

Agreement No. CE 57/2013 (TT)

**Pedestrian Environment Improvement Scheme for Transformation of
Kwun Tong Business Area**

Executive Summary

1. Study Background

1.1. Kwun Tong was traditionally an important industrial base in Hong Kong. As time evolves, Kowloon East is transforming into an attractive core business district (CBD) with commercial buildings, shopping malls and hotels gradually taking roots in this area. Together with the adjacent Kowloon Bay Business Area and the Kai Tak Development Area, the Kwun Tong Business Area (KTBA) would become a future economic, commerce, tourism and leisure hub in Kowloon East.

1.2. The road design in KTBA was based on the standards for an industrial area where pedestrian pavements were relatively narrow with loading/unloading areas along the roads. Given that the pedestrian and traffic flows have been ever increasing, these facilities are no longer able to meet and cater for the needs of KTBA under transformation. This would also restrict the future development of this area. The key issues of KTBA include:

Pedestrian Environment:

- Congested Pedestrian Pavements
- Common Pedestrian and Vehicular Conflicts
- Underutilized Back Alleys
- Demand for Open Space and Greening

Road Conditions:

- Local Traffic Congestion
- Frequent Kerbside Activities
- Illegal Parking Problem
- Road Network Not Coping with the Need of Transformation

1.3. We understand the public have strong aspirations for improving the pedestrian environment and traffic conditions in KTBA. In this connection, the Energizing Kowloon East Office (EKEO) of the Development Bureau commissioned the Pedestrian Environment Improvement Scheme for Transformation of KTBA Feasibility Study (this Study). The objectives of this Study 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. The overall vision is:

Create a walkable and pleasant pedestrian environment and an easily accessible transport network, with enhanced connectivity between MTR Kwun Tong and Ngau Tau Kok Stations, KTBA and the waterfront.

1.4. We would proactively seek opportunities to improve the pedestrian facilities, promote greening, beautify the landscape and streetscape, add facilities including at-grade pedestrian crossings, footbridges and subways, etc. to strengthen the connection to

various spots with the aim to improve the overall pedestrian environment in KTBA. We would also explore the existing traffic issues in KTBA in order to formulate appropriate improvement proposals.

2. Guiding Principle & Key Strategies

2.1. The “WEAVE” Concept

Based on the “weaving” concept advocated by EKEO for improving the pedestrian network in Kowloon East, this Study has applied the same concept further to KTBA. The major linkages between Kwun Tong Road and Kwun Tong Promenade form the pedestrian spines in the area. Old and new buildings in the area with plots of varying sizes have given rise to meticulous urban fabrics. These works in tandem with the back alleys intertwining among various industrial and commercial buildings in the area, integrating into a spatial pedestrian system that is closely linked up at different levels and forming a robust and dynamic system. In addition, the overall framework of pedestrian and traffic environment improvement in KTBA is formulated in concert with the conceptual master plan promulgated by EKEO so as to align with the future development strategy of Kowloon East as a whole.



2.2. Key Strategies

To achieve the objectives of the study, the following strategies were derived:

- a) Enhance Pedestrian Facilities
 - Improve Pedestrian Facilities

- Construct an Integrated Pedestrian Network
 - Add Barrier-free Facilities
 - Enhance Pedestrian Environment by Seizing Urban Transformation Opportunities
 - Strengthen Pedestrian Directional Signage Facilities
 - Facilitate Public Access to the Waterfront
- b) Rationalise Traffic in the Area
- Improve Traffic Accessibility
 - Enhance Road Junction Layout
 - Manage Kerbside Activities
 - Reroute Traffic Flow
 - Review and Respond to Parking Demand
- c) Improve Public Transport Facilities
- Upgrade Bus Stop Facilities
 - Enhance Public Transport Interchange Layout and Passenger Waiting Environment
- d) Create Quality Green Spaces and Streetscape
- Strengthen Green Spaces
 - Facelift Pedestrian Facilities
- e) Enhance Attractiveness of Back Alleys
- Integrate back alleys into pedestrian network

3. Pedestrian and Traffic Forecast and Assessment

- 3.1. A pedestrian and traffic review was carried out to evaluate the existing pedestrian environment and traffic conditions within KTBA.
- 3.2. Capacity analyses were also conducted for design years 2021 and 2031 to investigate the potential impact of the continuous transformation of KTBA on the road network and key pedestrian links in the area. The Territorial Population and Employment Data Matrices (TPEDM) available at the time of the study complied by the Planning Department was adopted as a basis to develop the traffic forecast.

- 3.3. Based on the pedestrian assessment results, footpaths along Hoi Yuen Road near Shing Yip Street and Hing Yip Street, How Ming Street near Tsun Yip Lane and How Ming Lane subway are already overloaded at present. As the pedestrian flows increase, the overloaded area would gradually expand in the medium-term and long-term. How Ming Street near Hung To Road and Tsun Yip Street near Hung To Road would be more congested and further worsening the walking environment.
- 3.4. Based on the traffic forecast and assessments, major junctions (a) and (b) below have already reached their capacity. As the traffic flows increase, it is anticipated major junctions (c) to (e) would reach their capacity in 2021 while major junction (f) would reach its capacity in 2031.
- a. Wai Yip Street/Hoi Yuen Road
 - b. How Ming Street/Tsun Yip Street
 - c. Kwun Tong Road/Hoi Yuen Road
 - d. Wai Fat Road/Wai Yip Street
 - e. Sheung Yee Road/Wang Chiu Road
 - f. Hoi Bun Road/Cheung Yip Street

4. Overall Pedestrian and Traffic Environment Improvement Framework

- 4.1. Based on the vision of this Study and the major comments received from the public engagement activities, we have further established the overall pedestrian and traffic environment improvement framework in KTBA. Taking the 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. Details are shown in **Figure 1**.

5. Short-term Improvement Schemes

Pedestrian and Traffic Improvement Schemes

- 5.1. We propose adopting short-term improvement schemes that can be easily implemented and are effective to improve the pedestrian environment and traffic conditions early. The Highways Department has completed some short-term improvement schemes and EKEO will work with relevant departments to take forward further improvement schemes to alleviate traffic congestion and enhance pedestrian environment. The locations of the short-term improvement schemes are shown in **Figure 2**.

