

# **Task Force on Kai Tak Harbourfront Development**

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For discussion  
on 18 August 2015

TFKT/07/2015

## **Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area – Feasibility Study Stage 2 Public Engagement**

### **PURPOSE**

This paper aims at informing Members of the Stage 2 Public Engagement (PE) of the “Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area (KTBA) – Feasibility Study” (the Study), and inviting Members to provide comments on the improvement strategies and proposals.

### **BACKGROUND**

2. The Energizing Kowloon East Office (EKEO), Development Bureau is tasked to facilitate the transformation of Kowloon East into another attractive core business district (CBD2) of Hong Kong, with the key strategies focusing on Connectivity, Branding, Design and Diversity.

3. EKEO commissioned the Study in May 2014 to review and assess the pedestrian environment and traffic conditions of KTBA and to formulate feasible improvement schemes and proposals, in order to improve the pedestrian connections and traffic network as well as to strengthen the accessibility from the MTR Kwun Tong and Ngau Tau Kok Stations to KTBA and towards the Kwun Tong waterfront.

# **Task Force on Kai Tak Harbourfront Development**

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TFKT/07/2015

4. Currently, Kwun Tong Promenade is one of the major green spaces in KTBA which attracts many visitors. With the recent completion of Kwun Tong Promenade Stage 2 and the future projects along the waterfront, it is anticipated that the number of people attracted to the promenade would continue to increase.

5. The existing pedestrian and traffic networks in KTBA are complex and crisscrossed. Our vision is to create a “walkable” and pleasant pedestrian environment with enhanced connectivity between MTR Kwun Tong and Ngau Tau Kok Stations, KTBA and the promenade.

## **MAJOR COMMENTS FROM STAGE 1 PE**

6. To gauge the public views on the improvement of pedestrian environment and traffic conditions in KTBA, this Study includes three stages of PE. The Stage 1 PE was carried out between November and December 2014. An information paper was circulated to members on 19 December 2014. The views of the public and stakeholders were collected through various channels, and can be found at the link below: [www.walkablekwuntong.hk](http://www.walkablekwuntong.hk).

7. During the Stage 1 PE, most of the stakeholders supported the vision of this Study, as well as the key issues and initial improvement strategies established for KTBA. A number of suggestions for improvements were also received from the public which focused on enhancing pedestrian crossing facilities, improving the pedestrian environment including directional signage facilities, beautification and greening as well as regulating kerbside loading/unloading activities and alleviating traffic congestion, etc.

## IMPROVEMENT STRATEGIES AND PROPOSALS

### Pedestrian and Traffic Environment Improvement Framework

8. Based on the “weaving” concept for improving the pedestrian network in Kowloon East, the overall framework of pedestrian and traffic environment improvement is formulated in concert with the Conceptual Master Plan 4.0 for Kowloon East to align with the future development strategy of Kowloon East as a whole. Three different interweaving levels are integrated under this overall framework of pedestrian and traffic environment improvement to achieve an interconnected pedestrian network. These include:

- **Major North-South Corridors** – To attract people to the waterfront, emphasis is placed on six major north-south corridors that connect Kwun Tong Road to Kwun Tong Promenade through the improvement of pedestrian and traffic facilities, creation of more greening and leisure space.
- **Major East-West Corridors** – We also propose to improve the pedestrian environment along four east-west corridors, in particular to strength the connectivity between the Kowloon Bay Action Area and the Kwun Tong Action Area and further enhance the linkage with the future Tsui Ping River.
- **Back Alleys Project @ Kowloon East** – The environment of back alleys will be enhanced and integrated with the overall pedestrian network to develop a convenient pedestrian system that facilitate pedestrian access to the waterfront.

9. Having considered the major comments collected from Stage 1 PE and the public aspirations for early improvement of the pedestrian environment in KTBA, short-term improvement schemes will be implemented first to bring forth the associated benefits at the earliest opportunity. Apart from the short-term improvement schemes, we have also developed various pedestrian

and traffic environment improvement proposals.

## Short-term Improvement Schemes

10. Taking into account the works programme of the short-term improvement schemes and the government resources allocation, we will implement small intervention projects by phases from now until 2017/ 2018 to improve the overall pedestrian environment and traffic conditions in KTBA progressively. The details of the schemes are shown in Chapter 3 of the attached Digest for Stage 2 PE.

