

Agreement No. CE 49/2012 (TT)
Kowloon Bay Business Area Pedestrian Environment Improvement Feasibility Study
Stage 3 Public Engagement (26 May 2014 to 18 July 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 Feasibility Study** (the Study) to review and assess the pedestrian and traffic environment, to develop feasible proposals for enhancing pedestrian connectivity in Kowloon Bay Business Area (KBBA) in 2012. Short-term initiatives include improving at-grade level pedestrian and vehicular traffic facilities, and medium to long-term initiatives include formulating pedestrian links to further improve connectivity. The main objective of the Study is to enhance the pedestrian and traffic environment of KBBA, which would compliment the creation of an alternative Core Business District (CBD2) 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 signages
 - Diversity:**
 - Lack of streetside activities
 - Lack of attractions in open spaces
- The main strategies proposed for improving the pedestrian and traffic environment under this Study include:
 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, there were 3 stages of Public Engagement (PE) to gather opinions from district representatives, stakeholders and the public. The Stage 1 and Stage 2 PE were carried out in June 2013 and January 2014 respectively. Having consolidated the views from the public, together with other factors, the Study Team has modified the short to medium-term at-grade improvement proposals and formulated medium to long-

term improvement proposals. The Stage 3 PE event allowed us to obtain public views on these proposals.

- In Stage 2 PE, 17 individual locations in the Kowloon Bay Business Area have been proposed for improving the pedestrian and vehicular environment, including 10 pedestrian facilities (P1-P10) and 7 vehicular junctions (T1-T7). In the past few months, we have liaised with the relevant government departments aiming at implementing the at-grade improvement proposals in the near future. We will take forward progressively the 10 pedestrian facilities proposals, and formulate improvement proposals in detail for the 7 vehicular junctions. We updated the situation to the public during the Stage 3 PE.
- The Stage 3 PE was officially launched on 26 May 2014 and ended by 18 July 2014.
- During the Stage 3 PE, we consulted Kwun Tong District Council (KTDC) – Traffic and Transport Committee (T&TC) on 5 June 2014 and met with the KTDC members who were interested in our study. We held a public forum on 14 June 2014 as a major event of the Stage 3 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 42 people joined the event.

STAGE 3 PUBLIC ENGAGEMENT MAJOR EVENTS
<i>Kwun Tong District Council Meeting- Traffic and Transport Committee (2014-06-05)</i>
<i>Public Forum (2014-06-14)</i>

2. Comments Received

- The public generally supports the medium to long term improvement proposals and 7 pedestrian links in KBBA for improving the pedestrian and vehicular environment. General comments for the improvement proposals received in the Stage 3 PE including:

Suggestions from Kwun Tong District Council/Member

- Concerns on the formation of “bottle-neck” at the pedestrian crossing at the Ngau Tau Kok Road (Lee Kee Building). Suggested to provide pedestrian footbridge connection for connecting Telford Gardens, Cross District Community Cultural Centre (CDCCC) (recently renamed as East Kowloon Cultural Centre, EKCC) and Amoy Gardens to solve the nearby congestion problem.
- Enhance the comfortability level of pedestrian footbridge and connect Siu Yip Street Link to Hang Seng Tower.
- Suggest to use the underground of EKCC as a car park, public transport interchange or bus interchange.
- Consider the use of Ngau Tau Kok MTR station to divert pedestrians, so as to relieve the congestion problems in Kowloon Bay and Kwun Tong.
- Consider to provide space for itinerant hawkers along both sides of the pedestrian links to increase the attractiveness of footpaths.

- Accelerate the implementation of elevated pedestrian walkway system proposed by private developers.
- Accelerate the implementation of improvement work for the pedestrian crossing near Ngau Tau Kok Road (Lee Kee Building) (P1).
- Concerns raised about the traffic queue at MegaBox waiting for parking and causing traffic congestion to the nearby junctions.
- Recommend to enhance the attractiveness of the Green Spine and Green Link. A comprehensive pedestrian network with facilities, such as shelters, lifts, barrier-free facilities, pedestrian facilities should be developed within KBBA.
- Suggest to provide bus stops along the northbound of Kai Fuk Road.

Suggestions and Comments from the Public

- Accelerate the implementation of elevated pedestrian walkway system proposed by private developers.
- Extend greening to the whole district and outside of the KBBA.
- Provide barrier-free facilities for the 7 pedestrian links.
- Unify the height levels between Lam Wah Street Playground and Lam Wah Street, and provide benches along Lam Wah Street.
- Improve crossing at Sheung Yuet Road, as the planters of the central divider are blocking the drivers' sightline.
- Reduce the speed limit of cars for major and local roads to 40 and 30 km/hr respectively, in order to ensure the safety of the pedestrians.
- Request for the use of diagonal crossing.
- Express concern regarding the soot emission problem from nearby restaurants along the Green Spine, and unpleasant odour may remain after the greening works.
- Improve the pedestrian traffic signages.
- Adopt innovative landscape designs to highlight the characteristic of Kowloon Bay as a CBD.
- Consider the impacts on the residents when constructing the Telford Amoy Link.
- Extend the Green Link to other areas of Kowloon Bay, such as Sheung Yee Road, Zero Carbon Building, etc.
- Accelerate the implementation of improvement work for the pedestrian crossing near Ngau Tau Kok Road (Lee Kee Building) (P1).
- Connect Siu Yip Street Link to the Hang Seng Tower, and provide with seamless footbridge connection.
- Connect the commercial buildings within the district to pedestrian footbridges, and provide with opaque footbridge cover, covered pedestrian walkways, and covered pedestrian benches.

- Provide drop-off facilities along Sheung Yee Road and Wang Kwong Road.
- Extend the footbridge of Siu Yip Street Link to the commercial buildings at the south of Kowloon Bay.
- Consider to use the pedestrian subway of Ngau Tau Kwok Road (near Ting On Street) to diverting pedestrians entering KBBA.
- Extend the existing footbridge at Lam Hing Street (next to HKU Space) to Wang Chiu Road, Sheung Yee Road Junction, and other nearby developments.
- Illegal parking is a serious problem at Wang Chin Street. Taxi drop-off area should be provided at KITEC.
- Provide cycle tracks connecting with the Cruise Terminal, so as to the Waterfront Promenade for both visitors and cyclists.
- Provide more loading and unloading bays and avoid goods vehicles from long-term occupation.

3. Way Forward

- We will further consider the suggestions collected in refining our proposals and implement them according to priorities. We will liaise with relevant government departments and stakeholders to take forward the proposals in a timely manner. Subject to our further review, the implementation strategy of these proposals might comprise both public and/or private participation.
- For the latest development on the short, medium and long term proposals under the Study, please visit our website (<http://www.ekeo.gov.hk>).