5.2. The improvement schemes completed as at October 2017 are set out below.

Ref	Location	Improvement Proposal
P3	Wai Yip Street/ Shun Yip Street Junction	Widening of Pedestrian Crossing
P9	How Ming Street near Hoi Bun Road	Footpath Widening
P11	Hung To Road/ Tsun Yip Street Junction	Provision of Pedestrian Signal
P14	Hing Yip Street near Hoi Yuen Road	Footpath Widening
P17	Hing Yip Street near King Yip Street	Footpath Widening
P19	Kwun Tong Ferry Pier Public Transport Interchange	Provision of Pedestrian Crossing Facility
T2	Tai Yip Street	Provision of Loading/unloading Bay
T3	Lai Yip Street/Hoi Bun Street Junction	Improving Junction Layout
T4	How Ming Street near Hung To Road	Change of No-stopping Restriction Period
T5	How Ming Street near Hoi Bun Road	Provision of Loading/unloading Bay
T7	Kei Yip Street near Wai Yip Street	Provision of Loading/unloading Bay
T8	Tsun Yip Street near Wai Yip Street	Provision of Loading/unloading Bay
T10	Hing Yip Street near King Yip Street	Provision of Loading/unloading Bay
T11	Hung To Road near Chong Yip Street	Provision of Loading/unloading Bay
T12	How Ming Street near Tsun Yip Street	Change of No-stopping Restriction Period
T13	Shing Yip Street near Hoi Yuen Road	Change of No-stopping Restriction Period
T14	Kwun Tong Ferry Pier Public Transport Interchange	Provision of Loading/unloading Bay

5.3. We have liaised with the relevant departments and formulated an implementation schedule for early implementation of various further short-term improvement schemes. We anticipate short-term improvement schemes would be largely completed around 2018 if the local consultation processes are smooth. Details are set out below:

Ref	Location	Improvement Proposal	Tentative Completion
P1	Tai Yip Street	Footpath Widening and Provision of Pedestrian Crossing Facility	2018
P2	Tai Yip Lane	Provision of Pedestrian Crossing Facility	2018
P4	Shun Yip Street/ Hoi Bun Road Junction	Provision of Pedestrian Crossing Facility	2017
P5	Lai Yip Street	Demolition of Railings along Median Strips	2017
P6	How Ming Street/ Chong Yip Street Junction	Widening of Pedestrian Crossing	2018
P7	How Ming Street	Footpath Widening	2018

Ref	Location	Improvement Proposal	Tentative Completion
	(between Hung To Road and Wai Yip Street)		
P8	How Ming Street/ Wai Yip Street Junction	Enhancement of Pedestrian Crossing	2018
P10	How Ming Street (between Tsun Yip Street and Hoi Yuen Road)	Footpath Widening	2018
P12	Hoi Yuen Road (between Kwun Tong Road and Wai Yip Street)	Footpath Widening	2017/18
P13	Hoi Yuen Road/ Shing Yip Street Junction	Widening of Pedestrian Crossing	2018
P15	Hung To Road near Hoi Yuen Road	Widening of Pedestrian Crossing	2018
P16	King Yip Street/ Shing Yip Street Junction	Widening of Pedestrian Crossing	2018
P18	Tai Yip Street near Tai Yip Lane	Provision of Pedestrian Crossing Facility	2018
P20	Hoi Bun Road	Footpath Widening	2018
T1	Tai Yip Street	Provision of Loading/unloading Bay	2018
T6	How Ming Street (between Wai Yip Street and Hoi Bun Road)	Traffic Rerouting	2018
T9	Tsun Yip Street/ How Ming Street Junction	Enhancing Junction Layout and Widening Tsun Yip Street Carriageway	2018
T15	Kwun Tong Road *	Upgrading Bus Stop Facilities, includes Real-time Arrival Display, District Bus Routing Signs, Bus information Panel	In Progress
T16	Bus Stop near Fuk Tong Road ⁺	Enhancing Layout of Bus Stop	Under review

* To be implemented by bus operator in phases.

⁺ Subject to further review to take account of the future development in the Fuk Tong Road area.

- 5.4. EKEO is disseminating real-time parking vacancy information through the “My Kowloon East” mobile application to help drivers locate vacant parking spaces quickly to reduce unnecessary traffic flow.

Back Alleys Project @ Kowloon East

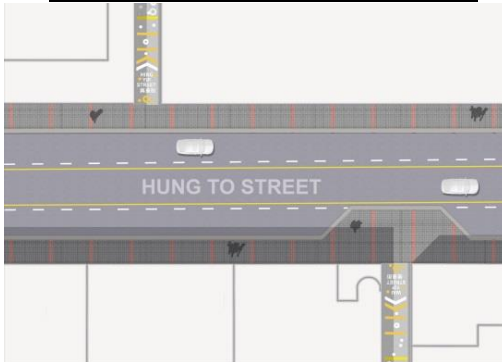
- 5.5. At present, a number of major pedestrian footpaths in the area such as Hoi Yuen Road footpaths are overcrowded. By including suitable back alleys to form part of the

pedestrian network, the heavy pedestrian flows on adjacent footpaths during peak hours would be eased. We have selected some back alleys as a pilot scheme for implementation as short-term improvement projects in collaboration with relevant departments, academic institutions and non-governmental organisations with the aim of enhancing the attractiveness of back alleys for pedestrian use. The recommended improvement works include:

- a) Facelifting pavement surface with signs and patterns b) Install traffic signs to manage vehicular in/out at back alleys shared by pedestrians and vehicles to regulate traffic flow



- c) Provide additional pedestrian facilities and enhance connectivity between back alleys d) Introduce public art elements at back alleys to enhance the character of back alleys to attract more pedestrians to use them



- e) Improve walkability, connectivity and the pedestrian environment to increase the attractiveness of back alleys, such as providing more directional signage and investigate the addition of lighting, etc.



- 5.6. The Back Alleys Project @ Kowloon East was carried out into 2 phases. Phases 1 and 2 were completed in 2015 and 2017 respectively. The locations of the back alleys are shown in **Figure 2**.

6. Medium-term Improvement Schemes

- 6.1. After detailed consideration of the factors including public views, technical assessments, geographical constraints as well as existing and future developments in the surrounding areas, etc, a series of medium-term improvement proposals have been developed with an aim to weave an interconnected pedestrian network connecting KTBA and its surrounding areas while catering for the traffic needs. We have proposed improvement proposals along 6 major north-south corridors and 4 major east-west corridors. EKEO would work with relevant departments to investigate in detail and take forward the improvement proposals with relevant departments. Details are set out below:

Major North-South Corridors

- 6.2. Shun Yip Link
- 6.2.1. Shun Yip Link is the shortest route linking the future Kowloon Bay Action Area and the waterfront with Kwun Tong Road and the neighbouring residential areas in Ngau Tau Kok. As more commercial developments come into place near the waterfront, it is anticipated that the pedestrian flow would continue to increase.
- 6.2.2. We have proposed facelifting Shun Yip Lane and the adjacent subway, demolition of the exit ramp north of the subway as well as extension and facelifting of the Kwun Tong

Road Sitting-out Area. The above proposals would integrate with a series of short-term improvement schemes including provision of pedestrian crossing facilities and loading/unloading bay etc. which aim at creating a pleasant walking environment. Details are shown in **Figure 3**.

6.3. Lai Yip Link

6.3.1. Lai Yip Link connects with the MTR Ngau Tau Kok Station to the north. In recent years, a number of new commercial developments have been built along this link. It serves as one of the major corridors in KTBA connecting the railway transport and the waterfront.

