

連繫九龍東 - 環保連接系統

Connecting Kowloon East -
Environmentally Friendly Linkage System



Kai Tak Outline Zoning Plan (2007)



Consensus reached in the 3-stage public engagement conducted between 2004 and 2006. Land reserved for constructing a possible rail-based transport system, its feasibility subject to further investigation.



Preliminary Feasibility Study (2009)

to investigate feasible EFLS network alignments



Proposed EFLS alignment for Stage 1 public consultation (Feb – Oct 2012)

- Use elevated monorail, total length about 9 km and have 12 stations
- Connected to 3 nearest MTR stations
- Commissioning year : around 2023
- Estimated daily patronage in 2031 : 0.2 million



Stage 1 Public Consultation Outcome

EFLS to enhance the connectivity of Kowloon East for the development of an alternative CBD **generally welcomed**, but **three issues** of most concern raised:

1 Need for an Elevated Rail-based EFLS

- Good accessibility is essential for the development of a new Central Business District (CBD) in Kowloon East, but how?
- Concerns about high construction costs and low predicted operating returns
- Alternative option of road-based green transport?
- Why not at ground level or underground?

2 Alignment and Coverage

- Why not route via the existing Taxiway Bridge to Kwun Tong, instead of the proposed Kwun Tong Transportation Link (KTTL) from the former runway tip?
- Can the KTTL section be curtailed or implemented at a later phase?
- Can the EFLS be extended to serve adjacent districts?
- Further review the station locations to maximise patronage
- Should Hoi Yuen Road or King Yip Street be the final leg to Kwun Tong MTR station?

3 Implications for the Kwun Tong Typhoon Shelter

- Public aspirations for more beneficial use of water body at the typhoon shelter
- Marine trade's concerns about the height restriction of KTTL

Stage 2 Public Consultation

Objectives

- (I) to sum up and respond to public opinions received in the Stage 1 public consultation

- (II) to seek views and suggestions on a proposed detailed feasibility study to address the various concerns before committing to project implementation

Consultation Period

28 October 2013 to 4 February 2014



ISSUE 1: Need for an Elevated Rail-based EFLS

Connectivity Requirements for CBD in Kowloon East



Future Kowloon East

1.4M m²
Existing floor area + 4.0M m²
Future floor area

Is the existing road network adequate to cope with the future demand?

Are the high service levels required for a CBD achievable if solely rely on the existing transport modes?

