South, Kwai Wo Street and Kwai Hei Street which are relatively close to the affected site, have adequate vacant parking spaces to accommodate the 73 displaced heavy vehicles due to the partial closure of short term tenancy (STT) site for the proposed PTI. The location plan of these parking sites is at Annex B. With the partial closure of STT site for the proposed PTI, the overall utilization rate of the parking sites for heavy vehicles in the Kwai Tsing district will be slightly increased by 1% from 90% to 91%.

- (e) TD has been monitoring the parking situation in the Kwai Tsing district and keeping a parking inventory. Taking into account the loss of STT sites for parking heavy vehicles due to land resumptions in Kwai Tsing district in the past one and a half years, there are still available parking spaces for heavy vehicles in Kwai Tsing area as illustrated in item (d) above. TD will continue to monitor the parking situation and keep in view the need to explore other sites for parking of heavy vehicles in the district.
  
- (f) As mentioned in item (d) above, with the future partial closure of STT site for present PTI development, the overall utilization rate of parking sites for heavy vehicles in Kwai Tsing district will be increased slightly by 1% to 91%. Details are set out at Annex C.

**Transport and Housing Bureau**  
**April 2015**



葵福路迴旋處行人隧道系統的平面圖

Layout Plan of Subway System at Kwai Fuk Road Roundabout

080TI

葵涌貨櫃碼頭路的公共運輸交匯處及葵涌道道路交界處改善工程

Public Transport Interchange at Container Port Road and Junction Improvement Works along Kwai Chung Road, Kwai Chung



葵喜街停車場  
Kwai Hei Street Car Park



貨櫃碼頭路停車場  
Container Port Road  
Car Park



葵和街停車場  
Kwai Wo Street Car Park



貨櫃碼頭南路停車場  
Container Port Road South  
Car Park

擬議的公共運輸交匯處  
Proposed Public  
Transport Interchange

擬議公共運輸交匯處的鄰近臨時停車場位置圖  
Location Plan of the STT Parking Sites near the proposed PTI

080TI

葵涌貨櫃碼頭路的公共運輸交匯處及葵涌道道路交界處改善工程

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**Situation of STT parking sites in Kwai Tsing District for Heavy Vehicles<sup>#</sup>**

	Parking area <sup>^</sup> available for heavy vehicles (square meters (m <sup>2</sup> ))	Parking area <sup>^</sup> demand by surveyed parked heavy vehicles (m <sup>2</sup> )	Overall Utilization*
All STT parking sites in Kwai Tsing District (including the site that needs be partially closed for PTI development)	396 410	355 660	90%
All STT parking sites in Kwai Tsing District (upon the partial closure of the affected site for PTI development)	392 030		91%

Note:

<sup>#</sup> Heavy Vehicles include the vehicle types of container trucks, heavy/medium goods vehicles, light goods vehicles and coaches.

<sup>^</sup> “Parking area” includes the area of parking and maneuvering for various types of vehicles.

\* Utilization of STT parking sites was calculated based on parking area. It is because the required area of parking for different types of vehicles varies and the STT parking operators would alter the provision of parking spaces for different types of vehicles depending on the actual demand from time to time. The overall utilization was calculated as: (parking area demand by surveyed parked heavy vehicles) / (parking area available for heavy vehicles).