

**For Discussion
On 7 October 2024**

**Legislative Council House Committee
Subcommittee on Policy Issues Relating to
Strengthening and Promoting the Development of Kowloon East as
the Second Core Business District**

**The transport facilities at sea and on land for the Second Core Business
District in Kowloon East**

PURPOSE

This paper briefs Members on the implementation of the transport facilities for the Second Core Business District (“CBD2”) in Kowloon East (“KE”), including the overall strategy, planning and implementation of transportation infrastructure facilities, public transport services and pedestrian walkway systems.

A. Overall Transport Strategy and Supporting Facilities for the CBD2 in KE

2. With the progressive development and transformation of KE into Hong Kong’s CBD2, the traffic demand in the area is gradually increasing. Relevant government bureaux/departments have been striving to provide comprehensive transport network and appropriate public transport services in a timely manner to cater for the travel needs of the public. The Government is also actively taking forward various smart mobility initiatives to facilitate the public to commute by making good use of technology for more effective traffic management.

Transport Infrastructure Facilities

Smart and Green Mass Transit System (“SGMTS”) in Kai Tak

3. The Government is taking forward the SGMTS in Kai Tak in full swing to connect the former runway area of Kai Tak to the MTR Kai Tak station, strengthening

the connectivity among the residential and commercial developments, tourism, culture and recreation, sports and community facilities within the area, as well as the connection with the existing railway network. Following the commencement of the investigation consultancy study in June this year, this Transport and Logistics Bureau and Civil Engineering and Development Department (“CEDD”) are pressing ahead with the relevant planning and investigation work in full swing, and invited suppliers and operators to submit expressions of interest (“EOI”) for the system in August this year to further gauge the interest and capability of the market in constructing and operating the SGMTS in Kai Tak and collect their views on various aspects, including the feasibility of expanding the system alignment in the future and measures to expedite the commissioning of the system.

4. The Government will adopt an innovative implementation approach, including advancing the tender invitation and arranging some of the statutory processes to be carried out in tandem with the detailed design stage. We strive to bring forward the tender invitation to 2025 with the goal of awarding the works contract in 2026. Meanwhile, we will review the possibility of compressing the implementation programme at all stages from planning, design to construction, such as by adopting Design for Manufacturing and Assembly, Multi-trade Integrated Mechanical, Electrical and Plumbing, etc., so as to further shorten the overall implementation programme of the project.

5. In addition, the Government notes the views from the society suggesting the extension of the alignment of the SGMTS in Kai Tak to different areas such as Yau Tong. As these suggestions involve considerable technical difficulties, it is necessary to further study their technical feasibility and assess the impact on the implementation programme and overall cost effectiveness of the project. To facilitate early commissioning of the system, the Government will, while pressing ahead with the alignment from the Kai Tak Cruise Terminal to the MTR Kai Tak station, exchange views with system suppliers and operators on the feasibility of extending the alignment by inviting EOI from them. The Government will also request the consultant to make reference to the views of the suppliers and operators and carry out feasibility study on the suggestions during the investigation stage, and explore making provisions for future extension.

Road Infrastructure

6. To cope with the increasing traffic demand, the Government has provided new trunk roads in the overall transport planning of KE, including the Central

Kowloon Route (“CKR”) linking West Kowloon with the Kai Tak Development Area, and the Trunk Road T2 and Cha Kwo Ling (“CKL”) Tunnel connecting the CKR with the Tseung Kwan O-Lam Tin Tunnel (“TKO-LTT”), which are expected to be commissioned in 2025 and 2026 respectively. Upon completion, it will provide a more convenient transportation network for the public to travel between KE and West. Existing traffic between the two areas will be diverted, thus substantially reducing the traffic volume at the existing congested major east-west transport corridors and relieving traffic in Kowloon Bay, Kwun Tong and other surrounding areas. CKR, Trunk Road T2 and CKL Tunnel, and TKO-LTT will together form the Route 6. Upon commissioning of the entire Route 6, the journey time between Yau Ma Tei and Tseung Kwan O Town Centre during peak hours will be substantially reduced from about 65 minutes now to about 12 minutes, and that between Yau Ma Tei Interchange and Kai Tak Interchange via CKR will be shortened from 30 minutes to about 5 minutes.