ISSUE 1: Need for an Elevated Rail-based EFLS

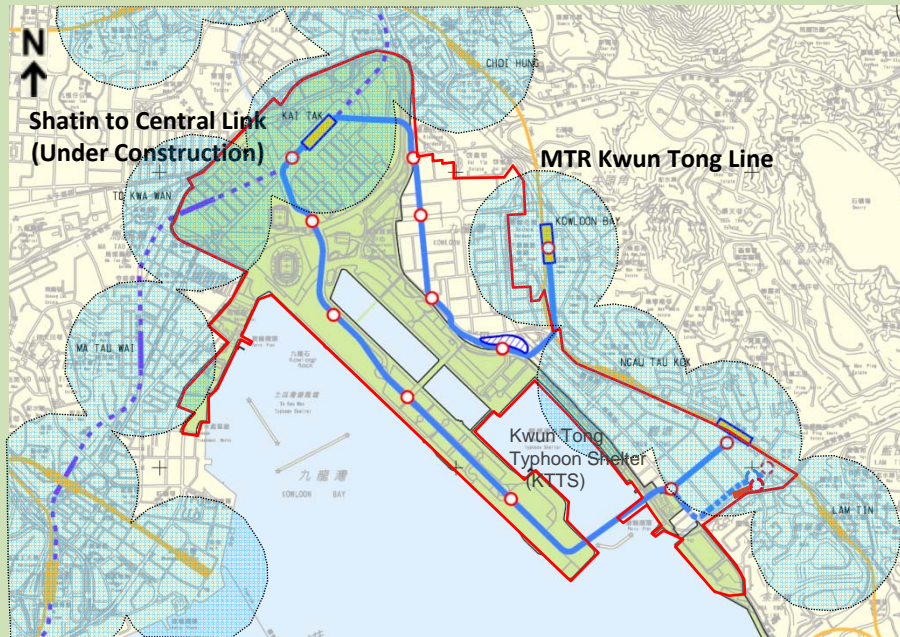


Existing Road Conditions in Kowloon East



ISSUE 1: Need for an Elevated Rail-based EFLS

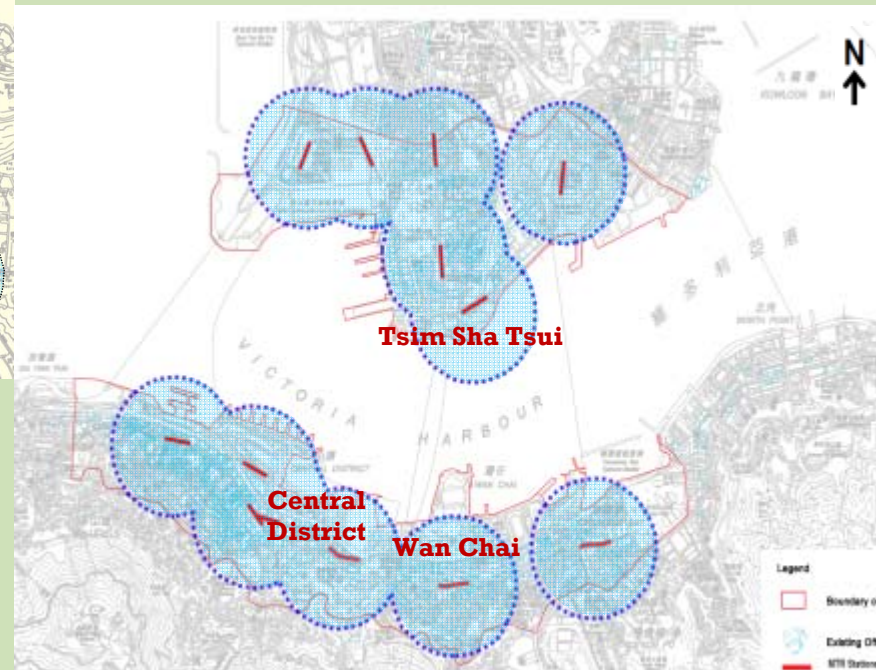
Kowloon East Today



- Congested road network in built-up area
- Poor walking environment
- No full coverage of MTR services

Legend

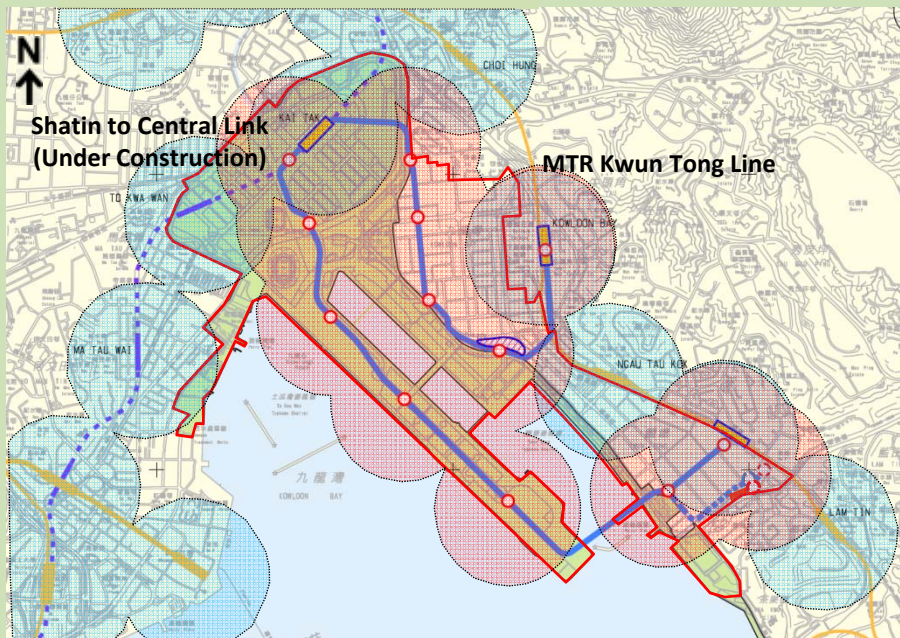
- MTR Station 500m Walk-in Catchment
- MTR Station
- Proposed EFLS Alignment