6.3.2. To enhance public accessibility to the waterfront, we have developed a preliminary alignment for extending the existing MTR Ngau Tau Kok Station subway to the new commercial development at Kwun Tong Road/Yan Yip Street junction, and providing a subway across Wai Yip Street to link up with Hoi Bun Road Park. Besides, we have proposed to facelift MTR Ngau Tau Kok Station subway and to provide barrier-free access facilities, facelift the public transport interchange next to MTR Ngau Tau Kok Station, simplify the pedestrian crossing alignment at Wai Yip Street/Lai Yip Street junction and provide more green spaces next to the junction. Details are shown in **Figure 4**.

6.4. How Ming Link

6.4.1. How Ming Link connects with the MTR Ngau Tau Kok Station Public Transport Interchange to the north. With a large number of commercial and industrial buildings along the link, congestion on footpaths is prevalent especially during peak hours. Frequent kerbside loading/unloading activities along the link also affect the pedestrian environment.

6.4.2. We have proposed to facelift Kwun Tong Road Rest Garden, How Ming Lane and the adjacent subway as well as enhancing the subway entrance layout near the rest garden to match with the pedestrian flow direction. The above proposals would integrate with the short-term pedestrian and traffic improvement schemes including widening of footpaths and crossing facilities and change of no-stopping restriction period, etc. aiming at progressively improving the pedestrian environment and traffic conditions along the link. In addition, we have proposed to reroute the traffic of How Ming Street (between Wai Yip Street and Hoi Bun Road) for diversion of traffic flow from Lai Yip Street and Tsun Yip Street heading to Wai Yip Street. Details are shown in **Figure 5**.

6.5. Tsun Yip Link

6.5.1. Tsun Yip Link connects the Kwun Tong Town Centre in the north, routing along various commercial and industrial buildings, with Kwun Tong Promenade. With the

transformation of the buildings along the link, it is anticipated that the pedestrian flow would increase.

- 6.5.2. We have proposed to facelift Tsun Yip Lane and the adjacent footbridge. To strengthen pedestrian connection and safety, proposals to install new pedestrian signal at Hung To Road/Tsun Yip Street and widen footpaths along How Ming Street (between Tsun Yip Street and Hoi Yuen Road) are recommended. We have also proposed to provide an additional traffic lane at Tsun Yip Street for left-turn traffic to How Ming Street to improve the junction capacity. Details are shown in **Figure 6**.

6.6. Hoi Yuen Link

- 6.6.1. Hoi Yuen Link connects MTR Kwun Tong Station to the north with the future Kwun Tong Action Area to the south. Active industrial and commercial activities are found along the link. Hoi Yuen Link is a key pedestrian corridor with the highest pedestrian flow in the area.

- 6.6.2. We have proposed widening of Hoi Yuen Road footpaths and crossing facilities in phases for early provision of a walkable pedestrian environment. To improve pedestrian connectivity and traffic circulation near the future Kwun Tong Action Area, a footbridge across Wai Yip Street and enhancement to the junction layout design of Wai Yip Street/Hoi Yuen Road to increase traffic capacity are suggested. The proposed footbridge and junction layout improvement proposal are being further investigated in the Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study. The concepts are shown in **Figure 7**.

6.7. King Yip Link

- 6.7.1. King Yip Link is one of the main corridors connecting Kwun Tong Ferry Pier and the area around Kwun Tong Swimming Pool, and it adjoins the planned Tsui Ping River and Tsui Ping River Garden. It is anticipated that the pedestrian flow would increase.
- 6.7.2. We will turn King Yip Link into an inviting and coherent green urban space to connect various north-south activity nodes. We have proposed to facelift the footbridge to the north of King Yip Lane and to further investigate the feasibility of extending the existing footbridge to MTR Kwun Tong Station and to the adjacent commercial site. We would widen the pedestrian crossing at King Yip Street/Shing Yip Street and provide additional greening at King Yip Lane to create a pleasant riverside walking environment. To cater for vehicular traffic, we would 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. Details are shown in **Figure 8**.

Major East-West Corridors

6.8. Shing Yip Link, Hung To Link, Wai Yip Link and Hoi Bun Link

6.8.1. We aim at further rationalising the pedestrian and traffic environment through the short and medium-term improvement proposals for the major east-west corridors to cater for the future development of KTBA. Details are shown in **Figure 9**. The major proposals include:

- (i) Explore the Application of Information Technology to Rationalise Loading/unloading Activities
 - Kerbside loading/unloading activities are currently frequent along various major east-west corridors. We have recommended restricting the time period for loading/unloading activities at certain locations for better management of kerbside activities. EKEO will also investigate the use of information technology to rationalise loading/unloading activities such as carrying out proof of concept trial at 2 spots in KTBA to monitor the utilisation of kerbside loading/unloading bay through video analytic technique for more efficient use. Details would be further investigated in the Developing Kowloon East into a Smart City District – Feasibility Study.
- (ii) Improve Kerbside Parking and Streetscape Greening through Redevelopment
 - As KTBA transforms, it is expected that the demand for kerbside loading/unloading activities would gradually decrease. We have proposed to improve the arrangements of kerbside parking and loading/unloading bays and implement building setbacks upon redevelopment to release more space for footpath widening and greening.
- (iii) Extend Greening along Median Strips through Tsui Ping River Project
 - There is greening along the median strips of Wai Yip Street near Hoi Bun Road Park. We have proposed to extend this to other sections of Wai Yip Street to improve the continuity of this east-west corridor.
- (iv) Strengthen Connectivity between Future Kowloon Bay and Kwun Tong Action Areas
 - Hoi Bun Link is the major pedestrian corridor connecting the future Kowloon Bay and Kwun Tong Action Areas. We have proposed to extend the existing green corridor to integrate with the 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.

- 6.9. Regarding public transport, we have proposed a number of proposals for bus service improvement including rerouting of three bus routes previously running through the busy Kwun Tong Road/Hoi Yuen Road roundabout to the underpass of Kwun Tong Road to reduce the at-grade vehicular traffic, combining some bus stops at Kwun Tong Road and upgrading the existing bus stops to bus-bus interchange at Prince Edward Road East. The Transport Department and the concerned parties would further investigate and take forward the suggestions. After the completion of Shatin-to-Central Link, the accessibility and traffic connection of Kowloon East would be greatly enhanced.

7. Long-Term Transport Infrastructure Improvement Proposals

- 7.1. The Government is proactively taking forward several major transport infrastructure projects, including Route 6 (Tseung Kwan O – Lam Tin Tunnel under construction, the Central Kowloon Route under construction, 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 Detailed Feasibility Study for the Environmentally Friendly Linkage System (EFLS) for KE, the EFLS would be an additional transport mode to deal with the rising demand and to enhance the connectivity in KE. Details are shown in **Figure 10**. The preliminarily proposed EFLS alignments shown in the figure are under review in the Detailed Feasibility Study.

8. Rationalising Traffic in the Area

- 8.1. As mentioned in **Section 3**, congestion currently occurs at some road junctions in the area during the peak hours. With more commercial buildings coming on stream, more traffic is anticipated. We have elaborated in **Section 5 to 7** the short, medium and long-term improvement proposals to enhance the major junctions in the district.
- 8.2. Consolidating the traffic measures of this Study, other planning studies and development projects in the area, the improvement proposals for saturated junctions¹ are set out below.

