

**Legislative Council Establishment Subcommittee**

**(EC2021-22)18 : Proposed Creation of One Supernumerary Government Engineer Post and One Supernumerary Chief Engineer Post in the Civil Engineering and Development Department for leading the Kai Tak Office for the co-ordination and implementation of projects in Kai Tak Development**

**Follow-up Issues of the Meeting held on 8 September 2021**

At the meeting on 8 September 2021, Members of the Establishment Subcommittee requested the Administration to provide information about the future traffic flow, provision of parking spaces as well as cross-boundary transport arrangements for the Kai Tak Cruise Terminal (KTCT) and surrounding area, with relevant implementation timetable. Having consulted the views of relevant Government departments (including the Transport Department and the Tourism Commission), this paper sets out the Administration's responses.

2. Kai Tak Development (KTD) is a mammoth plan with a mix of community, housing, business, tourism and infrastructural uses. In 2009, a master development plan was drawn up for the phased implementation of KTD projects. The Kai Tak Office (KTO) was set up under the Civil Engineering and Development Department in 2010, mainly for implementing the infrastructure projects of KTD and co-ordinating interface issues<sup>1</sup>. Through close coordination with relevant Government bureaux and departments, the KTO has driven the completion of various infrastructure projects of KTD. The KTO would continue to co-ordinate and implement on-going and upcoming KTD projects.

3. Having regard to the overall development plan of Kai Tak, the Government has all along been enhancing the traffic infrastructure and ancillary facilities within the district (including the KTCT area) to meet the development needs and the demand of cruise passengers.

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<sup>1</sup> The Energizing Kowloon East Office (EKEO) was set up under the Development Bureau in 2012 with a major focus on the overall planning and co-ordination of various Energizing Kowloon East (EKE) initiatives including KTD.

## Future Traffic Flow

4. Previously, the only road access between Kowloon Bay and KTCT was via Cheung Yip Street, Shing Cheong Road, Kai Tak Bridge and Shing Fung Road which were single two-lane carriageway (i.e. one lane in each direction), and traffic on these road sections was relatively busy. To alleviate the traffic, these road sections were widened to dual two-lane carriageway (i.e. two lanes in each direction) at end 2019 and the traffic capacity has been greatly increased. Besides, the Government is carrying out improvement works at the junction of Cheung Yip Street/Hoi Bun Road at Kowloon Bay, which include (i) widening of the left turn from Hoi Bun Road westbound to Cheung Yip Street from one-lane to two-lane, and (ii) widening of Cheung Yip Street northbound at its junction with Hoi Bun Road from three-lanes to four-lanes, including a left turn lane. The works is scheduled to be completed in 2022.

5. The on-going construction works for Road D3 (Metro Park Section) is scheduled to be completed in 2022. By then, a direct road linkage between KTCT and nearby area and the former north apron area would be provided via Shing Kai Road to To Kwa Wan and San Po Kong, which serve to divert the current traffic between KTCT and Kowloon Bay area.

6. We have conducted traffic impact assessments based on the latest development parameters. Preliminary result shows that upon the substantial completion of the KTD, the road network in the KTD would be sufficient to meet the relevant traffic demand in 2036. The assessment has taken into account the overall traffic flow related to KTCT during the peak hours (including the general situation for passengers leaving the cruise in the morning peak hours and boarding to the cruise in the evening peak hours) and the whole KTD including the Tourism Node and the sites at the former runway (including sites being considered to be rezoned for residential development<sup>2</sup>). The aforementioned road improvement works completed or in progress, and the relevant traffic impact assessment is shown at **Annex 1**.

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<sup>2</sup> The 2021-22 Budget announced that we are examining the feasibility of rezoning five commercial sites in Kowloon East for residential use taking into account the latest economic situation and market response. If confirmed feasible, we plan to initiate the relevant statutory town planning procedure this year.

## **Parking Spaces Arrangement**

7. The KTCT building currently has about 120 parking spaces for private cars opened for public use, and 40 coach pick-up and drop-off points.

8. The site for Kai Tak Tourism Node development adjacent to the KTCT is currently planned for tourism related uses, including hotel, retail, entertainment and leisure, office and public transport facilities. Not less than 15% of the gross floor area of the Tourism Node development would be for hotel development, providing approximately 690 to 920 rooms. The basement carpark of the Tourism Node development would provide about 950 to more than 1,000 private car parking spaces and about 53 public coach parking spaces. The amount of parking spaces for private cars is compiled in accordance with the Hong Kong Planning Standards and Guidelines and the opinions of relevant departments to serve the users of various facilities of the comprehensive development. Majority of these parking spaces would be open for use by public, including visitors of KTCT. In addition, in response to the suggestion of LegCo Members, we have completed a review on the feasibility of increasing public parking spaces at the Tourism Node development site. The review reveals that provision of about 100 additional public private car parking spaces is technically feasible, thereby increasing the total number of private car parking spaces at the Tourism Node development to about 1,050 to more than 1,100. If there is new residential development adjacent to the KTCT area, the provision of relevant ancillary parking spaces will be in accordance with the latest relevant planning standards. Taking private housing developments of flat sizes not more than 100m<sup>2</sup> as an example, the provision of private car parking spaces would be increased by about 50% to 130% (depending on the respective flat sizes) to meet the private car parking demand.

