

Agreement No. CE 49/2012 (TT)

**Kowloon Bay Business Area Pedestrian Environment Improvement Feasibility Study
Stage 2 Public Engagement (14 November 2013 to 10 January 2014)**

Executive Summary

1. Background

- Energizing Kowloon East Office (EKEO) of the Development Bureau (DevB) has initiated the study: **Agreement No. CE 49/2012 (TT) Kowloon Bay Business Area Pedestrian Environment Improvement** (the Study) to review and assess the pedestrian and traffic environment, also investigate and produce feasible proposals illustrated with schemes and drawings for enhancing pedestrian connectivity in Kowloon Bay Business Area (KBBA) by firstly improving at-grade level pedestrian and vehicular traffic facilities, which can be done in short-term and secondly formulating pedestrian links to further improve connectivity, which can be carried out in medium to long-term. The main objective of the Study is to improve/enhance the pedestrian and traffic environment of KBBA so as to create a pedestrian environment and an urban fabric which will compliment the creation of an attractive, new premier Central Business District in Hong Kong.

- The key issues identified within the Study Area include the following:

Connectivity:

- Overcrowded passageway
- Conflict between pedestrians & vehicles

Branding and Design:

- Unattractive streetscape
- Lack of clear pedestrian signage

Diversity:

- Lack of streetside activities
 - Lack of attraction points for open spaces
- The main strategies proposed for improving the pedestrian and traffic environment under this Study include the following:
 1. Enhance walkability
 2. Improve road traffic
 3. Face-lifting of pedestrian environment
 - In order to continuously collect suggestions regarding the improvement of pedestrian and traffic environment in KBBA from the public, there are 3 stages of Public Engagement (PE) to gather opinions from district representatives, stakeholders and the public. The 1st PE was carried out in May and June 2013. The public was in general supportive of the study objective and strategy in creating a walkable central business district through enhancing the pedestrian and traffic environment in KBBA. We collected useful views and recommendations from different stakeholders, which helped us work on formulating the improvement schemes.
 - Since the Stage 1 PE, various short to medium-term at-grade improvement proposals for three key areas and 17 individual locations in the KBBA have been

proposed. The purpose of the Stage 2 PE is to collect views on these proposed at-grade improvement proposals and to consolidate the collected views and ideas for onward formulation of mid to long-term measures and implementation mechanism. The Stage 2 PE was officially launched on 14 November 2013 and ended by 10 January 2014.

- During the Stage 2 PE, we consulted Kwun Tong District Council (KTDC) – Traffic and Transport Committee (T&TC) on 28 November 2013 and met with the KTDC members interested in our study. We held a community workshop on 30 November 2013 as a major event of the Stage 2 PE. Representatives of the district such as KTDC Members, organizations, owners, developers, residents and general public were invited to participate in this public forum. About 40 people joined the event. In order to further collect the comments/views from the professionals, professional institutes were invited to attend a forum on 4th December 2013 to discuss the at-grade improvement proposals and deliver recommendations/comments from their professional views. 10 people joined the forum.

STAGE 2 PUBLIC ENGAGEMENT MAJOR EVENTS
<i>Kwun Tong District Council Meeting- Traffic and Transport Committee (2013-11-28)</i>
<i>2st Community Workshop (2013-11-30)</i>
<i>Forum for Professional Institutes (2013-12-04)</i>

2. Comments Received

- The public generally supported the at-grade improvement proposals in KBBA for improving the pedestrian and vehicular environment. General comments for the at-grade improvement proposals received in the Stage 2 PE include-

Improvement proposals for 3 Key Areas

Key Area 1- Green Spine proposal

- Generally agreed on greening and beautification to the existing sitting out areas.
- Concerns were raised on the effectiveness of relieving the crowded condition at other existing pedestrian routes due to the difficulties for changing the walking habit / route choice of daily users.
- Suggestions for clear signage, attractive design, energizing with various activities, lighting enhancement for supporting the Green Spine proposal.

Key Area 2- Tai Yip Street/ Sheung Yee Road Improvement package

- Concerned about the personal safety and the attractiveness for the proposed route from Telford Plaza II to KBBA South via Tai Yip Street and Sheung Yee Road Footbridge.
- Generally supported the signalling of junction of Tai Yip Street and Siu Yip Street as safety enhancement but the design of such should avoid the possible vehicular queue back to Telford Plaza.

Key Area 3- Lam Hing Street (near HKU Space) Improvement package

- Generally supported the enhancement of pedestrian passageway at the entrance of the HKU Space and beautification of Kai Cheung Road Subway.
- Concerns about the pedestrian flow conflicting with the vehicular access of HKU Space, Metro Centre and others. Suggestions for extending the existing footbridge from Telford Garden directly to HKU Space, Lam Hing Street and Green Spine were received.

