






**Profile of Idle Flyovers and “Bridges to nowhere” Provided by Transport Department (“TD”),
Highways Department (“HyD”) and Civil Engineering and Development Department (“CEDD”)**

No.	Location of idle flyovers or stub ends	Construction department or organisation	Year of completion (idle years)	Background and plans for linking with future roads	Latest progress	On-site Photo
1	Idle flyover near Yen Chow Street on West Kowloon Corridor (HyD Structure No: K54)	Public Works Department (“PWD”) ¹	Completed in 1988 Closed in 1998 (22 years)	<ul style="list-style-type: none"> Opened to public use in 1988 upon completion. The Government subsequently changed the land development plan in the vicinity and built Fu Cheong Estate. The flyover was thus closed in 1998 but remains in-situ till today. Existing roads in the vicinity can cope with the traffic demands. TD is now liaising with HyD to demolish the slip road of the flyover in question so as to release the land for other uses. 	Under Planning	
2a	Reserved stub end on Tsing Sha Highway in Sha Tin (viz Trunk Road T3) (HyD Structure No: N990, N993)	CEDD	2008 (12 years)	<ul style="list-style-type: none"> As early as the late 1970s, the Government already made plans for constructing Trunk Road T4 (“T4”) as part of the road network in the Sha Tin district. Those stub ends were reserved for linking with T4 in the future. 	Investigation study in progress	
2b	Reserved stub end near Tsang Tai Uk on Sha Tin Road (HyD Structure No: 7SE-C/R62)	Territory Development Department (“TDD”) ²	1984 (36 years)	<ul style="list-style-type: none"> In 2006, CEDD followed relevant legislative requirement to gazette the T4 construction project and received some 800 public views, mainly on the necessity and alignment of the road, and on its impact on the environment, scenery and <i>fung shui</i> of the surroundings as well as on property prices. In 2007, the Traffic and Transport Committee under the Sha Tin District Council (“Sha Tin TTC”) motioned to shelve the project. The Government subsequently decided to revisit the T4 project. 	Investigation study in progress	
2c	Reserved stub end on Shing Mun Tunnel Road near Scenery Court (HyD Structure No: N590)	TDD (Note 2)	1990 (30 years)	<ul style="list-style-type: none"> The Traffic Review on Major Roads in Sha Tin conducted by CEDD in 2016 found construction of T4 necessary. In 2018, CEDD made a report to the Sha Tin TTC on the enhanced T4 project and its implementation plan. The District Council agreed to the T4 construction. CEDD subsequently appointed a works consultant to conduct investigation study in June that year. 	Investigation study in progress	



¹ The Public Works Department was split into several execution departments, including HyD, in 1982.

² TDD merged with the Civil Engineering Department to become CEDD in 2004.



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3	The half-finished flyover at Tsuen Tsing Interchange on Texaco Road (HyD Structure No: N759)	TDD (Note 2)	1995 (25 years)	<ul style="list-style-type: none"> ● In the 1980s, the Government drew up a three-stage improvement plan for the interchange at Texaco Road/Tsuen Wan Bypass to meet the traffic demands arising from the development of the Tsuen Wan New Town and the future reclamation area. Following completion of Stage One in 1992, the Government completed in 1995 Stage Two, during which the half-finished flyover in question and Tsuen Tsing Interchange were constructed. That half-finished section, about 300 metres long, was intended for linking with a proposed flyover and other roads during Stage Three. Each stage of the improvement plan is a stand-alone project, established based on its own development needs. ● Later on, the Tsuen Wan reclamation project was cancelled owing to the Protection of the Harbour Ordinance, resulting in a lower-than-expected growth in population and traffic flow in the district. The Government, therefore, considered there was no urgency to build new roads to link with the half-finished flyover in question. ● In July 2016, HyD engaged a consultant to review the traffic situation on Tsuen Wan Road and the related junctions. The review predicted traffic congestion at the Tsuen Tsing Interchange in the coming years. Then in the fourth quarter of 2017, HyD consulted the Tsuen Wan District Council and Kwai Tsing District Council on the traffic review and improvement plans of the Tsuen Wan Road and the related junctions. During the consultation, some members of the District Councils requested that the reserved flyover section be linked to the ground level of Texaco Road to relieve the traffic at Tsuen Tsing Interchange. TD then commissioned HyD to conduct study on the proposed connection works. Under the circumstance, HyD studied the above proposal alongside the Tsuen Wan Road widening works. Related investigative work already commenced in May 2019. 	Investigation in progress	