¹ Subject to further detailed assessments, the proposed vehicular junction improvements may constitute designated projects (DPs) or material changes to exempted DPs under the Environmental Impact Assessment Ordinance, which require environmental permits for their construction and operation.

Ref	Location	Improvement Proposal
a	Wai Yip Street/ Hoi Yuen Road Roundabout	Enhance the junction layout design and explore the diversion of traffic to adjacent junctions. Proposed junction layout improvement proposal are being investigated in the Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study. (See Section 6 Hoi Yuen Link)
b	How Ming Street/ Tsun Yip Street	Widen carriageway at Tsun Yip Street and enhance junction layout design (See Section 6 Tsun Yip Link)
c	Kwun Tong Road/ Hoi Yuen Road Roundabout	Enhance junction capacity by seizing opportunity of the development of the Kwun Tong Town Centre. The proposed improvement scheme would be further implemented by Urban Renewal Authority
d	Wai Fat Road/ Wai Yip Street	Enhance junction layout design (See Section 6 King Yip Link)
e	Sheung Yee Road/ Wang Chiu Road	Enhance junction layout design to increase junction capacity. Proposed junction layout improvement proposal are being investigated in the Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East – Feasibility Study
f	Hoi Bun Road/ Cheung Yip Street	Enhance junction layout design to increase junction capacity. Proposed junction layout improvement proposal are being investigated in the Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East – Feasibility Study

- 8.3. After implementing the above traffic improvement proposals and Route 6, we anticipate the road network in the area would operate under normal level and would be able to cater the traffic induced by future transformation.
- 8.4. One of the causes of traffic congestion in this area is illegal parking, apart from frequent kerbside loading/unloading activities. Albeit illegal parking is rampant, the Study has revealed that there are a large number of vacant hourly parking spaces available within developments in KTBA and the Kowloon Bay Business Area.
- 8.5. For deterring illegal parking and optimizing the usage of parking spaces within developments, we will launch two proof of concept trials, making use of video analytic techniques to rationalize loading and unloading activities and to monitor illegal parking respectively. Details are being investigated under the Developing Kowloon East into a Smart City District – Feasibility Study.

9. Parking and Loading/unloading Provision

- 9.1. We recommend adopting flexible use of the loading/unloading bays within developments in the Kowloon East to cater for the parking demand of goods vehicles and coaches at nighttime. The bays are used for loading/unloading at daytime while they can be used for goods vehicle and coach parking at nighttime, but certain number of spaces should be kept for loading/unloading to suit individual operational need subject to TD's agreement.
- 9.2. The parking survey of this Study has revealed that car parking demand for "office" uses and loading/unloading demand of goods vehicles for "office" uses with over 25,000m² GFA and the "retail" use were noticeably lower than the requirements stipulated in the Hong Kong Planning Standards & Guidelines (HKPSG). We suggest adopting the lower end of parking and loading/unloading provision for these uses in KE.
- 9.3. The paper on "Parking Policy" presented by THB/TD to the Legislative Council Panel on Transport on 19 May 2017 states that the shortage in parking spaces is becoming more serious in view of the continuous growth of vehicular fleet, and TD will apply flexibly the higher end within the range of parking standard when making recommendation to developments on the number of parking spaces required.
- 9.4. Considering the Study findings and the latest parking policy, it is recommended that the provision of parking spaces of individual developments should be determined on a case-by-case basis. Various aspects of land use/transport interaction and other relevant considerations such as planning intention, site constraints and interface issues, existing and future transport infrastructure provision, the availability of alternative measures for a downward adjustment of parking provision such as sharing of nighttime parking spaces and real-time parking vacancy data, etc. should be factored in.

10. Proposals for Building Setback for Wider Footpaths

- 10.1. After implementing the above improvement schemes and proposals, the service level of pedestrian facilities in the area would be increased and could cope with the continuous development of KTBA.
- 10.2. With the transformation and redevelopment in the area, we recommend implementing setback of building lines according to the Kwun Tong (Western Part) Outline Development Plan, which varies from 1.2m to 7.2m. In tandem with the transformation

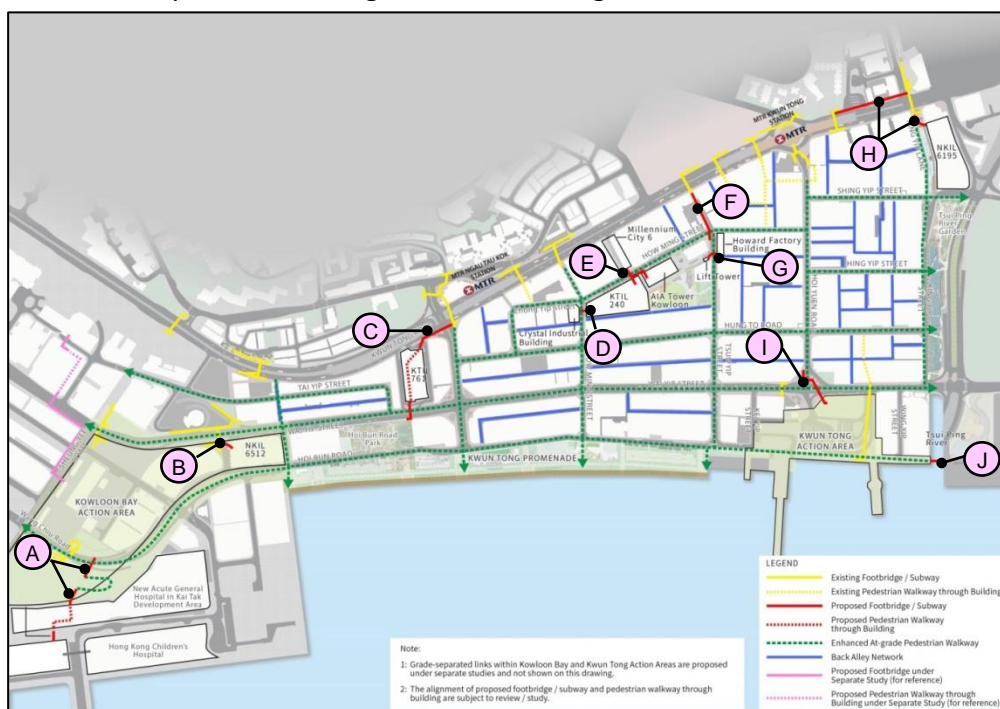
and redevelopment, the setback area along footpaths could be used to provide more greening and street facilities, to improve the streetscape and to create a walkable pedestrian environment.

- 10.3. Realisation of these proposals would depend on the redevelopment of individual private lot. We would continue facilitate with a view to improving the pedestrian environment in the area.

