

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Interim Public Consultation on the Detailed Feasibility Study for
Environmentally Friendly Linkage System for Kowloon East and
Progress Report on Kai Tak Development**

Follow-up Actions to Meeting on 17 July 2017

The Administration provides the supplementary information required by the Panel as follows:

- (a) *whether the Administration would consider adopting a mixed-modal system, instead of the elevated system as suggested, for the proposed Environmentally Friendly Linkage System ("EFLS") for Kowloon East (KE), to facilitate the transportation of passengers to various locations in Kowloon East, including the MTR Yau Tong Station, an interchange station; if yes, the details; if no, the reasons;*

Taking into account the limited road space and congested traffic conditions in the Kwun Tong and Kowloon Bay areas, implementing an at-grade mode instead of an elevated mode of EFLS in these two areas is considered not feasible. For the Kai Tak Development (KTD), the urban design has adopted a pedestrian friendly environment through the provision of about 100 hectares of open space forming a green web interconnecting the development parcels within KTD. Without affecting the planning concept and taking into account the constraints imposed by the existing Kwun Tong Bypass and the future Central Kowloon Route (CKR), the former runway in KTD would be the only section that could consider at-grade EFLS. However, assessment indicated that the efficiency and reliability of the EFLS would be diminished due to the traffic disruption by the at-grade road traffic at junctions. As a result, the proposed mixed operation scenarios would not bring about any positive economic return to the society. On this basis, a mixed operation scenario is not recommended for the EFLS for KE.

As for mixed-modal EFLS system comprising two different green transport modes, passengers may need to interchange between them resulting in a longer journey time. This would render the system less convenient, hence reducing its attractiveness to passengers. Furthermore, infrastructure and facilities requirements (such as

guideway, stations and depots) of different transport modes are not the same and most likely cannot be shared. Hence, mixed-modal EFLS system is not recommended for the EFLS for KE.

The EFLS will be designed to cater for integration with other existing transport modes including MTR, bus, walkway and cycling system, etc. The interchange arrangement of EFLS with other public transport facilities such as that with the MTR at Yau Tong Station, will be reviewed and developed in the second stage of the Detailed Feasibility Study (DFS).

(b) *the short-, medium- and long-term measures implemented/to be implemented by the Administration to improve road traffic in Kowloon East;*

The Government is taking forward various measures to improve the traffic conditions in KE, as depicted below:

Short-term measures

The MTR Shatin to Central Link (SCL) (Tai Wai to Hung Hom Section) targeted to be commissioned in 2019 will greatly enhance the accessibility and connectivity of KE, particularly for the KTD.

To cater for the commissioned Kai Tak Cruise Terminal, the upcoming Hong Kong Children's Hospital and the planned developments at the former runway, the existing Shing Fung Road at the former runway area will be widened and re-aligned to form a dual two-lane road for completion in stages by 2019. Road D2 linking up Ma Tau Kok and Kowloon Bay will form a parallel route to Prince Edward Road East (PERE) to relieve the traffic along PERE.

Six junction improvement proposals¹ are proposed for the Kowloon Bay Business Area (KBBA) for completion from 2017 onwards. For the Kwun Tong Business Area (KTBA), 19 items of short-term traffic improvement measures² have been completed. Further improvement measures³ would be taken forward to improve

¹ Improvement works for the junctions at Kai Cheung Road/Wang Chiu Road, Lam Hing Street/Wang Chiu Road, Lam Fung Street/Wang Chiu Road and Sheung Yee Road/Wang Chiu Road will be completed in phases from 2017 onwards. Improvement works for the junctions at Kai Cheung Road/Wang Kwong Road and Wang Kwong Road/Lam Hing Street are expected to be completed in 2020 under the CKR project, subject to the funding approval by the Legislative Council.

² Traffic improvement measures include provision of roadside loading/unloading bays, modification of no-stopping restriction and traffic signs.

³ Further improvement measures include junction improvements at How Ming Street/Tsun Yip Street and

junction capacity.

KTD is currently served by a number of public transport (PT) services⁴. Various bus and green minibus (GMB) routes are also available at PERE for access to different destinations. The Transport Department (TD) is currently consolidating the consultation results of the Bus Route Planning Programme 2017-2018 to finalise the details of three new franchised bus routes to strengthen the PT link between KTD and other districts.

On strengthening the PT services in KBBA and KTBA, ten new or supplementary franchised bus routes to other districts were provided in the past four years. Moreover, three franchised bus routes previously running through the busy Kwun Tong Road/Hoi Yuen Road roundabout have been rerouted to the underpass of Kwun Tong Road to reduce the at-grade vehicular traffic. These measures and other enhancements to bus terminus/stops⁵ would help encourage greater use of public transport with a view to reducing private vehicular trips and improving traffic.

Apart from the above, the Police have stepped up enforcement actions against illegal parking to help ease the traffic congestion in the area. Moreover, the Energizing Kowloon East Office (EKEO) is making use of information and communications technology and trying out different technological solutions⁶ in KE with a view to further alleviating traffic congestion in the area.