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4a	Reserved stub end on Penny’s Bay Highway (near North Lantau Highway) (HyD Structure No: T9C, T9D)	HyD	1997 (23 years)	<ul style="list-style-type: none"> Two stub ends reserved for linking with the Road P1 Sunny Bay Section (“P1”) under planning. To cater for the anticipated traffic demand around North Lantau, CEDD proposed the construction of Road P1, a completely new strategic road that runs parallel to North Lantau Highway. The Department planned to launch a study on Road P1 (Tai Ho - Sunny Bay) project, which included a study on the feasibility of linking these two connection points to Road P1 and North Lantau Highway. An application for funding would be submitted to the Legislative Council (“LegCo”). 	Plan already drawn up	
4b	Reserved stub end on Penny’s Bay Highway (near Inspiration Lake) (HyD Structure No: N920)	HyD	2006 (14 years)	<ul style="list-style-type: none"> The stub end was reserved for linking with the planned Tsing Yi- Lantau Link (“TYLL”). In April 2018, the LegCo Finance Committee granted the funding approval for the feasibility study on Route 11. HyD had commenced a feasibility study on Route 11, which also looks into the need of planning for TYLL and related road traffic options. The studies are expected to be completed in 2020. 	Feasibility study underway	

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5	Stub end on Nga Cheung Road Flyover (near the toll booths of Western Harbour Crossing) (HyD Structure No: K131)	TDD (Note 2)	Around 1998 (22 years)	<ul style="list-style-type: none"> Under the West Kowloon Reclamation project, the stub end was reserved for linking with the future flyover crossing over the toll booths of Western Harbour Crossing (“WHC”). The above proposed flyover crossing over the toll booths of WHC had already been included in the West Kowloon Cultural District (“WKCD”) Development Plan, which was approved in accordance with the Town Planning Ordinance in 2013. With the gradual completion of the facilities at the WKCD, the Government would, depending on actual circumstances, determine further the timetable regarding the construction of a flyover leading to the stub end. 	Plan already drawn up	
6	Stub end on the flyover at Yau Ma Tei Interchange (HyD Structure No: K103, K106)	HyD	Around 1998 (22 years)	<ul style="list-style-type: none"> While constructing West Kowloon Highway and the related roads back then, the stub end was reserved for linking with the future Central Kowloon Route. HyD already commenced the construction of the Central Kowloon Route in December 2017. It is expected to be completed in 2025. 	Under construction	



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7	Stub end on Shing Sai Road Flyover off Kwan Yick Building (HyD Structure No: H199)	The private enterprise which builds and operates WHC (currently under HyD maintenance)	1997 (23 years)	<ul style="list-style-type: none"> The stub end was reserved for linking with the Kennedy Town-Aberdeen section of the original Route 7 (later renamed Route 4). Nevertheless, planning for Route 4 met arduous challenges in several aspects such as resolving the legal issues arising from reclamation, reaching a consensus on the alignment and overcoming technical difficulties. The Government is yet to draw up a specific timetable and plans for construction of the Kennedy Town-Aberdeen section of Route 4. 	Pending planning	
8	Two stub ends off Festival City on Che Kung Miu Road Flyover, Tai Wai (HyD Structure No: S7B, S7D)	CEDD	2008 (12 years)	<ul style="list-style-type: none"> The two side-by-side stub ends were reserved when Route 8 was under construction for linking with Che Kung Miu Road/Hung Mui Kuk Road Flyover and Tsing Sha Highway. However, when the Government consulted the Sha Tin TTC on the project in 2008, it was not supported due to issues such as surrounding scenery and environmental concerns. In June 2018, CEDD commenced the investigation study on the revised T4 project. The Department will re-assess the traffic need of Che Kung Miu Road/Hung Mui Kuk Road Flyover in that study, for reviewing the implementation plan and timetable of the relevant works. 	Investigation study in progress	