High level of accessibility in existing CBDs fully covered by MTR, franchised bus, taxi, elevated walkway system

ISSUE 1: Need for an Elevated Rail-based EFLS

World-Class Connections for CBD



Legend

- ⊙ MTR Station 500m Walk-in Catchment
- ⊙ Proposed EFLS 500m Walk-in Catchment

Our Vision

Maintain good accessibility and connectivity for the CBD by an **integrated multi-modal linkage system** to serve demand of

- Strategic level
 - Inter-district
 - Intra-district
 - Local level
- } **Role of EFLS**

Early Stage (2013 onwards):

- Road-based green transport
- Improved walking environment

Longer Term : (beyond 10-15 years)

- Ground level transport alone inadequate to cope with demand or provide high service levels required for a CBD
- EFLS as connectivity backbone in Kowloon East
- Supplemented by rationalized road-based green transport
- Complementary pedestrian facilities

ISSUE 1: Need for an Elevated Rail-based EFLS

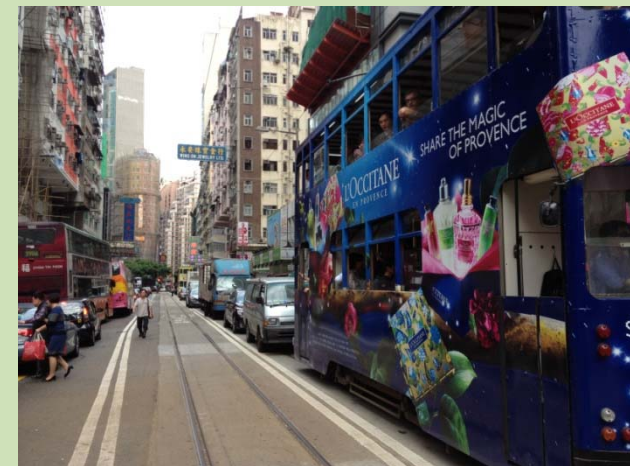
Ground-level EFLS possible?

With dedicated track → occupy about 3 traffic lanes

Limited existing road space and the density of developed buildings in Kowloon Bay and Kwun Tong → **no space** to accommodate it

Without dedicated track → affected by road traffic conditions

Difficult to achieve a high level of services required by CBD, i.e. **reliable, efficient and safe service**



ISSUE 1: Need for an Elevated Rail-based EFLS

Going Underground ?

- Higher construction cost
- Conflict with major underground facilities
- Inconvenient interchange with elevated MTR stations at Kwun Tong and Kowloon Bay



ISSUE 2: Alignment and Coverage

Taxiway Bridge Option?



- ✓ No impact on the Kwun Tong Typhoon Shelter
- ✓ Better connectivity between the Kowloon Bay and Kwun Tong business areas
- ✓ Enhanced connectivity between Kowloon Bay and the runway tip
- ✗ MTR Kowloon Bay Station likely be overloaded
- ✗ Overlapping service catchment area with MTR Ngau Tau Kok Station
- ✗ Hoi Yuen Road alignment option technically infeasible

KTTL Alignment



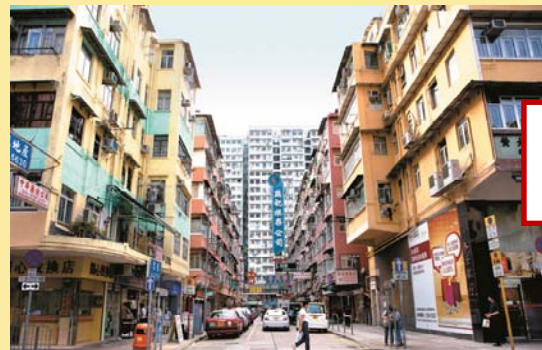
- ✓ Create synergy for the development of a leisure, recreation and tourism hub
- ✓ No impact on planned developments, including hospital sites at the former south apron
- ✓ Balanced interchange traffic between MTR Kwun Tong and Kowloon Bay Stations
- ✓ Both Hoi Yuen Road and King Yip Street alignment options remain viable
- ✓ A well-designed KTTL could become an iconic landmark of Kowloon East



ISSUE 2: Alignment and Coverage

Extend EFLS to adjoining districts ?