11. Proposed Grade-separated Pedestrian Links

- 11.1. To enhance connectivity and accessibility, the Government launched a new policy initiative of Facilitating the Provision of Pedestrian Links by the Private Sector in 2016. If private landowners propose constructing footbridges or subways at their own cost in accordance with the planned network of pedestrian links, the Government would waive land premium for any necessary lease modification to facilitate early implementation of the proposals.
- 11.2. We have reviewed the relevant Outline Zoning Plan and Outline Development Plan and take into account the pedestrian flow analysis as well as other proposed developments in the area. The following grade-separated pedestrian links are proposed:
- A. The landscaped elevated walkway (subject to detailed design) connecting the waterfront and the new acute hospital would be further extended to the Kowloon Bay Action Area through at-grade passageway and a footbridge;
 - B. New footbridge connecting the existing footbridge across Wai Yip Street and the commercial site (NKIL 6512) under development;
 - C. New subway connecting existing MTR Ngau Tau Kok Station subway, the commercial site (KTIL 761) under development and Hoi Bun Road Park;
 - D. New footbridge across How Ming Street connecting the commercial site (KTIL 240) under development and Crystal Industrial Building (proposed redevelopment);
 - E. New footbridge across How Ming Street connecting the commercial site (KTIL 240) under development, Millennium City 6 and AIA Kowloon Tower;
 - F. Extension of the Tsun Yip Street footbridge to the junction of Tsun Yip Street/How Ming Street;
 - G. Proposed footbridge across Tsun Yip Street;
 - H. New elevated walkway connecting MTR Kwun Tong Station, existing footbridge at King Yip Lane and the new commercial site (NKIL 6195);
 - I. New footbridge (subject to investigation) across Wai Yip Street and connect to the Kwun Tong Action Area; and

J. Proposed footbridge across Tsui Ping River.



11.3. The pedestrian connection network system in KTBA is shown in **Figure 11**.

11.4. Besides, improvement of grade-separated pedestrian links was proposed in the planning and engineering studies of the Kowloon Bay and Kwun Tong Action Areas. Details would be provided in the relevant studies.

11.5. From urban planning point of view, establishing a desirable public pedestrian walking system involves various considerations including safety, comfort, convenience and time efficiency, etc apart from anticipated pedestrian flow. In particular, the intangible benefits of improving the walkability as well as the synergy effect of connecting various private development projects, such as encouraging people to walk, reduce vehicular traffic and related social costs as well as environmental impact should be duly considered. This would help to advocate a more environmentally friendly, healthy and sustainable low carbon community life for public interest.

11.6. For the grade-separated pedestrian links at/linked to public road or government premises, they are proposed to be taken forward as public works projects.

11.7. For grade-separated pedestrian links proposed to be linked to private developments in KTBA, it would be more appropriate to take forward as private sector initiatives or through land lease as the alignment will best be integrated with existing and proposed private developments to avoid more structures encroaching on the limited public spaces.

- 11.8. The detailed feasibility of the alignments and connection points of some of the proposed pedestrian links would be subject to the relevant private development/redevelopment schemes. The design would be further reviewed at a later stage. The relevant Outline Development Plan would be updated to incorporate the proposed pedestrian links in KTBA so that the policy initiative mentioned in paragraph 11.1 above would be applicable.

12. Conclusions

- 12.1. This Study has reviewed the existing pedestrian and traffic conditions in KTBA and analysed the impact due to the development of KE up to 2031. It has proposed short, medium and long-term pedestrian and traffic improvement schemes and proposals, which are being taken forward progressively. The long-term goals are to enhance pedestrian facilities, rationise traffic, improve public transport facilities, create quality green spaces and streetscape and enhance the attractiveness of back alleys.

- Figure 1 - Overall Pedestrian and Traffic Environment Improvement Framework
- Figure 2 - Short-term Improvement Schemes
- Figure 3 - Improvement Proposals for Shun Yip Link
- Figure 4 - Improvement Proposals for Lai Yip Link
- Figure 5 - Improvement Proposals for How Ming Link
- Figure 6 - Improvement Proposals for Tsun Yip Link
- Figure 7 - Improvement Proposals for Hoi Yuen Link
- Figure 8 - Improvement Proposals for King Yip Link
- Figure 9 - Improvement Proposals for East-West Corridors
- Figure 10 - Long-term Transport Infrastructure Improvement Proposals
- Figure 11 - Pedestrian Connection Network in KTBA

