



Harbourfront Commission
Task Force on Kai Tak Harbourfront Development

Facilitating Provision of Pedestrian Links by the Private Sector

Energizing Kowloon East Office
Development Bureau

1 June 2016







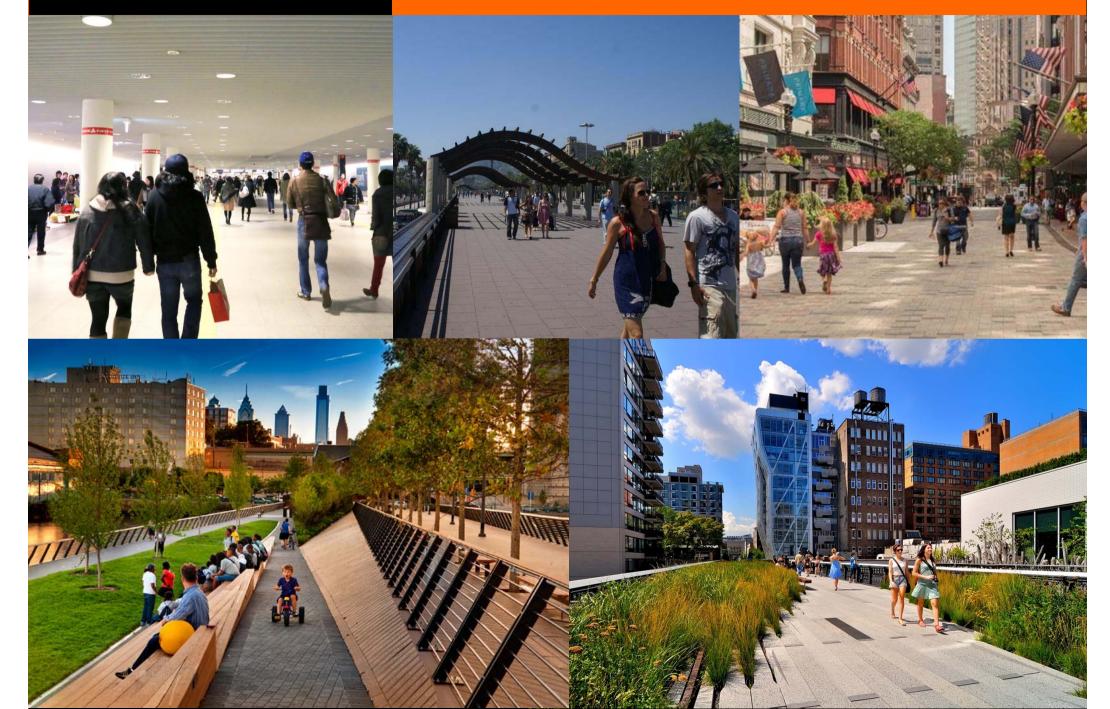




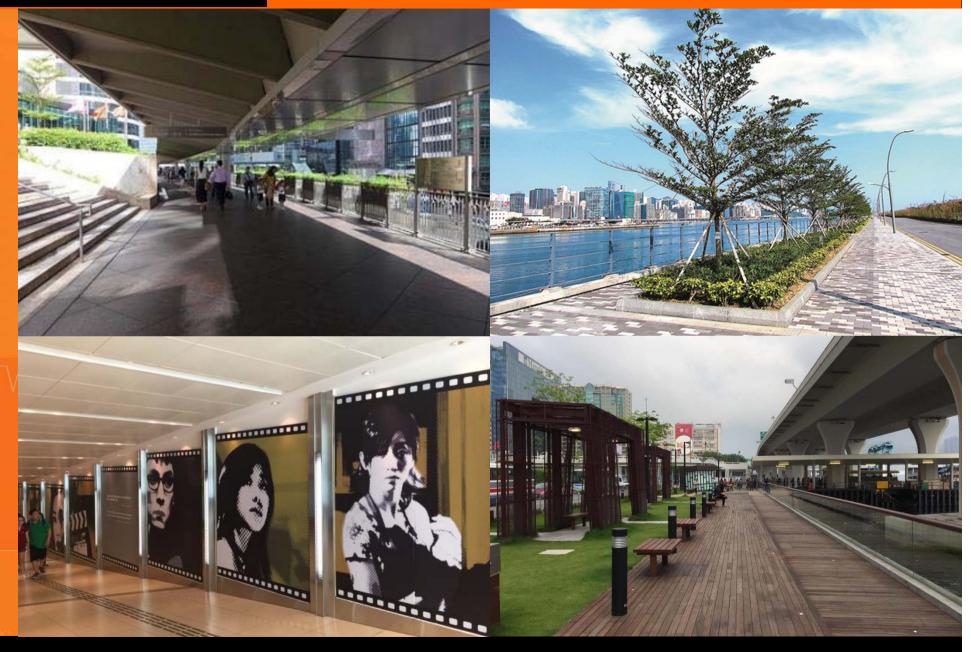


Global Trend

Walkable Cities



Public Expectation Good planning, design & management



Existing Situation Undesirable Walking Environment



Existing Policy

Public Pedestrian Links

-andings

Existing Policy

Public Pedestrian Links



Forecast Pedestrian Flows

Road Safety

Alternative Walkways

Cost Effectiveness

Public Opinion

Other Relevant Considerations

Walkability

Connectivity

Walking Environment

Comfort

Convenience

Time Efficiency

Background

Enhancing Walkability

Reviewed Existing Policy

To adopt a more pragmatic approach to enhance walkability,
 improve city landscape and promote quality of living

II) New Policy in 2016 Policy Address

- To waive the land premium payable for lease modification for provision of pedestrian links that can contribute to a comprehensive pedestrian network
- To use Kowloon East as a pilot area for implementation

