

Task Force on Kai Tak Harbourfront Development

For information
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TFKT/10/2016

Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area – Feasibility Study Stage 3 Public Engagement

PURPOSE

This paper aims at presenting to members the public comments received in Stage 2 Public Engagement (PE) of the “Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area (KTBA) – Feasibility Study” (the Study) commissioned by the Energizing Kowloon East Office (EKEO) of the Development Bureau, and introducing the just commenced Stage 3 PE. Members are invited to provide views on the short, medium and long-term improvement schemes and proposals.

BACKGROUND

2. Kwun Tong was an important base for manufacturing industries in the past and is now transforming into a core business district (CBD). In May 2014, EKEO commissioned the Study. The objectives are 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 waterfront. Our vision is to create a “walkable” and pleasant pedestrian environment and provide an easily accessible transport network to tie in the transformation of Kowloon East.

3. The Study includes three stages of PE. Stage 1 and Stage 2 PE were completed in December 2014 and September 2015 respectively. A series of PE activities including community workshops, briefings,

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meetings with stakeholders and roving exhibitions were held. Public views were also collected through various channels, including letters, emails, phone calls and online interactive public engagement map. Relevant information is available at the link below: www.walkablekwuntong.hk.

MAJOR COMMENTS FROM STAGE 2 PE

4. During the Stage 2 PE, the public largely supported the pedestrian and traffic environment improvement schemes under the Study. The major comments received include:

Major North-South Corridors

The public supported the improvement proposals along Shun Yip Link, Lai Yip Link, How Ming Link, Tsun Yip Link, Hoi Yuen Link and King Yip Link, including facelifting works, improvements of pedestrian crossing facilities, the proposed subway connecting MTR Ngau Tau Kok Station and Hoi Bun Road Park, improvement proposals at junctions and footpath widening, etc.

Major East-West Corridors

The public suggested review of the traffic capacity for the proposed additional loading/unloading bays, and stepping up the enforcement on illegal parking and loading/unloading activities. It is also suggested to explore the feasibility of enhancing road safety, additional greening and footpath repaving. The public suggested strengthening the public transport and pedestrian connection at Hoi Bun Link and exploring the feasibility of introducing additional cycling and jogging tracks along Kwun Tong Promenade.

Smart Transport Management

The public generally supported the concept of smart transport management. A number of suggestions were received such as providing more real-time information and consolidating car parking information system, investigating a multi-functional facility or mobile

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app, providing additional car parking spaces for electric vehicles and free Wi-Fi services, adopting energy-saving lighting facilities and smart logistic lockers in public spaces. The public also suggested stepping up the enforcement measures and reviewing transport network, parking and loading/unloading facilities.

Others

Other comments from the public include supporting the proposals to improve the back alley environment and suggested enhancing the footbridges and subways across Kwun Tong Road, improving the pedestrian environment, strengthening the linkages between KTBA, Kowloon Bay Business Area and Kai Tak Development Area, studying to enhance the public transport services in the area, providing more on-street parking spaces or car parks, exploring the feasibility of enhancing road safety and lowering vehicle speed limit, providing cycling tracks in the area and smart cycle parking spaces or bike rental system at designated places. There are also suggestions that the proposed alignment of Environmentally Friendly Linkage System (EFLS) should tie in with the transformation of KTBA and its surroundings.

OVERALL PEDESTRAIN AND TRAFFIC ENVIRONMENT IMPROVEMENT FRAMEWORK

5. Kowloon East enjoys a strategic transport network linking to other districts in Hong Kong. The Government is taking forward a series of transport infrastructures, including Shatin to Central Link and Tseung Kwan O – Lam Tin Tunnel which are under construction, the committed Central Kowloon Route, the Trunk Road T2 under planning and the EFLS under detailed feasibility study. These railway and inter-district road networks will enhance the connectivity of Kowloon East.

6. Based on the vision of the Study and the major comments received from the PE, we have further established the overall pedestrian and traffic environment improvement framework in KTBA. Taking the

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three interweaving levels including six major north-south corridors, four major east-west corridors, as well as the back alley network as the basis, we have formulated short, medium and long-term improvement proposals.

MAIN RECOMMENDATIONS

7. Based on the overall pedestrian and traffic environment improvement framework, the proposed main recommendations (p.18 – 31 of **Annex**) include:

- **Enhance Pedestrian Facilities**

We suggest improving the pedestrian facilities in KTBA, constructing an integrated pedestrian network, adding barrier-free facilities, enhancing pedestrian environment by seizing urban transformation opportunities, strengthening pedestrian directional signage facilities and facilitating public access to the waterfront.