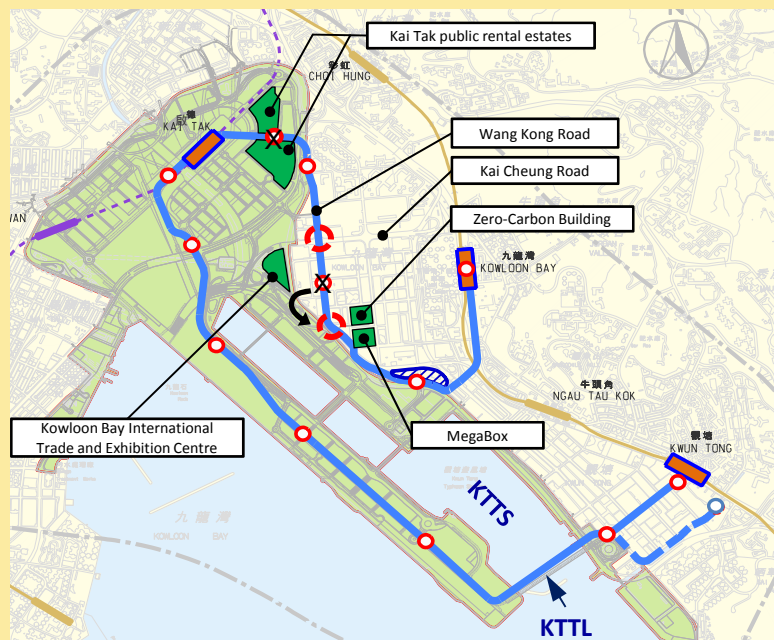
- narrow street
- noise and visual implications in residential areas, privacy issues
- EFLS – a light capacity rail system



further expansion not recommended;
but build in design flexibility for future expansion

Refined Alignment:

- alignment remains the same
- station locations refined

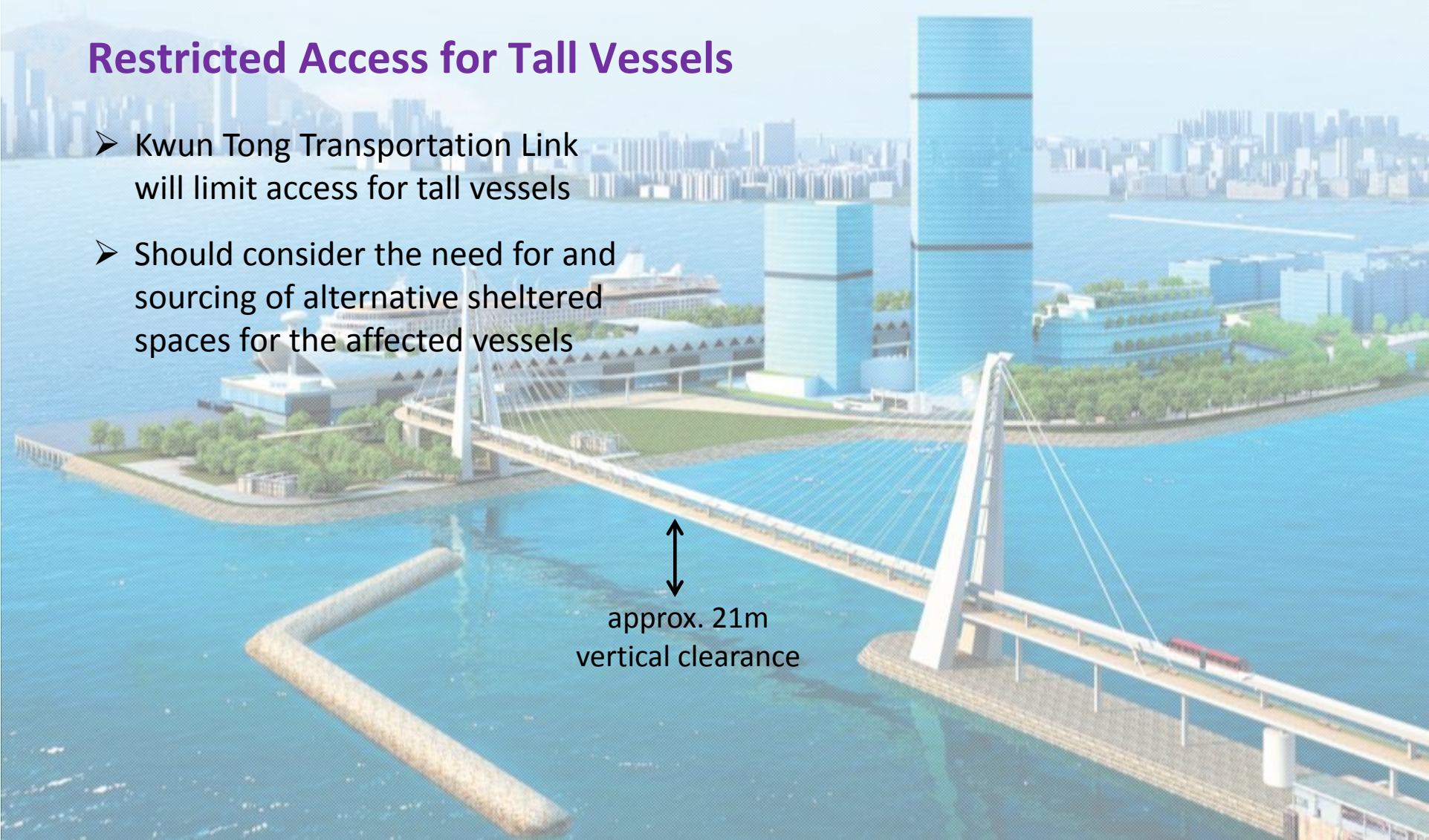


ISSUE 3:

Implications for the Kwun Tong Typhoon Shelter

Restricted Access for Tall Vessels

- Kwun Tong Transportation Link will limit access for tall vessels
- Should consider the need for and sourcing of alternative sheltered spaces for the affected vessels



approx. 21m
vertical clearance

ISSUE 3:

Implications for the Kwun Tong Typhoon Shelter

Public Aspiration for Other Use of the Water Body

- Explore the scope to release the water body for co-use with
 - water sport centre ?
 - leisure amenity ?

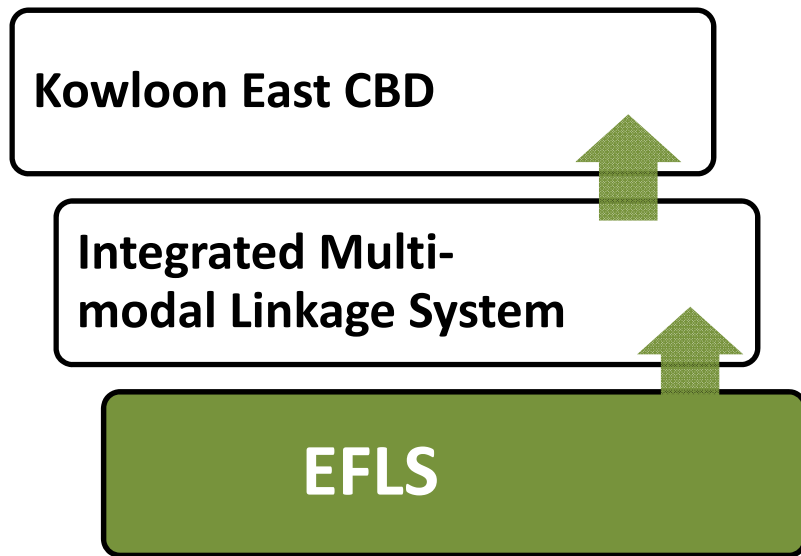


Kai Tak Fantasy



Next Move for the EFLS

EFLS will offer high-quality connectivity essential to secure the success of Kowloon East CBD



Detailed Feasibility Study

Preferred Base Option

- Elevated monorail system
- 9 km & 12 stations
- Interchange with MTR Kowloon Bay, Kwun Tong and Kai Tak Stations



Detailed Feasibility Study

Key issues require more in-depth study

- the technical design of stations and depot, the choice of operating system and operation and maintenance requirements
- preliminary environmental impact assessment
- ways to improve the financial efficacy of the project, project implementation strategy as well as more detailed capital cost estimates and financial assessments
- flexibility for future expansion of the EFLS network;
- enhancement of multi-modal connectivity of Kowloon East with neighbouring areas before and after the EFLS implementation; and
- more beneficial usage of the water body at Kai Tak and concerns about the loss of sheltered space for tall vessels.

Your suggestions are welcome



Thank You

