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[Translation]

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17 January 2012

Secretary General  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms Shirley HAU)

Dear Ms Hau,

**Meeting between Members of  
Legislative Council and Kwun Tong District Council on 5 May 2011**

**Heavy Pedestrian Flow and Inadequate Transport Facilities  
in Kowloon Bay**

Thank you for your letter dated 30 December 2011 conveying the views of Kwun Tong District Council members at the captioned meeting. Regarding topics related to our policies [items (a)(i-iv) and (b) refer], please find our reply as follows:

Formulating traffic management measures to alleviate traffic in the vicinity of Megabox [item (a)(i) refers]

Road improvement works are being carried out by the Civil Engineering and Development Department at the junction between Sheung Yee Road and Wang Chiu Road, which include widening of the road, converting a section of Sheung Yee Road near MegaBox from two-way traffic to one-way, and reversing the traffic on Lam Fung Street from eastbound to westbound. Since the works have generally been completed, there will be more road space to reduce the traffic impact brought about by vehicles entering Megabox. The Transport Department (TD) will continue to keep a close watch on the traffic of the above locations and make improvements when necessary.

Extension of footbridges linking the MTR Kowloon Bay Station and/or construction of lifts for the footbridges [item (a)(ii) refers]

TD has conducted a pedestrian flow survey in mid-2011 on the two footbridges across Kwun Tong Road linking the MTR Kowloon Bay Station. Findings reveal that the footbridges are able to cope with the current pedestrian flow. However, TD will continue to keep a close watch on the pedestrian flow of the footbridges and take appropriate improvement measure as necessary, including construction of lifts for the convenience of those in need.

Development of the MTR Ngau Tau Kok Station to alleviate the crowd at the Kowloon Bay Station; Setting up of a subcommittee on transport to look into options for improvement of traffic development in Kowloon Bay [items (a)(iii) and (a)(iv) refer]

At present, members of the public may take feeder buses or use the nearby footbridges of the MTR Kowloon Bay Station to go to the Kowloon Bay business area. There are now three footbridges (near Lam Hing Street, Sheung Yuet Road and Sheung Yee Road) crossing Wai Yip Street in the vicinity of Telford Plaza, linking the plaza with the Kowloon Bay business area. To alleviate overcrowding at the MTR Kowloon Bay Station, TD has liaised with the management company of Telford Plaza and the MTR Corporation for appropriate measures to divert the public for more effective utilisation of the three footbridges.

As for the vacant site beside the MTR Ngau Tau Kok Station, TD is liaising with the Lands Department for an update on the future development and development schedule of the site. Once the development schedule for the site is finalised, TD will advise the departments concerned on the transport facilities for the development.

Regarding the traffic matters of Kowloon Bay, we will continue to listen to the views of members of the Legislative Council and District Councils and maintain close liaison with them.

Barging point for the project of Kai Tak Station of Shatin to Central Link [item (b) refers]

The provision of a barging point at the Kai Tak Development Area under the Shatin to Central Link railway project serves to reduce the impact on local roads and overall traffic during the works. Since most of the station and tunnel works of the Shatin to Central Link will be carried out under the ground, the debris excavated from the works area will have to be transported away. We propose that the debris should be transported to a seaside barging point via

the shortest land route before being transported by sea to a designated dumping site.

If a barging point cannot be provided at the Kai Tak Development Area, the debris will have to be delivered by land transport to fill banks of other landfill sites. This will significantly increase the traffic load in and around the district, impacting the community even more.

The location of the proposed barging point at the Kai Tak Development Area has been chosen as far away from residential area as practicable. MTRCL has also engaged independent environmental consultants to conduct a detailed environmental impact assessment (EIA) on the railway works and the associated supporting facilities, and recommend the necessary mitigation measures. Commencement of the works will be subject to approval of the EIA report and issuance of environmental permit by the Environmental Protection Department. Operation of the barging point will also be governed by the relevant environmental protection ordinance with a view to minimising the impact on the surrounding environment.

Regarding the low-carbon sitting-out area mentioned in item (a)(i) and the Kai Tak environmentally friendly linkage system in item (b), a separate reply will be provided by the Development Bureau as these issues are under its policy purview.

Yours sincerely,

(LAU Cheuk-kwan )  
for Secretary for Transport and Housing

c.c.  
Secretary for Development  
Commissioner for Transport

(Attn: Miss LUK Tsz-yin, Elania)  
(Attn: Mr CHUNG Siu-wing, Joseph)