Medium-term measures

The Government will seize the opportunity of the development of the two Action Areas in Kowloon East to improve traffic conditions. Around the Kowloon Bay Action Area (KBAA), Sheung Yee Road is proposed to be widened to provide an additional traffic lane while the Hoi Bun Road/Cheung Yip Street junction would be modified to increase the junction capacity. For the Kwun Tong Action Area (KTAA), a new through road is

at Wai Yip Street/Wai Fat Road, traffic rerouting at How Ming Street (between Wai Yip Street and Hoi Bun Road), and widening of Shing Yip Street after the re-provision of Shing Yip Street Rest Garden to provide an additional traffic lane.

⁴ A total of eight franchised bus routes, two green minibus (GMB) routes and a scheduled ferry service.

⁵ Enhancement works include facility improvements at bus stops and provision of real-time bus information panels in phases by the bus operator concerned.

⁶ EKEO is disseminating real-time parking vacancy information through the “My Kowloon East” mobile application to help drivers locate vacant car parking spaces quickly to reduce unnecessary traffic. A Proof of Concept trial will soon be rolled out at two locations in KTBA to monitor the improper use of roadside loading and unloading bays using video analytic techniques to achieve more effective use. If the technological solution is proven after trial, EKEO and departments concerned will consider how to suitably scale up the application.

proposed to divert traffic away from the existing busy Wai Yip Street/Hoi Yuen Road roundabout. The roundabout would be converted to a signalised junction to rationalise the traffic flows and increase the junction capacity.

The Government also plans to extend the planned dual two-lane Shing Fung Road at the former runway northward to connect with Road D2 at the former north apron. These roads form an alternative route for PT services to shuttle between SCL Kai Tak Station and the former runway tip as well as Hong Kong Children's Hospital via Taxiway Bridge. The public could also gain access from runway tip via Road D3 to the Wong Tai Sin, Kowloon City and San Po Kong areas.

Long-term measures

The Government is proactively taking forward several major transport infrastructure projects, including Route 6 (Tseung Kwan O – Lam Tin Tunnel under construction, CKR subject to funding approval by the Legislative Council, and Trunk Road T2 under planning) to alleviate the traffic loadings along major roads and to cater for the traffic needs in KE. Subject to the outcome of the second stage of the DFS for the EFLS for KE, the EFLS would be an additional transport mode to deal with the rising demand and to enhance the connectivity in KE.

- (c) *whether the Administration would consider adopting an elevated non-railway system (e.g. bus rapid transit and modern tramway) for the proposed EFLS; if yes, the details; if no, the reasons;*

Stage 1 study has reviewed different existing proven green transport modes used worldwide. Based on their technical characteristics and operating requirement, Stage 1 Study concluded that the two elevated modes, i.e. automated people mover (APM) and monorail, should be selected as the most suitable green transport modes for the EFLS for KE. Any green transport system that can run on an elevated form, having a proven track record and fulfilling the requirement of the EFLS scheme have been considered on an equal basis in order to strive for the best option to serve the community.

- (d) *regarding the traveller system (one of the public transport modes evaluated under the Detailed Feasibility Study for the proposed EFLS for Kowloon East), details about this system, including examples of places where this system was being used, the reason(s)*

for not adopting this system for the proposed EFLS, and a cost estimate (if any) for developing this system as EFLS;

The traveller system is principally an ancillary facility to enhance the services of pedestrian linkages that aim to reduce the journey time for pedestrians, for short distance rather than long distance commuting traffic. Nonetheless, traveller, while not serving a role as an EFLS for KE, will be considered as a pedestrian facility to enhance connectivity and accessibility to the EFLS stations and within KE, which will be developed in the second stage of the DFS.

- (e) *a full report of the part(s) of the Detailed Feasibility Study for the proposed EFLS that had been completed so far; and*

The DFS is being conducted in two stages. The first stage of the DFS is to evaluate various green transport modes, with the most suitable and cost-effective green transport mode to be selected for developing the EFLS scheme at the second stage. We have completed the Stage 1 study of the DFS and proposed to adopt elevated EFLS for KE. The “Literature Review Report on Worldwide Application of Road-based and Rail-based Green Public Transport System” and the “Report on Identification of Suitable Green Public Transport Modes” providing the background and the assessment details of the Stage 1 study of the DFS respectively are available on EFLS website (<http://www.ktd.gov.hk/epls/>) for public information.

- (f) *whether the Administration would consider revising the alignment of the proposed elevated EFLS, so that the development of the proposed Kwun Tong Transportation Link ("KTTL") above the Kwun Tong Typhoon Shelter would no longer be required; if so, the details; if not, how the Administration would ensure the safety of high-mast vessels and the seamen working on these vessels that could not enter the said typhoon shelter as a result of the KTTL development during typhoon periods.*

The recommended alignment of the EFLS for KE, including alignment options of KTTL, would be developed in the second stage of the DFS. We will examine in detail the need of KTTL for compliance with the requirements of the Protection of the Harbour Ordinance. Mitigation measures would also be proposed to address possible impacts of KTTL on high-mast vessels using Kwun Tong Typhoon Shelter. We will develop a scheme which meets the statutory requirements and is generally acceptable to concerned

stakeholders. We will keep a close communication with the marine trade during the second stage of the DFS.