7. In addition, the Government has constructed new roads and widened existing roads within the KE. Within the Kai Tak Development Area, apart from the commissioned Shing Kai Road and Kai San Road, as well as the widened Shing Cheong Road and Shing Fung Road, Road D3 (Metro Park Section) was open to the public in June 2023 for connection to the former Kai Tak Runway Area and Shing Kai Road. The section of Olympic Avenue between Dakota Drive and Muk Lai Street was also open to the public on 30 December 2023. These roads further enhance the connectivity among adjoining districts (e.g. To Kwa Wan, Kowloon City and Wong Tai Sin). Also, to accommodate the increasing traffic in Kwun Tong District and to cater for the development of Kwun Tong Action Area, the roundabout at the junction of Wai Yip Street and Hoi Yuen Road was converted into a crossroad junction in August 2024 to increase the junction capacity for alleviating the traffic congestion. Subsequently, a new road extending from Kei Yip Lane will be constructed, and the section of Kei Yip Street to the north of Kei Yip Lane will be converted to two-way traffic. To improve traffic in the Kowloon Bay Business Area, the Government has widened the three junctions of Wang Kwong Road/ Kai Cheung Road, Wang Chiu Road/ Kai Cheung Road, and Wang Chiu Road/ Sheung Yee Road to increase the number of traffic lanes. Further studies are being conducted to widen Sheung Yee Road and improve the junction of Hoi Bun Road/ Sheung Yee Road to increase traffic capacity.

Public Transport Services

Existing Public Transport Services

8. At present, KE is served by a range of diverse, efficient and convenient public transport services to facilitate commuters to travel between various districts in Hong Kong, including –

- (1) Railway services: The full commissioning of the Tuen Ma Line in 2021 has enhanced the coverage of railway services in KE, providing local residents with more railway line options in addition to the Kwun Tong Line. Together with the Tseung Kwan O Line and the East Rail Line cross-harbour extension, which came into operation in 2022, passengers in KE can easily and conveniently travel on the railway network, which links up the entire city in all directions.
- (2) Road-based public transport services: At present, passengers in KE have access to more than 140 franchised bus routes and 40 green minibus (“GMB”) routes for commuting to various districts in Hong Kong. In support of the vision of shaping Kai Tak Development Area into a green community, operators will also deploy electric vehicles in their services where appropriate. Currently, 27 franchised bus routes and one GMB route involve electric bus or electric public light bus in their services.
- (3) Waterborne public transport services: Currently, there are four licensed passenger ferry routes¹ in KE, providing passenger services between KE and Hong Kong Island East.

New Public Transport Services under Planning

9. The Transport Department (“TD”) has been planning suitable public transport services to meet passenger needs taking into account the latest situation of the infrastructure and developments in KE, in particular the progress of completion and intake of residential developments in the Kai Tak Development Area. TD already has plans to add nine new franchised bus routes and one new GMB route to further strengthen the connectivity within KE and also with other districts.

¹ The four ferry routes are “North Point - Kowloon City”, “North Point - Kwun Tong - Kai Tak”, “Sai Wan Ho - Kwun Tong” and “Sai Wan Ho - Sam Ka Tsuen”, among which the “North Point - Kwun Tong - Kai Tak” route runs between North Point and Kwun Tong on weekdays, with an additional stop at the Kai Tak Runway Park Pier on weekends and public holidays.

Smart Mobility

Traffic Data Analytics System

10. In order to promote smart mobility, the Digital Policy Office (i.e. formerly the Office of the Government Chief Information Officer), in collaboration with TD, has developed the Traffic Data Analytics System using big data analytics to capture, integrate and analyse traffic data in a more comprehensive manner to enhance TD's traffic management. The relevant analysis results have been released to the public through "HKeMobility" and "DATA.GOV.HK" since end-April 2022. Members of the public can make use of the "HKeMobility" mobile application and website to plan their journeys to and from KE, access information on public transport, driving and walking route in the district, and obtain real-time traffic news. TD will continue to improve the Traffic Data Analytics System to further enhance its accuracy.

Real-time Adaptive Traffic Signal System ("RTATSS")

11. To promote smart traffic management and provide convenience for the public to commute, TD will gradually install the RTATSS at suitable signalised junctions. The RTATSS will capture traffic conditions at the junctions in real time through sensing technologies, and calculate the optimal green traffic signal time for vehicles and pedestrians at any particular moment through traffic control logical algorithms, thereby responding to the needs of road users in real time and enhancing the operational efficiency of the junctions. TD commenced the RTATSS project in July 2024. It is expected that the system will be installed in phases at 50 selected signalised junctions (including two junctions in KE²) from early 2026 onwards, and will be put into operation upon completion of testing. The entire project is expected to complete in 2027.

Automated Parking System

12. Implementation of automated parking system ("APS") in public vehicle parks is a major component in advancing smart mobility initiatives. To address public parking demand and to achieve greater spatial efficiency and parking density, the Government actively promotes APS projects including the APS incorporated in the District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street in

² Locations of RTATSS installation in KE are:
(a) Wang Kwong Road/Sheung Yuet Road; and
(b) Tsat Po Street/Kai San Road/Pat Tat Street.

