



28 November 2012

(By fax: 2301 1277
and e-mail fwo@cedd.gov.hk)

Kowloon Development Office
Civil Engineering and Development Department
3/F, Empire Centre
68 Mody Road
Tsim Sha Tsui
Kowloon
(Attn: Ms Julie O)

Dear Sir/Madam,

Connecting Kowloon East – Environmentally Friendly Linkage System (EFLS)

Thank you for your letter dated 16 August 2012 inviting the Institute to offer views on the captioned.

The HKIS is in support of the CBD2 development concept for Kowloon East.

We concur that the key objectives of enhancing connectivity, branding, design and diversity under the CBD2 strategy are essential and vital to the success of the future Kowloon East transformation and development. We also appreciate that the government acknowledge the importance of integration within Kowloon East and also between KE and its neighboring areas. The EFLS is proposed by the government as the major means to provide connectivity and to reduce reliance on on-street traffic within the KE and between its neighbouring areas. Based on the latest alignment proposal of the EFLS, the government foresees the economic internal rate of return of the EFLS over 50 years of operation is estimated to be just around +1%. Such low quantifiable economic benefits of the EFLS may not justify its existence although conceptually it should benefit the entire Kowloon East long term development.

The HKIS observe that the present alignment proposal of the EFLS as well as the overall connectivity strategy of the CBD2 area may not assist the successful transformation and development of Kowloon East area. In this connection, we would like to propose the following areas of improvement for the consideration of government (Plan 1):

A) Shifting of EFLS line to west of Action Area 1

The EFLS line can be repositioned to the north of Action Area 1 and the station be put closer to the existing offices and commercial buildings (including the Mega Box) along Sheung Yee Road. The Hoi Bun Road Station can thus serve better the existing major business/entertainment hub and alleviate the traffic burden of the area particularly

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during peak hours of weekdays and weekend and holidays due to the in-coming visitors. (see **A** on Plan 2)

Realignment of the EFLS to serve better the Wai Yip Street/Hoi Bun Road section at Kwun Tong.

B) Connection of the Kowloon Bay to ELFS and MTR stations

Most part of the existing Kowloon Bay are left isolated from the Kowloon Bay MTR. The peripheral area of the existing built up area in Kowloon Bay could be at a distance of over 1 km from the Kowloon Bay MTR demanding crossing of over 6 busy road junctions at street level. The lack of elevated walkway and footbridge connection within the area has rendered much inconvenience to visitors and users. Besides, it has induced heavy road traffic to and within the area. A well planned elevated walkway system is also the most crucial pedestrian connection means to support and facilitate connection of the business and social activities within the district like Central and Admiralty. An elevated walkway network linking up the few strategic activity nodes (including the Telford Gardens, Megabox, the EFLS Wang Kwong Road Station, Kowloon Bay International Trade and Exhibition Centre, Lam Hing Street) of Kowloon Bay should be provided to promote pedestrian-friendly environment and efficient inter-district pedestrian traffic (see **B** on Plan 2).

C) The EFLS line should be able to better support and facilitate development at the south-western stretch of Kwun Tong i.e. along Wai Yip Street and Hoi Bun Road close to Action Area 2 which is far from the Kwun Tong MTR station. (see **C** on Plan 3)

D) Adoption of the alternative route along King Yip Street

The alternative alignment along King Yip Street before ending at the Kwun Tong Station should be selected so that the great population from Laguna City could be captured and served. Elevated walkway should be provided to connect the Laguna City to the EFLS. (see **D** on Plan 3)

E) Connection between Kwun Tong and Kowloon Bay

The Kwun Tong and Kowloon Bay form a dumb-bell shape business cluster. However, the core area of the two ends of the dumb bell is neither directly connected currently nor in future under the government's present proposal. In view of the serious congestion of on-street traffic along Wai Yip Street, Hung To Road and junctions leading to Hoi Bun Road, users and visitors commuting between the Kwun Tong and Kowloon Bay often find it undesirable and extremely time consuming and inconvenient to travel by car or bus. This has hindered the redevelopment of the land pieces along these few streets between these two districts.

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Instead of adding further burden on the road traffic, an elevated walkway with pedestrian mover system could be provided along the Wai Yip Street to serve as a direct and green connection of the two districts like the connection between Admiralty, Central and Sheung Wan. The walkway can also link up the EFLS stations at Kowloon Bay and Kwun Tong to enhance the catchment power of the EFLS (see E on Plan 1).

We hope that the above comments and suggestions would help you plan for a successful and attractive Kowloon East development.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Serena Lau', is positioned above the printed name.

Sr Serena Lau
President