

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary information on 91ET – Education resource centre-cum-public transport interchange at Kowloon Tong – stage 2

INTRODUCTION

In considering the paper referenced PWSC(2002-03)63 on the above project on 13 November 2002, the Public Works Subcommittee requested the Administration to provide additional information on –

- (a) the existing traffic flow and the planned road works and traffic management measures for the area;
- (b) the layout plan of the proposed public transport interchange (PTI); and
- (c) the management of the passenger waiting room for cross boundary coach passengers.

THE ADMINISTRATION'S RESPONSE

Traffic flow

2. The Commissioner for Transport estimates that the maximum traffic generated by the cross boundary coach terminal is about 24 coaches per hour and can be easily absorbed by the adjacent road network.

3. Nevertheless, the following measures have been or are being implemented to improve the traffic condition in the vicinity of the proposed PTI –

/(a)

- (a) Construction of a new access road (Tim Fuk Road) from Waterloo Road northbound to the proposed PTI and Norfolk Road. The new access road was completed and opened in 2001. Tim Fuk Road now provides an additional access to the Kowloon Tong area and the proposed PTI.
- (b) Widening of To Fuk Road from two-lane one-way to four-lane two-way, together with the provision of a taxi stand lay-by of about 120 metres in length outside the Kowloon Tong Kowloon-Canton Railway Station and a general pick-up/drop-off bay of about 60 metres in length near the proposed PTI. Works have already commenced for expected completion by end 2003.
- (c) Widening of Norfolk Road from one-lane one-way to two-lane two-way to improve road capacity and circulation. Works have already commenced for expected completion by 2003-04.
- (d) Widening of the section of Waterloo Road northbound between Suffolk Road and Norfolk Road (near the proposed PTI) from three-lane to four-lane. This additional lane will serve as a queuing lane for traffic approaching the proposed PTI from Waterloo Road via Tim Fuk Road. It will also facilitate vehicles from the proposed PTI to enter Waterloo Road from Norfolk Road eastbound. We expect works to be completed in 2004.
- (e) Recent improvement of the junction of Suffolk Road with Waterloo Road northbound by increasing the number of entry lanes from one to two. This has significantly improved the junction capacity.

4. The traffic condition in the vicinity of the proposed PTI and the connecting section of Waterloo Road would be significantly improved upon completion of the above road improvement works and the proposed PTI (in October 2005).

Layout plan

5. The layout plans of the proposed PTI indicating the directional flow of traffic and the neighbouring road network are at Enclosures 1 and 2 respectively.

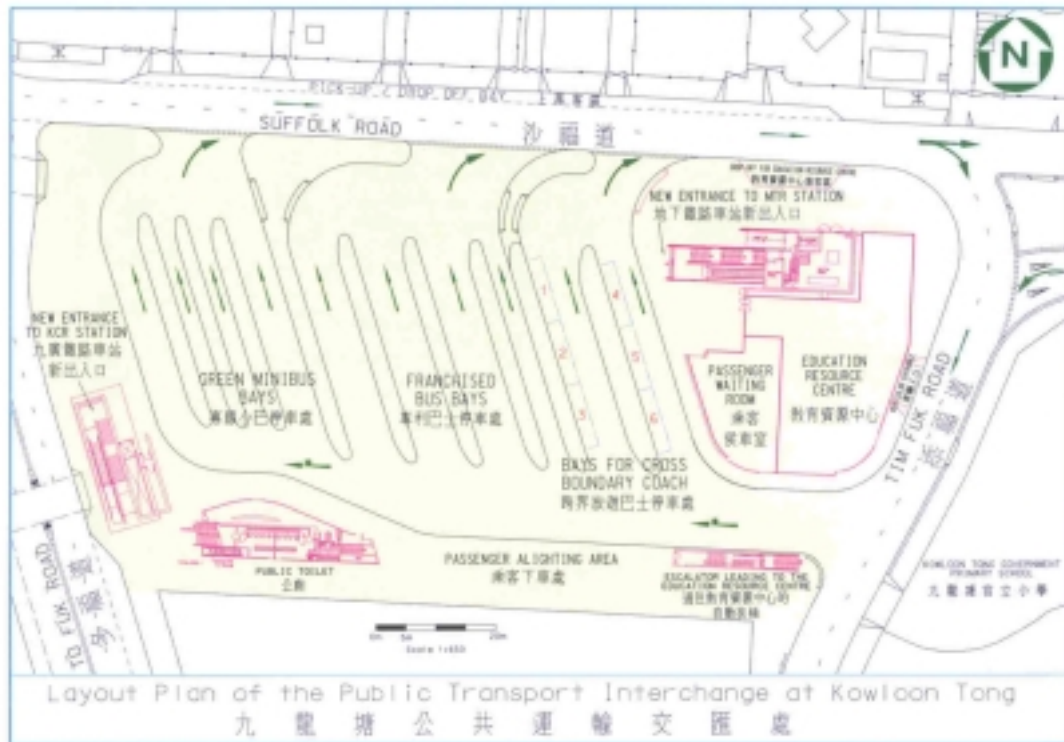
/Passenger

Passenger waiting room

6. The waiting room has a construction floor area of about 150 square metres that can comfortably accommodate 120 seated passengers at a time and should be sufficient for waiting passengers during most time of the year. Transport Department (TD) will assign time slots for use of the waiting room to different coach operators and their passengers having regard to the scheduled time of the trips, and the capacity of the waiting room. Passengers holding valid tickets for their trips would be allowed to use the waiting room.

7. TD will coordinate the management and maintenance of the waiting room that forms part of the proposed PTI. TD will contract out the management of this PTI. The contractor will take up the management of the waiting room in accordance with the terms and conditions to be stipulated by TD.

Education and Manpower Bureau
December 2002



Enclosure 1 (附件 1)



Enclosure 2 (附件 2)