San Po Kong in line with the principle of “single site, multiple use”. Associated construction works are underway as scheduled and the project is anticipated to be completed in 2026, providing a total of about 330 parking spaces, of which about 170 will be automated parking spaces.

Smart Public Transport Hubs

13. To enhance the experience of passengers using public transport services, smart public transport hubs with air conditioned passenger waiting areas and real-time information display panels in major development projects, such as the Kwun Tong Action Area, Kowloon Bay Action Area and the main commercial developments at the former Kai Tak Runway Tip. Air-conditioned waiting areas and smart information displays will be featured. The smart transport hubs can effectively enhance passenger interchanges and properly connect various transportation services within the area to alleviate the traffic conditions in the district.

B. Pedestrian Network in KE

“Multi-modal” Environmental Friendly Linkage System (“EFLS”)

14. On the basis of the increasingly comprehensive road and railway infrastructure facilities, as well as convenient public transport services provision in the area, it is recommendable to implement a supplementary “multi-modal” EFLS in KE under the coordination of Development Bureau, which can meet the travel needs of people, connect with development nodes and major facilities, and shape Kai Tak Development Area into a green community. Among which, the Government looks forward to encourage people to walk more and do more commuting by bike through the pedestrian connection facilities of “multi-modal” EFLS, thereby less relying on vehicles and roads to further promote a green community. Relevant proposed facilities are as follows:

Elevated Landscaped Deck

15. In order to strengthen the connection with major facilities in the vicinity of the MTR Kwun Tong station, the construction of an elevated landscaped deck with cover of about 120 m in length commenced in 2022, for anticipated completion by end-2025. Apart from providing an alternative pedestrian walkway connecting

Exits C and D of MTR Kwun Tong station, people can access via the elevated landscaped deck to the Kwun Tong Composite Development under construction and further to the Tsui Ping seaside pedestrian walkway system in the future.

GreenWay

16. The GreenWay, for shared use by pedestrians and cyclists, will be opened in phases in conjunction with the implementation programme of those infrastructures, open spaces and private development projects in the Kai Tak Development Area. The first phase of the GreenWay is about 7.5 km, a section of about 600 m in length located at the Kai Tak Promenade near the east of the Kai Tak Bridge in the former runway area has been open for use since September 2024. The remaining part is expected to open in phases from 2025.

Travellers Network

17. The travellers network proposed to be implemented in KE for linking up the former runway of Kai Tak, the Kowloon Bay Action Area (“KBAA”) and the Kwun Tong Action Area (“KTAA”) has three parts. First of all, to construct an elevated walkway of about 230 m at Sheung Yee Road and Wai Yip Street for strengthening the connectivity between KBAA and MTR Kowloon Bay station. Secondly, to construct an elevated walkway of about 1.3 km at Wai Yip Street to link up KBAA and KTAA for providing a convenient pedestrian corridor to enhance the connectivity between the two action areas. Thirdly, to construct a pedestrian cum cyclist bridge across Kwun Tong Typhoon Shelter (“KTTS”) of about 600 m for providing a more direct and convenient linkage between the Kwun Tong promenade and former Kai Tak runway on its both sides. It will also serve a comfortable and convenient walking and cycling environment. Relevant projects are under study and design as planned to review the feasibility of different schemes and carry out relevant technical assessments, including considering the option of adding vehicular access to the bridge across KTTS under the study.

Walkable KE

Implementation of short- and medium-term pedestrian network improvement measures

18. EKEO has been committed to advocating the concept of "Walkable KE" to

improve connectivity, walkability and mobility of the CBD2. Feasibility studies on pedestrian environment improvement in Kowloon Bay, Kwun Tong, and San Po Kong have been completed. Based on the study recommendations and in consideration of the actual circumstances of Kowloon Bay, Kwun Tong and San Po Kong Business Areas, it has formulated an integrated pedestrian network comprising green spine/links, revitalization of back alley, footbridges, subways and travellers to enhance the pedestrian environment. Up till now, nearly 100 short- and medium-term pedestrian improvement schemes have been completed, including improvements to curbside loading/unloading areas as well as improvements to junction layouts.