9. The Kai Tak Tourism Node development site has been included in the 2021-22 Land Sale Programme. If the development commences in 2021 to 2022, it is expected to be completed in 2028. In order to meet the public parking demand, we will endeavour to expedite the implementation of the development's car park at the basement, targeting to advance the opening of some private cars parking spaces for public use as early as 2027.

10. To meet the short to medium term parking demand, 20 public coach temporary parking spaces would be provided near the Runway Park Pier and open for use within one to two months. We are also actively exploring, in consultation with the Lands Department, the feasibility and implementation programme of providing

temporary parking spaces, say under short term tenancy, at part of the Runway Park development prior to commencement of construction works. According to current practice, we need to consult relevant stakeholders, including the Harbourfront Commission on the relevant proposals. The parking space arrangements as mentioned above is shown at **Annex 2**.

### **Cross-boundary transport arrangements connecting to the Cruise Terminal**

11. The Transport Department has been closely monitoring the demand for cross-boundary transportation services at the KTCT.

12. Cross-boundary bus service operators plan for cross-boundary bus services routes according to market demand. The Transport Department is aware of the LegCo Member's suggestion to provide cross-boundary transportation services at the KTCT, and has referred the above to the trade of the cross-boundary bus services for reference. The Transport Department also suggested the cross-boundary bus service operators to take into account their operational circumstances and the demand of cross-boundary passengers at the KTCT in planning the provision of their services as appropriate. Those interested cross-boundary bus service operators may submit their application for the proposed cross boundary bus services for KTCT to the Transport Department.

13. The Administration will continue to closely monitor the traffic situation and transport services and passenger demand in the KTD (including the KTCT area), and review the public transportation services<sup>3</sup> at the KTCT area from time to time, so as to strengthen relevant services and endeavor to study for suitable locations for parking spaces.

### **Development Bureau**

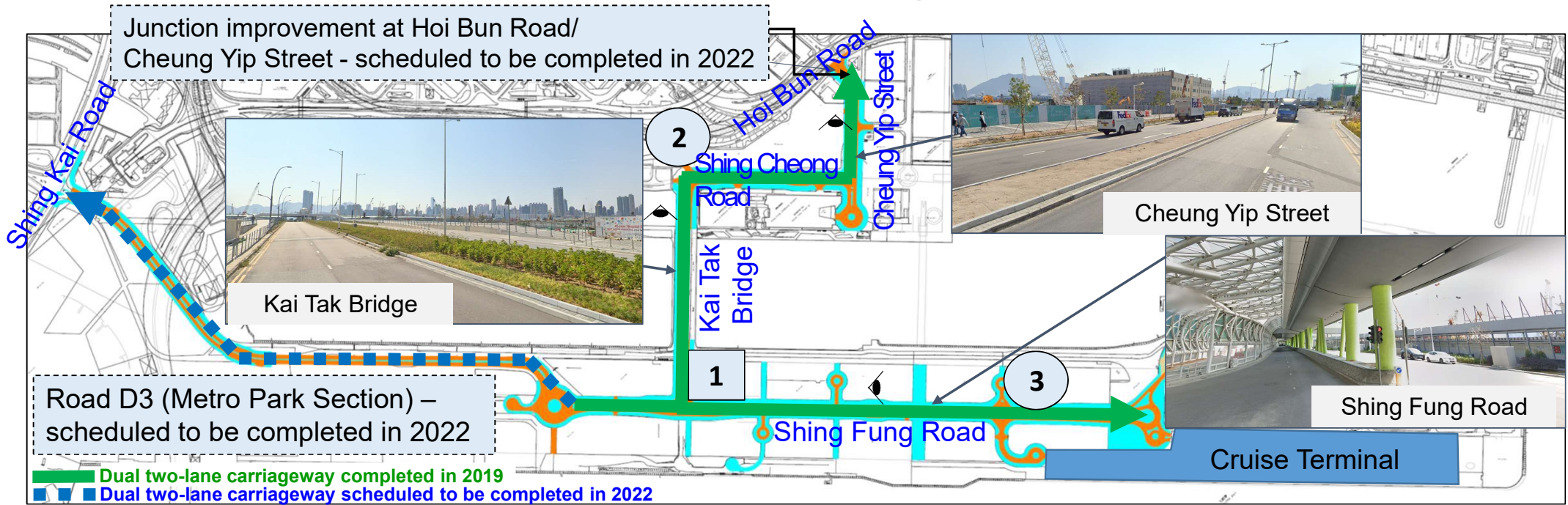
#### **Civil Engineering and Development Department**