Figure 1 - Overall Pedestrian and Traffic Environment Improvement Framework



Figure 2 - Short-term Improvement Schemes



Figure 3 - Improvement Proposals for Shun Yip Link



Figure 4 - Improvement Proposals for Lai Yip Link

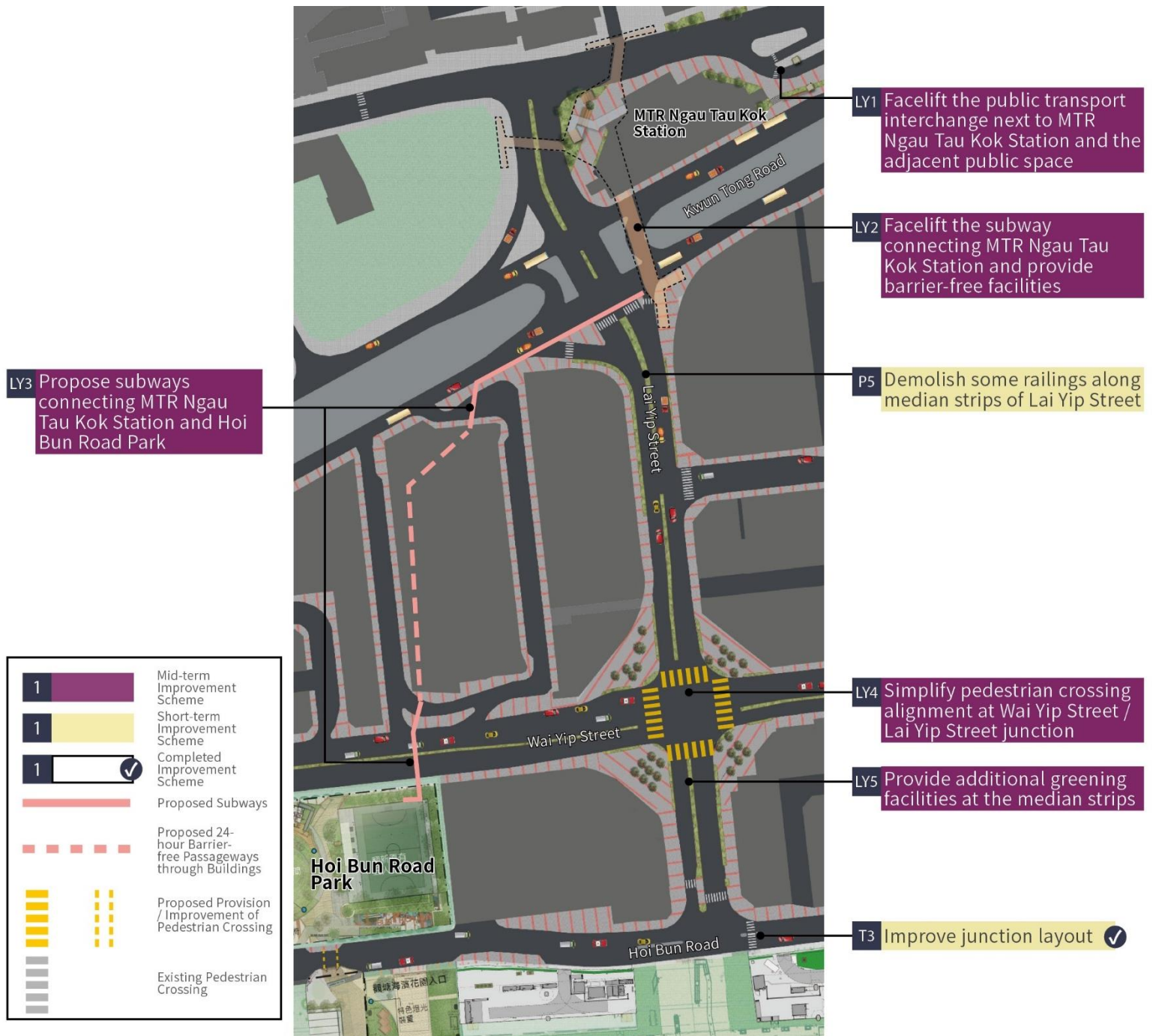