19. In Kowloon Bay Business Area (“KBBA”), the pedestrian network is divided into multiple groups of pedestrian connection routes. The completed projects include the pedestrian crossing widening at junction of Wang Chiu Road / Sheung Yuet Road, junction widening at Wang Chiu Road / Sheung Yee Road and Kai Cheung Road Subway facelifting works, etc. Among the pedestrian connection routes, the green spine is the most widely used by the public. The green spine connects KBBA from the north/south section (from Kai Cheung Road to Sheung Yuet Road) and east/west section (from Lam Wah Street to Wang Kwun Road), which is the most important component of the pedestrian network. In addition, the pedestrian footbridge connecting Exit B of MTR Kowloon Bay station and East Kowloon Cultural Center has been completed in 2023. To align with the upcoming commissioning of the New Acute Hospital, a footbridge connecting Kowloon Bay area to the facility is currently under construction. A new footbridge near Exit A of MTR Kowloon Bay station is also being implemented with a view to diverting pedestrian flow from the existing footbridge, thus alleviating the current congested condition.

20. In Kwun Tong Business Area, the road design was based on the standards for an industrial area where pedestrian pavements were relatively narrow with loading/unloading areas along the roads. In planning a well-connected pedestrian network, the idea of utilization of back alleys between buildings has been incorporated. The completed projects include back alley at How Ming Street/Hoi Ban Road (So Bin Lane), the back alley near APM (Da Ban Lane) and the back alley at Tsun Yip Street Playground (Yu Suen Lane), etc. In addition, a number of projects for improvement of and facelifting works at the existing pedestrian subways

and footbridges³ have been completed. As for project at the planning stage, Highways Department has commenced the design of pedestrian environment improvement schemes near Ngau Tau Kok, including an additional pedestrian subway connecting the existing pedestrian subway at Exit B of MTR Ngau Tau Kok station and Manulife Place.

21. In San Po Kong Business Area (“SPKBA”), the pedestrian environment improvement framework traverses through various commercial and community nodes within SPKBA and linking the adjacent key development areas. The completed projects include pedestrian crossing and footpath widening at the junction of Tai Yau Street/Luk Hop Street, optimization of junction at Tai Yau Street/Sam Chuk Street by converting into signalized junction and improvement works at back alley at Pat Tat Street, etc.

Facilitating Provision of Pedestrian Links by the Private Sector

22. Apart from the Public Works Projects, the Government has also introduced a facilitation policy to incentivize private participation in the provision of planned pedestrian links at their own cost by way of waiving the land premium payable for lease modification for provision of such links to enhance the pedestrian walkability and connectivity in KE. EKEO provides one-stop advisory and facilitation services to applicants for relevant lease modifications through reviewing technical and environmental improvement proposals, conducting consultations and providing approval recommendations to relevant departments and committees for considerations. To date, five applications in KE have been approved, including an approved private participation project targeted for commencement of works in 2024, for the provision of a pedestrian link between Amoy Plaza and East Kowloon Culture Centre. This, together with the newly built footbridge at Exit B of MTR Kowloon Bay station will form an all-weather pedestrian network from Amoy Plaza to MTR Kowloon Bay station.

³ The projects include a pedestrian footbridge across Wai Yip Street near Sheung Yee Road (KF39, completed), a pedestrian subway across Kai Cheung Road near Wai Yip Street (KS39, completed), a pedestrian subway across Kwun Tong Road near the Kwun Tong Rest Garden (KS56, preliminary design stage substantially completed), a pedestrian tunnel across Kwun Tong Road near MTR Ngau Tau Kok station (JUF, preliminary design stage substantially completed), a pedestrian subway across Kwun Tong Road near the Kwun Tong Rest Garden (KS28, preliminary design stage substantially completed), and a pedestrian footbridge at Tsui Ping Road across Kwun Tong Road (KF90, improvement completed as part of the revitalization of Tsui Ping River project).

Pedestrian Network Connecting to the Hinterland

23. With the progressive realization of the transformation of KE and taken into account the latest development needs, EKEO has commissioned CEDD to launch a pedestrian environment improvement review covering the whole KE in February 2023 for anticipated completion in early 2025, with a view to extending the pedestrian network to the residential areas in KE's hinterland to enhance and strengthen both the internal and external pedestrian network coverage of CBD2. The review will assess the pedestrian environment in KE through examining its existing conditions within the business areas, as well as conducting capacity analyses for the planned years of 2031 and 2041 to evaluate the potential impacts to the major pedestrian network, assessing how the progressive transformation of KE will bring potential influences to the main pedestrian walkway systems in the medium to long term and recommending relevant improvement measures. Through understanding the existing and future development plans in KE, the review will provide initial pedestrian connectivity proposals for extending the pedestrian networks in the KE business districts to the hinterland of the surrounding areas, and also formulate short, medium and long terms pedestrian environment improvement proposals to further enhance the outer and inner connectivity of the business areas.

Advice Sought

24. Members are invited to note this paper as a reference for detailed discussion.

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Development Bureau
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