## Pedestrian and Traffic Environment Improvement Proposals

11. A number of pedestrian and traffic environment improvement proposals are developed. The aim is to weave an interconnected pedestrian network between KTBA and its surrounding areas, while balancing the traffic needs at the same time. The improvement proposals include the following key features:

### Major North-South Corridors

- **Shun Yip Link** (page 42 of the Digest) – To facilitate pedestrian access to the waterfront, various enhancement works are proposed along Shun Yip Street including beautifying Kwun Tong Road Sitting-out Area, enhancement of pedestrian crossings along the link, and rationalisation of adjacent kerbside;
- **Lai Yip Link** (page 44 of the Digest) – As the major access route from the MTR Ngau Tau Kok Station to the waterfront, our improvement proposals focus on the beautification of MTR Ngau Tau Kok Station Public Transport Interchange, and enhancement of the existing pedestrian facilities;

# Task Force on Kai Tak Harbourfront Development

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TFKT/07/2015

- **How Ming Link** (page 46 of the Digest) – We plan to beautify the MTR Ngau Tau Kok Station Public Transport Interchange area; enhance the adjacent public space; beautify How Ming Lane and ensure smooth traffic circulation through junction layout improvements along the link;
- **Tsun Yip Link** (page 48 of the Digest) – Our focus of the improvement proposals will be on the beautification of Tsun Yip Lane and its existing footbridge connection, and the exploration of greening opportunities along the link to provide a direct and people-oriented connection to the waterfront;
- **Hoi Yuen Link** (page 50 of the Digest) – In addition to footpath widening, a direct elevated walkway which can provide flexibility to integrate with one of the proposed alignments of the Environmentally Friendly Linkage System (EFLS) under planning will be investigated for strengthening pedestrian connection and enhancing accessibility from MTR Kwun Tong Station to the promenade; and
- **King Yip Link** (page 52 of the Digest) – To support the planned Tsui Ping River and Tsui Ping River Garden projects, our focus will be on strengthening the pedestrian connectivity along various sections of Tsui Ping River, while improving major road junctions in the periphery to create a pleasant riverside walking environment complementing with Kwun Tong Promenade;

## Major East-West Corridors

- **Shing Yip Link** (page 56 of the Digest) – We propose to provide loading/unloading bay signs, and will liaise with the operators to investigate the application of information technology to rationalise the loading/unloading activities;

# Task Force on Kai Tak Harbourfront Development

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TFKT/07/2015

- **Hung To Link** (page 58 of the Digest) – We propose to investigate the long-term improvement to the arrangements for kerbside parking and loading/unloading bays, and implement building set-backs at appropriate locations upon redevelopment to release more space for footpath widening as well as beautification and greening;
- **Wai Yip Link** (page 60 of the Digest) – As the major vehicular road for east-west connection, priority has given to enhancing various existing road junction arrangements, improving pedestrian crossing facilities, and extending the central reserve for more greening; and
- **Hoi Bun Link** (page 62 of the Digest) – It is proposed to further extend the existing green corridor to connect with the Kowloon Bay and Kwun Tong Action Areas at each end. Adjacent green spaces such as Hoi Bun Road Park and the “Fly the Flyover Operation” sites will also be integrated with this link to create a continuous green pedestrian corridor along the promenade connecting the two Action Areas.

## Back Alleys Project @ Kowloon East

- **Enhancing walkability and connectivity** – Improving existing problems like obstructions by various objects and water dripping, enhancing pedestrian accessibility, additional directional signage facilities, and enhancing the connectivity among back alleys; and
- **Improve pedestrian environment and increase attractiveness** – Creating good quality pedestrian environment, introducing different elements to reinforce the character of back alleys, and enhancing vibrancy of back alleys to attract pedestrians.

# Task Force on Kai Tak Harbourfront Development

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TFKT/07/2015

## Smart Transport Management

12. In line with the future development direction of CBD2, we proactively promote the development of Kowloon East into a “Smart City”. Various sectors are encouraged to make use of technologies in KTBA with the aim of providing benefits and convenience to the public. Major proposals include:

### Smart Transport Proposals for Pedestrians

- Provision of “Hong Kong eTransport” information service;
- Investigate provision of more facilities for the convenience of the public;
- Investigate energy saving lighting facilities; and
- Investigate the setting up of smart logistics lockers;

### Smart Transport Proposals for Traffic

- Investigate the provision of more parking information; and
- Rationalise loading/unloading activities.

13. The aforementioned smart transport proposals are initial ideas only. We will further investigate various improvement proposals in the next stage to formulate a clearer direction, and the actual implementation is subject to detailed technical assessments, site condition, resource allocation and public views.

## **PUBLIC ENGAGEMENT PROGRAMME**

14. The 2-month Stage 2 PE started on 31 July 2015, and will end on 30 September 2015. The aim is to collect the views of the public and stakeholders on the improvement schemes and proposals under the Study. A community workshop is scheduled

# **Task Force on Kai Tak Harbourfront Development**

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TFKT/07/2015

to be held at the Exhibition Hall of EKEO on 19 September 2015 (Saturday) as a part of the Stage 2 PE activities.

15. In the next stage, we will consolidate the comments received for further investigation and analyses. The Stage 3 PE is scheduled to be launched in Q2 2016.

**Energizing Kowloon East Office, Works Branch  
Development Bureau  
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