- **Rationalise Traffic in the Area**

We propose various improvement schemes, including enhancing road junction layout, managing kerbside activities, rerouting traffic and responding to parking demand, etc. to improve the traffic accessibility.

- **Improve Public Transport Facilities**

We suggest upgrading bus stop facilities and enhancing public transport interchange layout and passenger waiting environment.

- **Create Quality Green Spaces and Streetscape**

With a vision to build a comfortable, pleasant and “walkable” business area, we will continue to increase and improve the green spaces and open spaces in the area, and facelift six footbridges and subway facilities in phases; and

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- **Enhance Attractiveness of Back Alleys**

We have implemented the Stage 1 Pilot Alley Project and various short-term improvement works. We will extend the improvement works to other back alleys in KTBA in phases, and take forward the Stage 2 Pilot Alleys to increase the attractiveness of back alleys.

We will collaborate with various Government departments to take forward and implement the aforementioned proposals in the area.

SHORT-TERM IMPROVEMENT SCHEMES

8. We understand the public have strong aspirations for improving pedestrian environment and traffic conditions in KTBA. We propose adopting short-term improvement schemes (p.32 – 49 of **Annex**) that can be easily implemented and are effective to improve the pedestrian environment and traffic condition as soon as possible.

9. We have completed some short-term improvement schemes aiming at improving pedestrian crossing facility and regulating roadside loading/unloading activities. The completed schemes include provision of a new pedestrian crossing, changing no-stopping restriction periods and provision of loading/unloading bays, etc. We will continue to liaise with relevant departments to take forward further short-term improvement schemes, such as footpath widening and improvement of pedestrian crossing facilities, etc., to improve the pedestrian environment and traffic conditions in the area. All short-term improvement schemes are expected to be completed in 2017/18.

MEDIUM AND LONG-TERM IMPROVEMENT PROPOSALS

10. Some initial medium and long-term improvement proposals were formulated in Stage 2 PE. After detailed consideration of the

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factors including public views, technical assessments, geographical constraints as well as existing and future developments in the surrounding areas, etc., a series of medium and long-term improvement proposals have been developed in this stage with an aim to weave an interconnected pedestrian network connecting KTBA and its surrounding areas while catering for the traffic needs. We will liaise closely with relevant departments to study the feasibility of these proposals. The improvement proposals include:

Major North-South Corridors

11. In order to provide a “walkable” environment for people going to KTBA and the waterfront, emphasis has been put on enhancing the six existing major north-south corridors connecting Kwun Tong Road and the Kwun Tong Promenade (p.52 – 75 of **Annex**). The proposed improvements include:

- **Shun Yip Link**

We propose to facelift Kwun Tong Road Sitting-out Area and Shun Yip Street back alley, provide a new pedestrian crossing at Shun Yip Street/Wai Yip Street junction etc. which aim at creating a pleasant walking environment for pedestrians.

- **Lai Yip Link**

We propose to extend the existing MTR Ngau Tau Kok Station subway to the new commercial buildings at Kwun Tong Road and Yan Yip Street junction, and construct a subway across Wai Yip Street linking Hoi Bun Road Park. Besides, we propose to simplify the pedestrian crossing alignment at Wai Yip Street/Lai Yip Street junction and provide green spaces next to the junction to strike a balance between pedestrians and traffic.

- **How Ming Link**

Besides the facelifting of the public space near MTR Ngau Tau Kok Station Public Transport Interchange, we propose to

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facelift How Ming Lane to tie in with the short-term pedestrian and traffic improvement schemes and progressively improve the pedestrian environment and traffic conditions. To improve the traffic circulation in the area, we propose to reroute the traffic of How Ming Street (between Wai Yip Street and Hoi Bun Road).

- **Tsun Yip Link**

We propose to improve How Ming Street/Tsun Yip Street and Hung To Road/Tsun Yip Street pedestrian crossings, widen the footpath at How Ming Street between Tsun Yip Street and Hoi Yuen Road. We will explore the possibility of extending the existing footbridge to the inner area. We have also developed the design for facelifting Tsun Yip Lane to tie in with that of Tsun Yip Street Playground Phase 2.