Existing Mechanism Private Pedestrian Links



Application for Additional Pedestrian Links



Gazetting & Authorization



Payment of Land Premium



Lease Modification Application



Constructed by Private Sector



Managed and Maintained by **Private Sector**

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Kowloon

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Proposa

Approach for Implementation

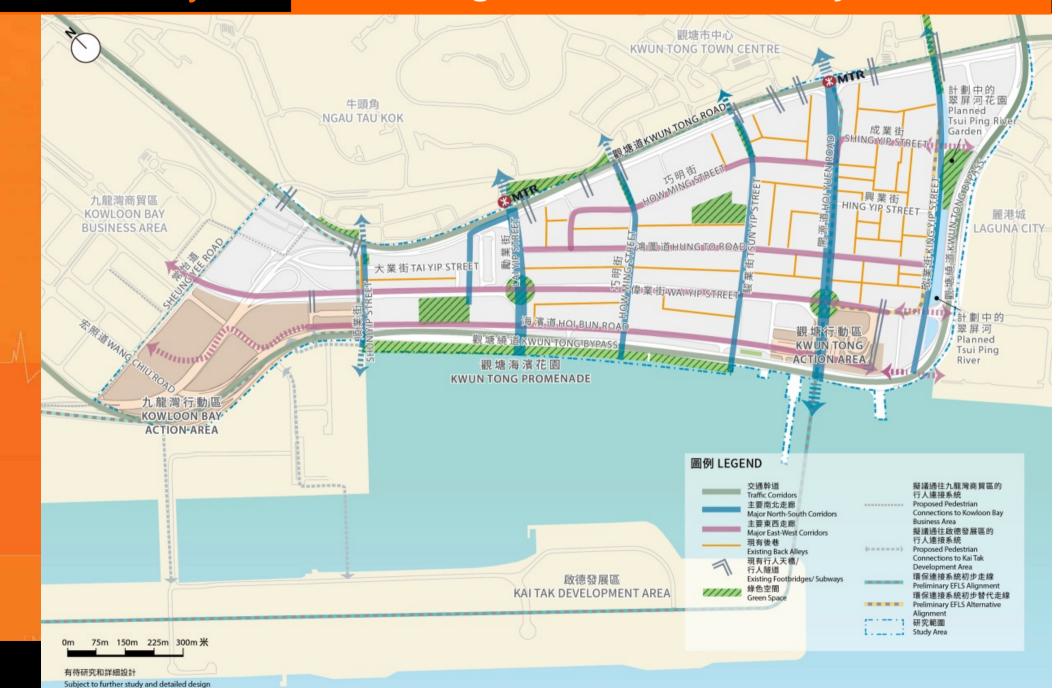
Landowner to submit lease modification application to LandsD with proposal for provision of pedestrian link Is the proposal in line with the alignment shown on the relevant ODP? Yes Generally in line but New additions or major changes to the with minor relevant ODP adjustments LandsD refers the case to EKEO LandsD to process the LandsD to coordinate application comments from **EKEO** to coordinate comments from relevant bureaux & relevant bureaux & departments departments Rejection PlanD & EKEO to seek CPLD **Approval by LandsD** Rejection endorsement of PlanD to revise **ODP** revision and issue the **ODP**

- If the Landowners have good proposals with justified support by a comprehensive pedestrian traffic study
- Such proposals will be considered on a case-by-case basis

Kowloon Bay Business Area Study



Kwun Tong Business Area Study



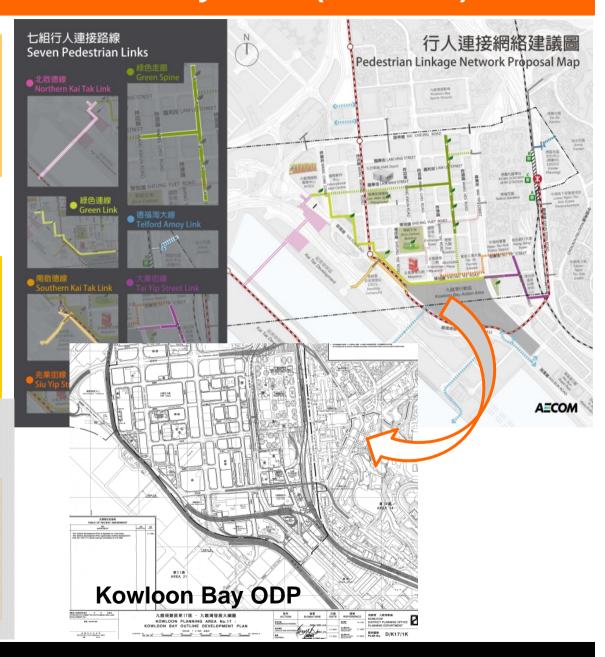
Revision of Kowloon Bay ODP (Q3 2016)

Finalise the Comprehensive Pedestrian Network in KE



Incorporate into Relevant Outline Development Plan (ODP)

Application for Waiving Land Premium by Private Sector



Tentative Commencement Date (Q3 2016)

Finalise the Comprehensive Pedestrian Network in KE



Incorporate into Relevant Outline Development Plan (ODP)



Application for Waiving Land Premium by Private Sector



Mid Term Review (2018)

3-year Application Period After endorsement and promulgation of relevant ODP incorporating pedestrian links

24 Hour Barrier Free Access

 Continuous obligation upon redevelopment

Management & Maintenance

- Landowners bear M&M costs and responsibilities
- Government welcome better specifications



Management & Maintenance Issues

Fragmented ownership with small property owners

May request Govt. to take up M&M (a last resort)

One-off payment up to the expiry of lease

OR (whichever is earlier)

One-off payment up to the year when Govt. provides the link

Approval or rejection by Govt.