Pedestrian facilities and Vehicular Junction improvement proposals

- Supported the improvement proposals for pedestrian facilities and agreed on locations for vehicular junction improvements.
- Suggested to introduce new traffic measures such as, diagonal crossing, speed table/ raised junction.
- Traffic queue at Mega Box waiting for parking is the major concern from public. The enforcement of existing illegal kerb-side activities were also the public concerns.

Proposals for Pedestrian Connections

- The public were concerned with the long –term grade-separated pedestrian connection proposals, which would solve the future increasing pedestrian flows.
- Proposed pedestrian connections include i) footbridge connecting Amoy Garden and the planned Cross District Community Cultural Center (CDCCC) across Kwun Tong Road and Ngau Tau Kok Road; ii) footbridge connecting MTR Kowloon Bay Station Exit A with Tai Yip Street via Siu Yip Street; iii) direct grade-separated linkage from MegaBox to KITEC and also iv) direct linkage from Kwun Tong Road near Construction Industry Council Training Centre towards Sheung Yee Road via Hong Tak Road and Tai Yip Street. Also, subway/underground shopping street was suggested as a long-term measure for pedestrian environment and connectivity improvement.
- The public also expressed their concerns on the facilities to be provided with the proposed and other future pedestrian connection. Suggestions included shelters, travelators, escalators, barrier-free access.

Others

- The extent of public transport (PT) services within KBBA was suggested to be enhanced to increase the attractiveness for such to divert the pedestrian from using the MTR service. Suggestion in reviewing the bus service along Kwun Tong Road such as increasing nos. of stops to access directly to KBBA were received.
- Other special recommendations received during the 2nd PE included connection of pedestrian link to future Environmentally Friendly Linkage System (EFLS), introducing cycling to the area, quicker implementation of the private elevated walkway system.

3. Recommendations Received

- We received a lot of recommendations from the stakeholders at different occasions in the Stage 2 PE. Summary of recommendations included-

Key Suggestions

Short – Medium Term Measures

Green Spine

- Enhance the visual permeability and visual quality
- Arrange programmes to attract pedestrian movement (e.g. performance space, Sunday market, coffee corner etc.)
- Further extend the “Green Spine” to the major arteries such as Sheung Yee Road, Wai Yip Street and Sheung Yuet Road etc.

Tai Yip Street / Sheung Yee Road Improvement

- Provide clear signage to attract and divert pedestrian to take the proposed route and Sheung Yee Road Footbridge
- Make use of the Sheung Yee Road Footbridge as a performance space for students etc
- Provide barrier-free facilities at Sheung Yee Road Footbridge to increase its attractiveness

Lam Hing Street (near HKU Space) Improvement

- Provide cover between Wai Yip Street Northern Footbridge (HKU Space) and Kai Cheung Road Subway
- Provide barrier-free facilities at Wai Yip Street Northern Footbridge (HKU Space)
- Enhance the lighting at the Kai Cheung Road Subway

Pedestrian facilities and Vehicular Junction improvement proposals

- Adopt diagonal crossing at signalised junctions
- Use speed table (raised junction) to facilitate pedestrian crossing
- Strengthen enforcement for illegal kerb side activities

Medium to Long-Term Measures

- Provide footbridge connecting Kowloon Bay Station Exit A via Heng Sang Center to Siu Yip Street
- Provide footbridge connecting Telford Garden, CDCCC and Amoy Garden
- Widen/reconstruct the footbridge across Kwun Tong Road near Kowloon Bay Station Exit B
- Provide footbridge connecting MegaBox to KITEC
- Provide pedestrian connection from Kwun Tong Road to Sheung Yee Road via Hong Tak Road and Tai Yip Street
- Provide subway/ underground shopping street from Ngau Tau kok Estates, via Kowloon Bay Station to Mega box
- Provide connection with EFLS to the proposed future footbridge network
- Extend the existing Wai Yip Street Northern Footbridge (HKU Space) along Lam Hing Street
- Extend the existing Kai Cheung Road subway or to nearby buildings, sports ground and schools
- Request developers to provide stacking area for car park at new developments
- Review public transport services in KBBA
- Promoting cycling in KBBA
- Introduce new traffic management measure, including , lowering speed limit; parking guidance system; low emission zone

4. Way Forward

- We collected valuable views and recommendations from different stakeholders in the Stage 2 PE. The views, suggestions and concerns collected in the Stage 2 PE will be reviewed, studied and consolidated. We will liaise with the relevant departments and take forward these proposals progressively. The Study team will continue to work on other medium to long-term proposals including pedestrian connections and traffic management measures.
- We plan to hold the Stage 3 PE in the 2nd quarter of 2014 to introduce the medium to long term improvement proposals and seek comments from the public.
- Public are invited to browse through our study website (www.ekeo.gov.hk/kbba-pedestrian) for the latest information.