- **Hoi Yuen Link**

We propose widening of Hoi Yuen Road footpaths in phases for early provision of a “walkable” pedestrian environment. We will further explore the feasibility of a pedestrian corridor connecting MTR Kwun Tong Station and the future Kwun Tong Action Area. To improve pedestrian connectivity and traffic circulation near the future Kwun Tong Action Area, we also propose to provide a footbridge across Wai Yip Street and enhance the junction layout design of Wai Yip Street/Hoi Yuen Road. The proposed footbridge and junction layout improvement would be further investigated in the “Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study”.

- **King Yip Link**

We will turn King Yip Link into an inviting and coherent greening urban space to connect the north-south activity nodes. We propose to widen the pedestrian crossing at King Yip Street/Shing Yip Street and facelift the footbridge at the northern part of King Yip Lane and provide additional greening.

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To strengthen pedestrian connectivity, we plan to extend the existing footbridge to the adjacent commercial site. To cater for the needs of vehicular traffic, we will also enhance the layout design of various major junctions along Tsui Ping River including Shing Yip Street/Wai Fat Road and Wai Yip Street/Wai Fat Road.

Major East-West Corridors

12. Apart from strengthening the north-south connections between Kwun Tong Road and the waterfront, we also aim at further rationalising the pedestrian and traffic environment through the improvement of major east-west corridors (p.76 – 81 of **Annex**) to tie in the development of KTBA. The proposed improvements include:

- **Explore the Application of Information Technology to Rationalise Loading/Unloading Activities**

We will assess the feasibility of restricting the time period for loading/unloading activities at certain locations and explore the application of information technology to rationalise loading/unloading activities¹.

- **Improve Kerbside Parking and Streetscape Greening through Redevelopment**

We propose to improve the arrangements of kerbside parking and loading/unloading bays and implement building set-backs upon redevelopment to release more space for footpath widening as well as greening.

- **Extend Greening along Median Strips through Tsui Ping River Project**

We propose to extend the greening along the median strips of Wai Yip Street near Hoi Bun Road Park to the other sections of Wai Yip Street, so as to facilitate the continuity of the east-west

¹ Details will be explored in “Developing Kowloon East into a Smart City District – Feasibility Study”.

corridors within KTBA².

- **Strengthen Connectivity between Future Kowloon Bay and Kwun Tong Action Areas**

We propose to extend the existing green corridor to integrate with surrounding green spaces, such as Hoi Bun Road Park and the “Fly the Flyover Operation” sites to create a continuous green pedestrian corridor connecting the two action areas.

Back Alleys Project @ Kowloon East

13. In order to encourage more pedestrians to utilise the back alleys, we will extend the short-term improvement works of Stage 1 Pilot Alleys to other back alleys in KTBA in phases (p.82 – 83 of **Annex**), and continue with the improvement works, including paving appropriate sections of back alleys with paving blocks, installing signs to manage vehicular access at back alleys being shared use by pedestrians and vehicles, providing pedestrian facilities between back alleys and introducing public art elements at appropriate locations, etc. Considering that quite a number of back alleys are still used by pedestrians and vehicles, we propose selecting back alleys which are mainly used by the pedestrians for Stage 2 of the scheme, so as to minimise the pedestrian and vehicular conflicts. We aspire to extend the proposed improvement measures to other back alleys, in order to create a coherent back alleys network and link up with the streets in KTBA.

WAY FORWARD

14. To facilitate the transformation of Kowloon East into CBD2, we will promote green and smart measures in the area, facilitate provision of pedestrian links by the private sector and investigate the feasibility of extension of the planned cycle track network connecting to the Kwun Tong waterfront (p.84 – 85 of **Annex**).

² Greening will be carried out as part of the proposed Tsui Ping River project.

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15. Together with the relevant Government departments, we have formulated implementation schedule of various further short-term improvement schemes for early implementation.

16. We have commissioned the Highways Department (HyD) for technical feasibility studies on the medium and long-term improvement schemes at Shun Yip Street, Lai Yip Street and How Ming Street. HyD completed the studies in June 2016 and relevant improvement schemes have been brought into public works programme. We will progressively take forward other medium and long-term improvement schemes including carrying out the required detailed studies. Subject to the funding approval, we will further implement the schemes.

VIEWS SOUGHT

17. Members' views and suggestions on the proposed improvement schemes and proposals are welcomed.

Attachment

Annex: Stage 3 Public Engagement Digest

**Energizing Kowloon East Office
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