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<p>9</p>	<p>Several stub ends and an idle flyover on Kong Sham Western Highway (near Tsing Chuen Wai, Yick Yuen and Fuk Hang Tsuen) (HyD Structure No: N964, N965, N969, N970, N970A and N971)</p>	<p>HyD</p>	<p>2006 (14 years)</p>	<ul style="list-style-type: none"> ● The stub ends and flyovers were reserved for linking with the roads under the Hung Shui Kiu Development Area Project and Route 11 in the future. ● CEDD and the Planning Department completed in 2017 the planning and engineering study of the Hung Shui Kiu New Development Area, and suggested that a ground access be built beneath and along Kong Sham Western Highway Flyover. An elevated linking road would be built to link with the stub end of the Highway near Tsing Tsuen Wai and Yick Yuen (viz. N970, N970A and N971). CEDD would make planning and apply for funding in respect of the project. ● Besides, in April 2018, the LegCo Finance Committee passed a proposal to upgrade the feasibility study of the 870TH works project “Route 11 (North Lantau - Yuen Long)” to Category A in order to conduct a feasibility study on the works project and related site investigation work. HyD has begun the study. 	<p>Feasibility study underway</p>	
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10	Two flyovers on Prince Edward Road East off Regal Oriental Hotel (HyD Structure No: K72, K73)	HyD	Completed in 1989 Closed in 2004 (16 years)	<ul style="list-style-type: none"> The two flyovers originally served as a link between Prince Edward Road East and the passenger terminal of Kai Tak Airport. Following the closure of the Airport and the subsequent demolition of the terminal in 2004, the two flyovers became idle and were temporarily closed. The elevated part of the flyover on the east (i.e. K72) had been included into the Kai Tak Development - Stage 5A Infrastructure Works at the former north apron area, which already commenced in September 2016. The idle flyover will be reconnected to provide support to the future development of the road network in the Kai Tak Development Area. The reconnection works of the elevated part of the flyover on the west (i.e. K73) had been included into the Kai Tak Development - Stage 5B Infrastructure Works at the former north apron area. CEDD will apply to LegCo for funding regarding the construction works. 	Plan already drawn up	 <p>The photo shows an aerial view of a multi-lane highway (Prince Edward Road East) with two elevated flyovers, K72 and K73. A red box labeled 'Existing Flyover K72' points to the upper flyover, and another red box labeled 'Existing Flyover K73' points to the lower flyover. A third red box labeled 'Regal Oriental Hotel' points to a building on the left side of the road. The road name '太子道東 Prince Edward Road East' is visible on the road surface.</p>
11	Stub end up Village Terrace on Stubbs Road (HyD Structure No: H119)	PWD (see Note 1)	1981 (39 years)	<ul style="list-style-type: none"> According to the outline zoning plans and the outline development plan, a section of Stubbs Road near the stub end has been reserved for future road widening purpose. TD considers that the stub end has been reserved for linking with the widened road in the future. TD had commenced a study in early 2019 to examine the necessity of widening Stubbs Road and the implementation schedule. 	Pending planning	 <p>The photo shows a street-level view of a road (Stubbs Road) with a concrete barrier and a grassy area. A red box labeled 'H119' points to the stub end of the road. In the background, there are several high-rise buildings under a clear blue sky.</p>

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12	Stub end outside Trafalgar Court on Tai Hang Road (HyD Structure No: H227)	Private developer (Currently under HyD maintenance)	1984 (36 years)	<ul style="list-style-type: none"> According to the outline zoning plans and the outline development plan, a section of Tai Hang Road near the stub end has been reserved for future road widening purpose. TD considers that the stub end has been reserved for linking with the widened road in the future. TD had commenced a study in early 2019 to examine the necessity of widening Tai Hang Road and the implementation schedule. 	Pending planning	 <p>The photo shows a concrete stub end on a road. A red arrow points to a red box labeled 'H227' on the ground. In the background, there are trees and a city skyline.</p>
13	Stub end near Red Hill Plaza on Tai Tam Road (HyD Structure No: H168)	Private developer (Currently under HyD maintenance)	1983 (37 years)	TD included Trunk Road T81 (including the section of the stub end) into the “Strategic Studies on Railways and Major Roads beyond 2030” to examine the necessity of the project and the implementation schedule.	Pending planning	 <p>The photo shows a concrete stub end on a road. A red arrow points to a red box labeled 'H168' on a post. In the background, there are mountains and a city skyline.</p>