

政府總部
民政事務局

香港添馬添美道二號
政府總部西翼十二樓



**GOVERNMENT SECRETARIAT
HOME AFFAIRS BUREAU**

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6 March 2015

Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn: Ms Emma Cheung)

Dear Ms Cheung,

**Panel on Home Affairs
Additional Information on Kai Tak Multi-purpose Sports Complex
(MPSC)**

At the Panel meeting on 6 February 2015, Members expressed the view that the planning and design of Shing Kai Road might not be ideal from the point of view of the future operation of the MPSC, and requested information on the background to and reasons for the construction of the road. I write to provide the relevant information for Members' reference.

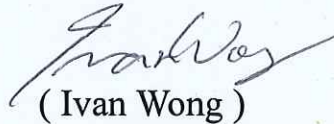
In 2009, we explored the possibility of deleting the section of Shing Kai Road (then known as "Road D2") cutting through the MPSC site. However, the Civil Engineering and Development, Planning and Transport Departments advised that the road would be an essential vehicular connection between the Ma Tau Kok/To Kwa Wan areas and the access point to the Central Kowloon Route (CKR) near the Electrical and Mechanical Services Department headquarters. The road would allow vehicular traffic from Ma Tau Kok and To Kwa Wan wishing to access the CKR to avoid a detour of 4 km around the former North Apron area. Without Road D2, it is likely that such traffic would

not use the CKR because of the detour, making the CKR much less effective in relieving road congestion.

The road is also intended to serve the residential developments in the former North Apron area and as a relief route for all traffic in the Kai Tak area. Without Road D2, the road network in the vicinity of the MPSC site would likely be gridlocked with traffic in case of blockages due to incidents. Deleting Road D2 would result in vehicles seeking access between Kai Tak town centre and Ma Tau Kok having to make a detour of up to 4 km and vehicular traffic from Ma Tau Kok would turn into Sung Wong Toi Road at the junction with Ma Tau Chung Road, which would overload the junction during peak hours. A map showing the traffic flow in the absence of the Shing Kai Road is attached.

Whilst Shing Kai Road will cut through the MPSC site as planned, a landscaped podium and at-grade light-controlled pedestrian crossings will provide connectivity between the northern and southern parts of the MPSC for pedestrians and cyclists. The Transport Department has advised that the speed limit of the section of road bisecting the MPSC could be capped at 50 km/hour, and that the relevant section of road could be closed on all major events days to mitigate the impact of the road on spectator access to and from the future main stadium.