Figure 5 - Improvement Proposals for How Ming Link

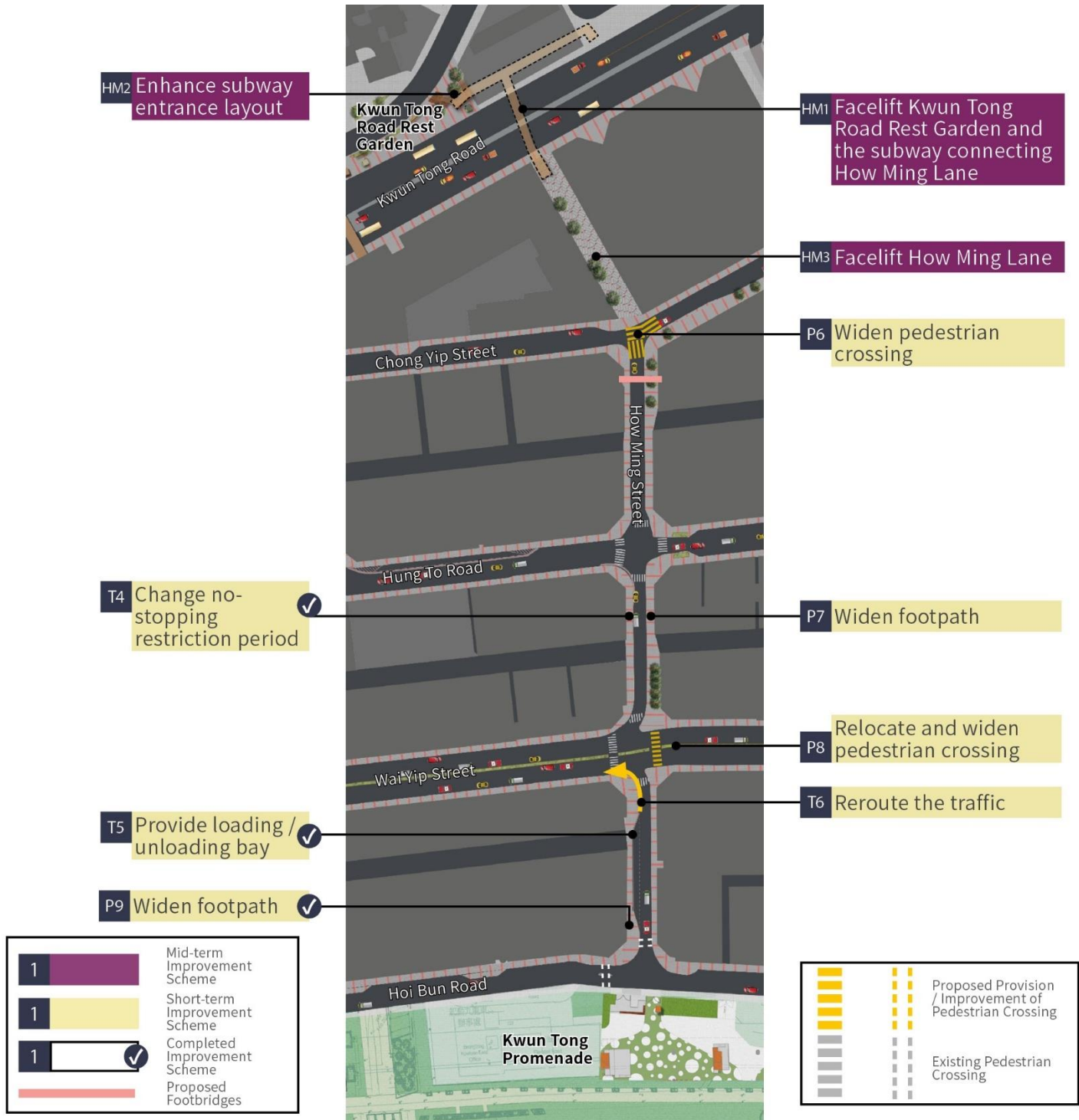


Figure 6 - Improvement Proposals for Tsun Yip Link

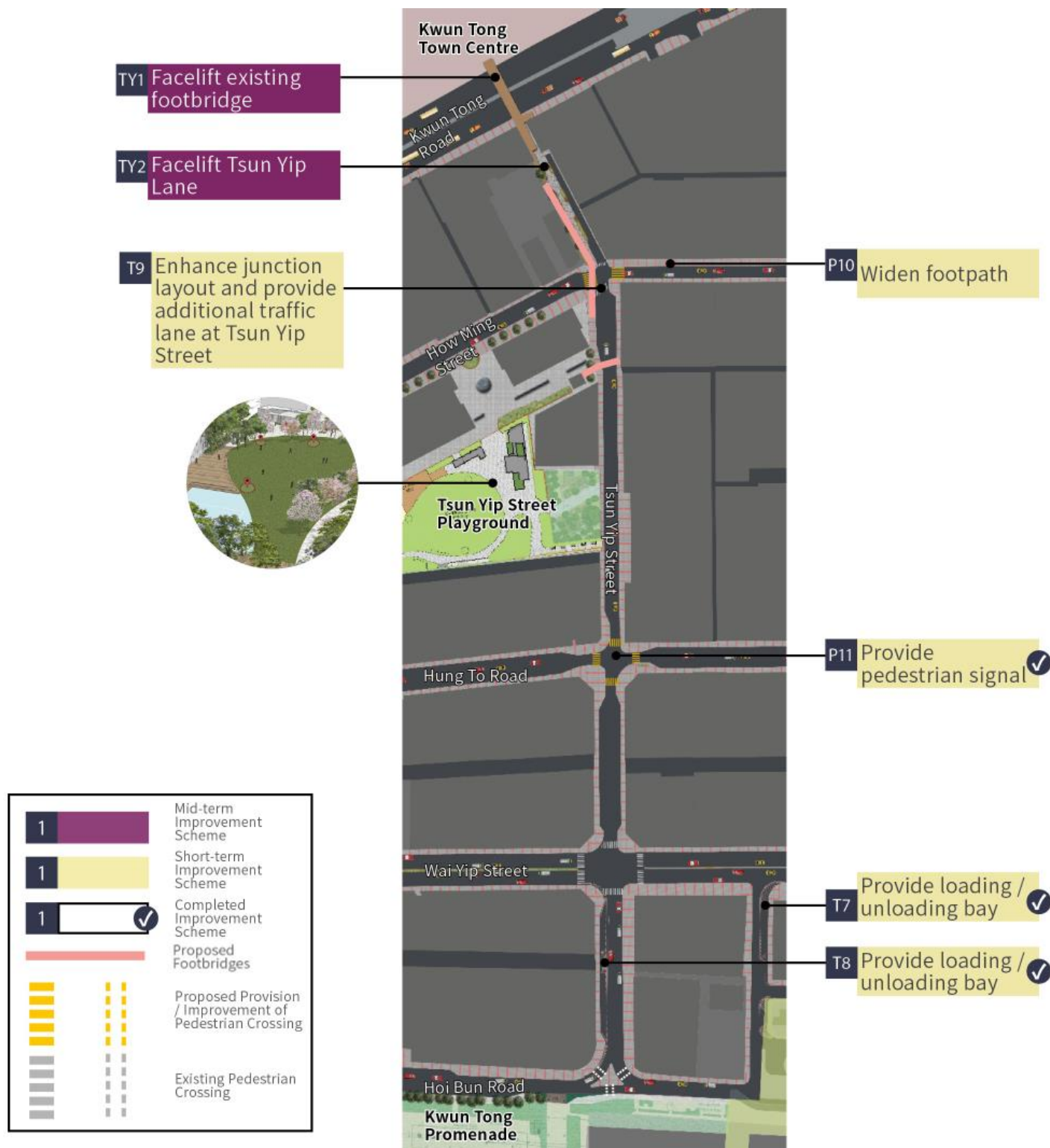


Figure 7 - Improvement Proposals for Hoi Yuen Link

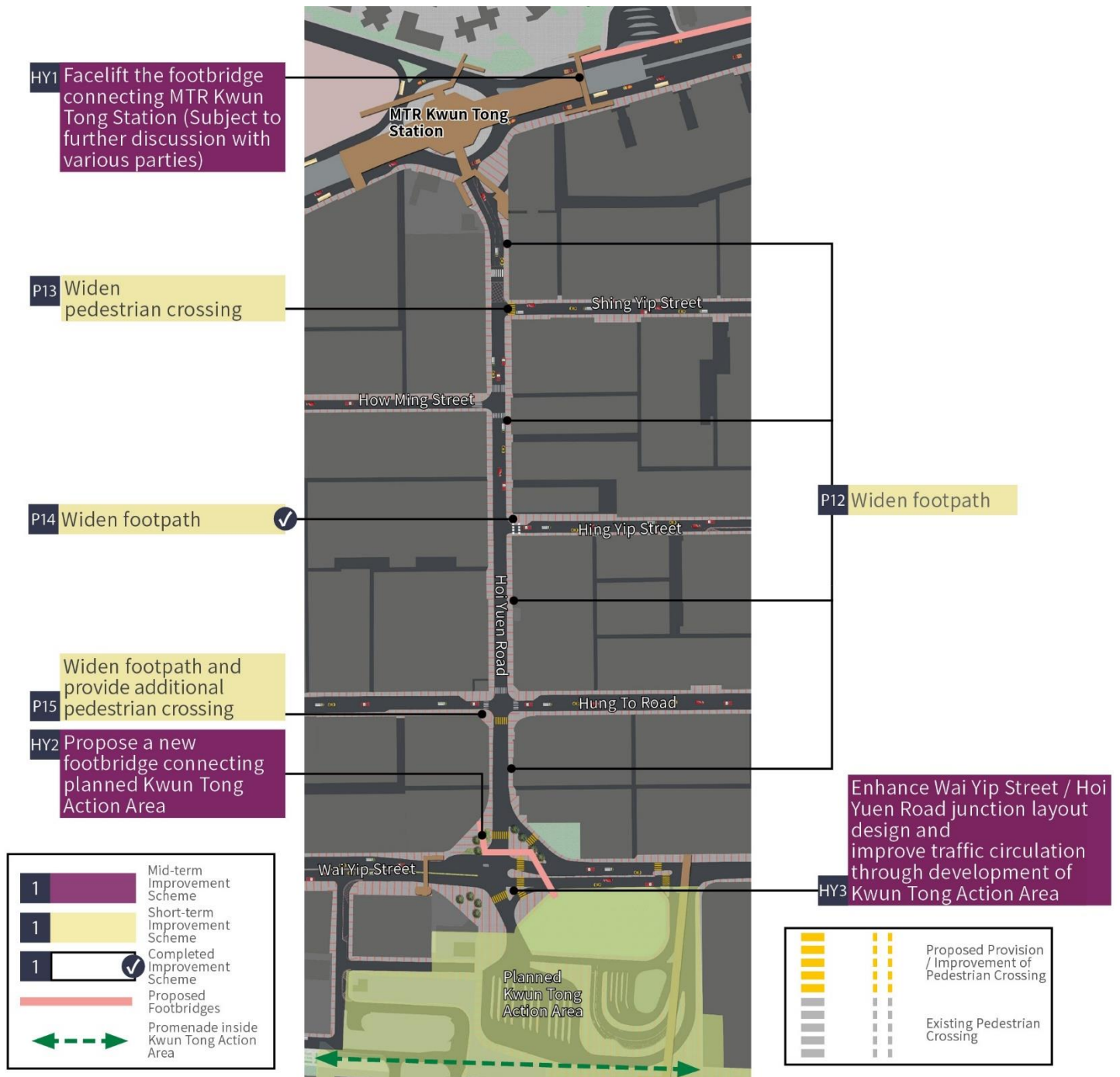


Figure 8 - Improvement Proposals for King Yip Link