**September 2021**

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<sup>3</sup> At present, there are franchised buses and MTR services for cruise passengers to reach the related land boundary control points. Current franchised bus and minibuses services connecting to the Kai Tak Cruise Terminal include: KMB Route No. 5R running between the KTCT and Kwun Tong MTR Station (via Ngau Tau Kok MTR Station), Citybus Route No. 22 running between the KTCT and Kowloon Tong MTR Station, Citybus Route No. 22M running between the KTCT and Kowloon City (via Kai Tak MTR Station), and Green Minibus Route No. 86 running between KTCT and Telford Garden at Kowloon Bay. The Transport Department will discuss with the relevant operators to increase the service frequency when necessary.

# Road Improvement Works Completed /In Progress, and Future Traffic Flow



**Current and proposed road network to Cruise Terminal:**

(i) Cheung Yip Street – Shing Cheong Road – Kai Tak Bridge – Shing Fung Road, or

(ii) Shing Kai Road – Road D3 (Metro Park Section) – Shing Fung Road

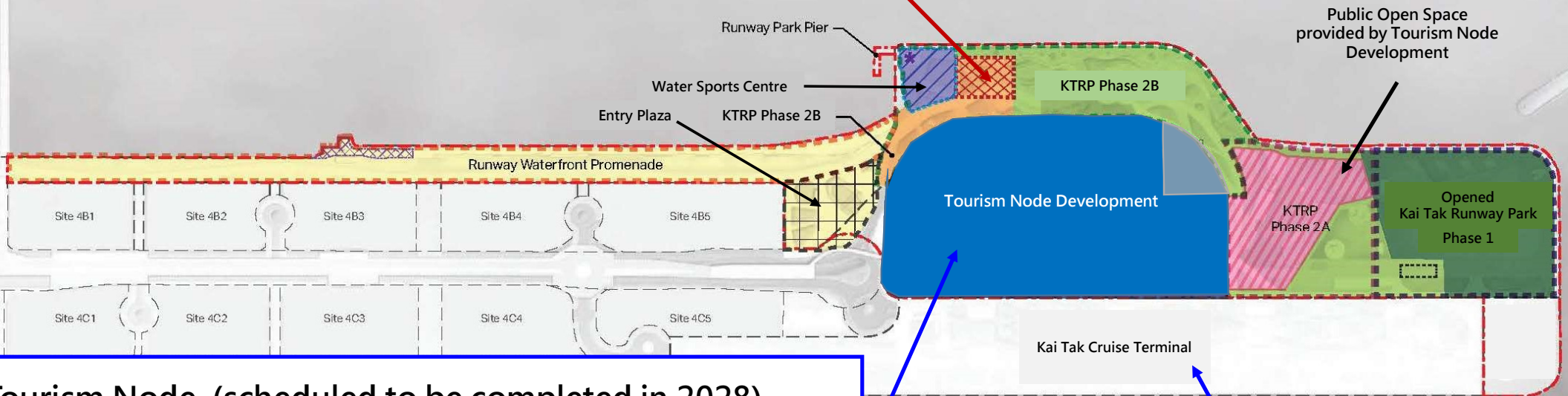
The above road sections are **dual two-lane carriageway**, with volume/capacity (v/c) ratio at peak hours at about 0.5 - 0.7

**[ Note: A Volume/Capacity (v/c) ratio equals to or less than 1.0 is considered acceptable. A Reserve Capacity (RC) greater than 0% indicates a junction is operating with sufficient capacity. A Design Flow to Capacity (DFC) ratio of equal to or less than 1.0 indicates the traffic condition is acceptable. ]**

Junction	2036 Morning (peak)	2036 Afternoon (peak)
1. Shing Fung Road/Kai Tak Bridge (signalised)	Reserve Capacity (RC) 13%	Reserve Capacity (RC) 26%
2. Shing Cheong Road/Kai Tak Bridge (roundabout)	Design Flow to Capacity (DFC) Ratio 0.86	Design Flow to Capacity (DFC) Ratio 0.71
3. Shing Fung Road/branch (roundabout)	Design Flow to Capacity (DFC) Ratio 0.88	Design Flow to Capacity (DFC) Ratio 0.87

# Planned Parking Spaces Provision

20 temporary public coach parking spaces  
(October 2021 to around 2028 (i.e. before completion of Tourism Node development))



Tourism Node (scheduled to be completed in 2028)  
Originally planned : 950 to more than 1,000 private car parking spaces, and 53 public coach parking spaces  
Proposed: **additional 100 public private car parking spaces**, thus the total number of parking spaces increased to 1,050 to more than 1,100, endeavour to open some parking spaces as early as 2027.

Cruise Terminal  
About 120 private car parking spaces open for public use  
40 coach pick-up /drop-off spaces