

## LCQ20: Transport connecting two hospitals in Kai Tak

Following is a question by the Hon Yang Wing-kit and a written reply by the Secretary for Transport and Logistics, Ms Mable Chan, in the Legislative Council today (April 2):

Question:

It is learnt that the Transport Department plans to introduce Citybus Limited Route No. 20X and Supplementary Green Minibus Route No. 88A, and extend the existing route of Kowloon Motor Bus Company (1933) Limited Route No. X6C, so as to enhance the connectivity of Hong Kong Children's Hospital (Children's Hospital) and the New Acute Hospital in Kai Tak (New Acute Hospital) with neighbouring areas. In this connection, will the Government inform this Council:

(1) of the following information on the aforesaid newly-introduced and extended routes: (i) the tentative implementation schedule, and (ii) the stops involved;

(2) whether it will consider extending the origin and destination of Green Minibus Route No. 88A from Wong Tai Sin Station to Chuk Yuen and Tsz Wan Shan, and introducing a franchised bus route connecting Tsz Wan Shan, Chuk Yuen, Lok Fu and San Po Kong, so as to make it convenient for local residents to travel to and from the Children's Hospital and the New Acute Hospital; if so, of the details; if not, the reasons for that; and

(3) whether it will study the construction of a traveller connecting a station of the proposed Smart and Green Mass Transit System in Kai Tak to the aforesaid two hospitals; if so, of the details; if not, the reasons for that?

Reply:

President,

In consultation with the Transport Department (TD), our reply to the question raised by the Hon Yang Wing-kit, is as follows:

(1) and (2) The TD has been maintaining close liaison with the Hospital Authority and relevant departments on the public transport services for Hong Kong Children's Hospital (HKCH) and the New Acute Hospital (NAH), with a view to assessing the overall demand for public transport services in the Kai Tak Hospital Area (KTHA) and making targeted planning in advance to meet the travelling needs of passengers. This includes strengthening services for citizens in Yau Tsim Mong, Kowloon City, Wong Tai Sin districts and the surrounding vicinity to travel to and from the KTHA, as well as enhancing the connectivity between the KTHA and the MTR network.

At present, there are four franchised bus routes and six green minibus

(GMB) routes serving the KTHA, connecting the area with districts such as Kwun Tong, Kowloon City, Mong Kok and Tsim Sha Tsui, as well as nearby MTR stations such as Kai Tak Station, Sung Wong Toi Station, To Kwa Wan Station, Kowloon Bay Station, Ngau Tau Kok Station, Kwun Tong Station, and Wong Tai Sin Station. Among them, GMB Route No. 88A is a new route commissioned in end-March this year, connecting HKCH with Wong Tai Sin Station. Residents in the San Po Kong area can take this route to travel to and from the KTHA. Meanwhile, residents in Lok Fu and Chuk Yuen can take MTR and GMB Route No. 38M to Wong Tai Sin Station respectively, and then interchange to GMB Route No. 88A to the KTHA. The existing franchised bus and GMB routes serving the KTHA are set out in Annex 1.

To cope with the increasing passenger demand, the TD plans to introduce or extend three franchised bus routes via the KTHA, including the addition of CTB Route No. 20X and extension of KMB Routes No. X6C and No.15A, in order to further enhance the KTHA's connectivity with other districts. Details of the relevant routes are set out in Annex 2. The new routes are expected to come into service from the second half of this year to early next year.

The TD will continue to closely monitor the progress of the NAH project and the overall development of the area. Subject to the demand, the TD will make timely adjustments or enhancement of the public transport services in the area, or introduce new franchised bus or GMB routes to cater for public's need to travel to and from the KTHA.

(3) We will explore pedestrian connectivity improvement scheme between the proposed station of the Smart and Green Mass Transit System in Kai Tak and the captioned two hospitals, such as the addition of cover or traveller, on facilities including the existing footpath of the Kai Tak Bridge. In the process, we will have to consider the impact of the improvement scheme on the existing facilities, including relevant carriageways, footpaths and public facilities, and assess the technical feasibility and cost-effectiveness.