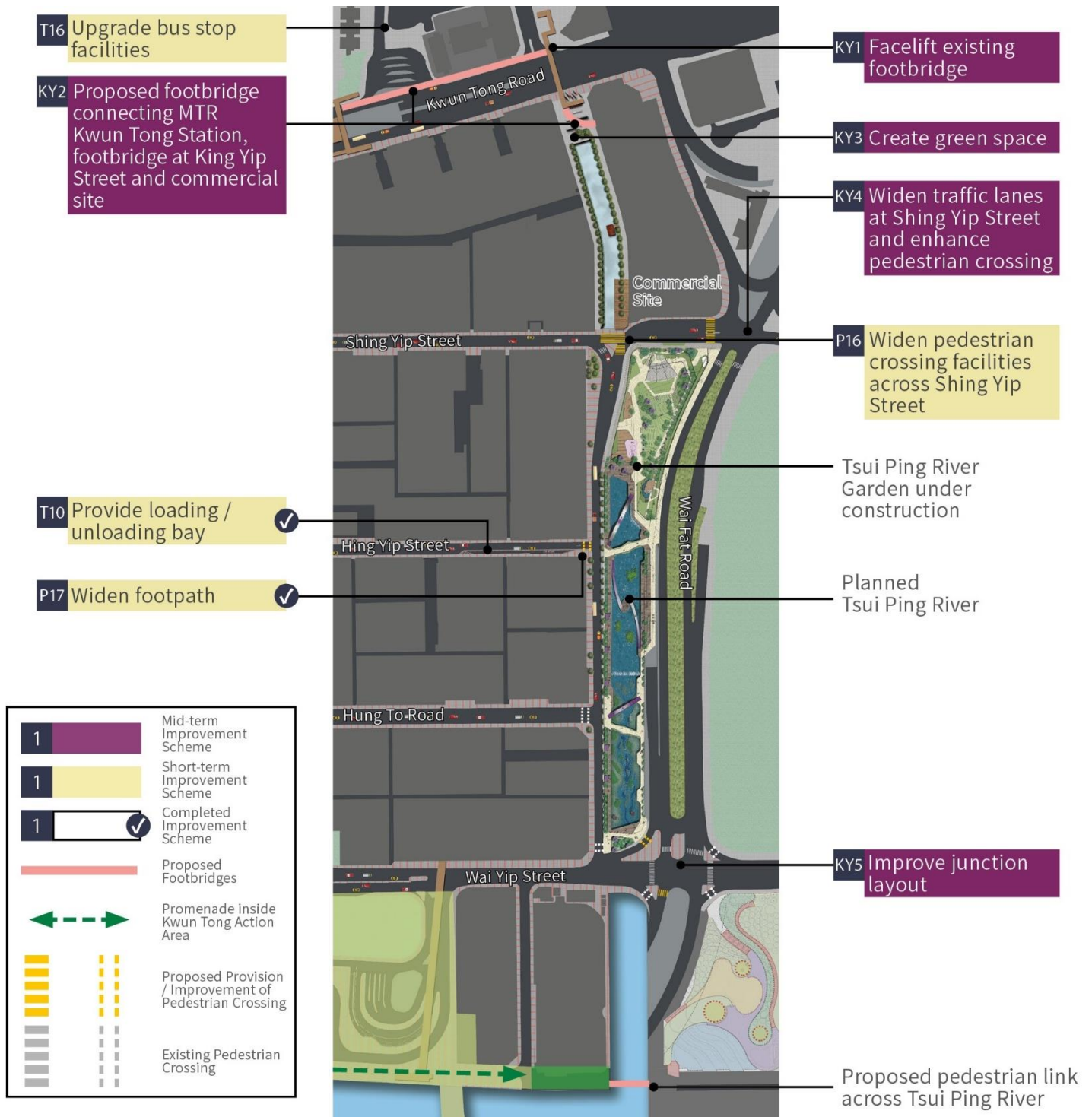


Figure 9 - Improvement Proposals for East-West Corridors



Figure 10 - Long-term Transport Infrastructures Improvement Proposals

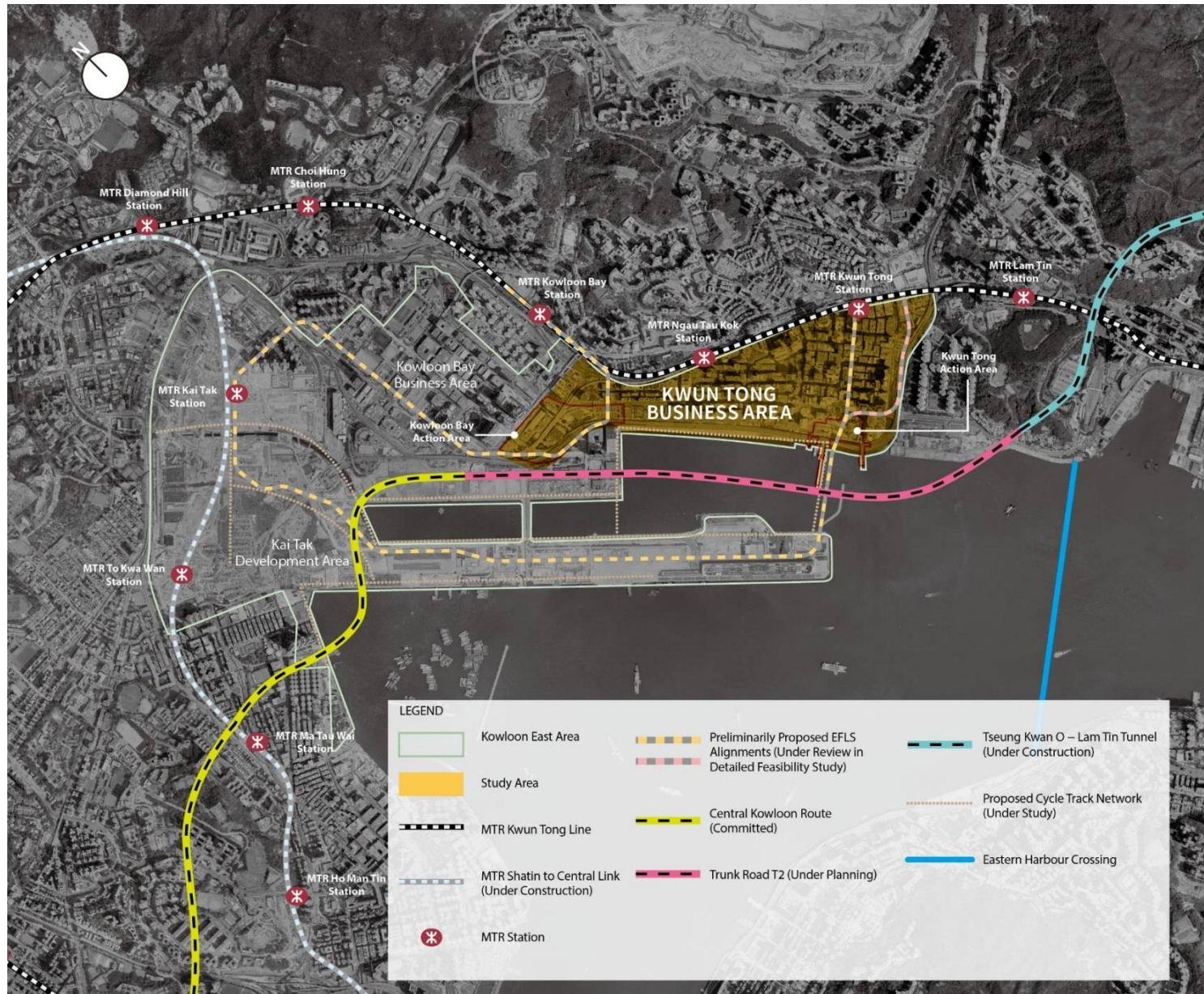


Figure 11 - Pedestrian Connection Network in KTBA