Yours sincerely,



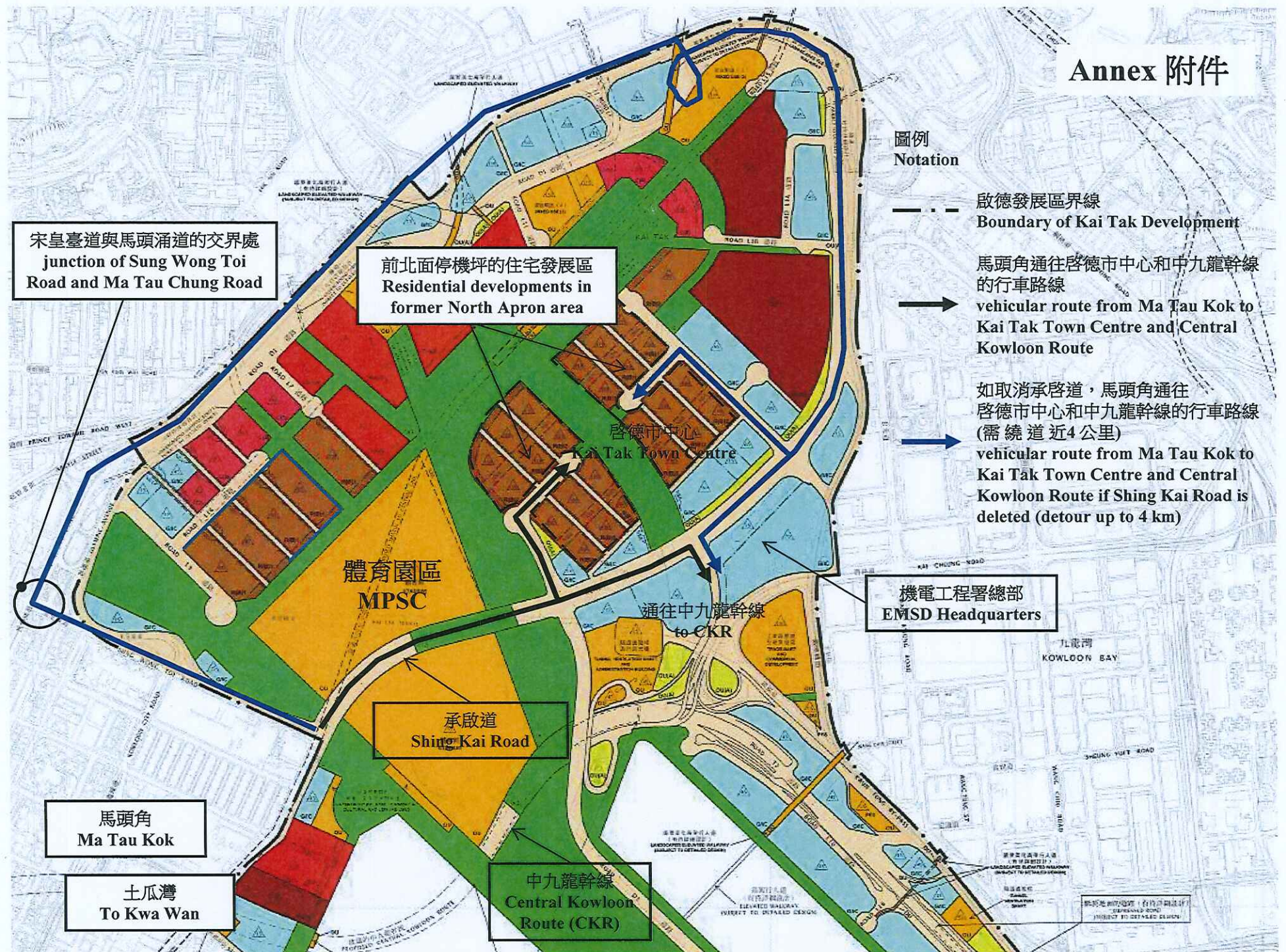
(Ivan Wong)

for Secretary for Home Affairs

Annex 附件

圖例 Notation

-  啟德發展區界線
Boundary of Kai Tak Development
-  馬頭角通往啟德市中心和中九龍幹線的行車路線
vehicular route from Ma Tau Kok to Kai Tak Town Centre and Central Kowloon Route
-  如取消承啟道，馬頭角通往啟德市中心和中九龍幹線的行車路線(需繞道近4公里)
vehicular route from Ma Tau Kok to Kai Tak Town Centre and Central Kowloon Route if Shing Kai Road is deleted (detour up to 4 km)



宋皇臺道與馬頭涌道的交界處
junction of Sung Wong Toi Road and Ma Tau Chung Road

前北面停機坪的住宅發展區
Residential developments in former North Apron area

啟德市中心
Kai Tak Town Centre

體育園區
MPSC

通往中九龍幹線
to CKR

機電工程署總部
EMSD Headquarters

承啟道
Shing Kai Road

馬頭角
Ma Tau Kok

土瓜灣
To Kwa Wan

中九龍幹線
Central Kowloon Route (CKR)

九龍灣
KOWLOON BAY

3-CHUNG YUET ROAD

WING CHIEK STREET

ROAD 11A

KAI CHUNG ROAD

ROAD 11B

ROAD 11C

ROAD 11D

ROAD 11E

ROAD 11F

ROAD 11G

ROAD 11H

ROAD 11I

ROAD 11J

ROAD 11K

ROAD 11L

ROAD 11M

ROAD 11N

ROAD 11O

ROAD 11P

ROAD 11Q

ROAD 11R

ROAD 11S

ROAD 11T

ROAD 11U

ROAD 11V

ROAD 11W

ROAD 11X

ROAD 11Y

ROAD 11Z

LANDSCAPED ELEVATED WALKWAY

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