

Stage 1 Public Consultation Report

connecting
連繫九龍東 *Kowloon East*



環保連接系統
Environmentally Friendly Linkage System



土木工程拓展署
Civil Engineering and
Development Department

AECOM

Connecting Kowloon East – Environmentally Friendly Linkage System

Stage 1 Public Consultation Report

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1 INTRODUCTION

1.1 Background

- 1.1.1 In the extensive public engagement exercise carried out in 2004-2006 for the Kai Tak Development (KTD), it was identified that provision of a rail-based environmentally friendly transit system in KTD was a strong public aspiration. This issue may have implications on not only the traffic and transportation planning within the development, but also land use planning, urban and landscape design. The public also believed that the system would benefit the revitalization of old districts adjoining KTD, the environment and tourism appeal.
- 1.1.2 In response to the public aspiration, the Kai Tak Outline Zoning Plan (OZP) No. S/K22/2 approved in 2007 subsequently designated a reserve for possible provision of a rail-based Environmentally Friendly Transport System (EFTS) in future, which requires further investigation and feasibility study. This alignment reserve passes through KTD area connecting various new developments, including Kwun Tong Waterfront, the Cruise Terminal cum Tourism Node, Runway Precinct, Metro Park, Sport Hub and Station Square. The EFTS is also considered as an icon enhancing the overall appearance of KTD.

1.2 The Feasibility Study

- 1.2.1 In December 2009, Civil Engineering and Development Department (CEDD) appointed AECOM Asia Co. Ltd. to carry out Kai Tak Environmentally Friendly Transport System – Feasibility Study (the Study) under Assignment No. CE 42/2009 (TT). During the course of Study, the EFTS was renamed to Environmentally Friendly Linkage System (EFLS) to demonstrate the system's important role in linking KTD with the outside. The scope of the study included exploring the extension of the EFLS into the adjoining old districts. Having considered the important role to be played by the EFLS in "Energizing Kowloon East", i.e. to enhance inter-district and intra-district connectivity of Kowloon East, the Study has come up with a preferable EFLS proposal to effectively cope with the development strategies for transforming Kowloon East into an alternative Central Business District (CBD).
- 1.2.2 The Study suggests adopting an elevated monorail system as the EFLS with a 9-kilometre 12-station line linking the Mass Transit Railway (MTR) Kowloon Bay Station, through Wang Kwong Road to the KTD Station Square, where it can interchange with the Kai Tak Station of the future Shatin to Central Link (SCL), and then all the way along the former runway before crossing the Kwun Tong Typhoon Shelter (KTTS) at the tip of the runway via the Kwun Tong Transportation Link (KTTL) and terminating at the MTR Kwun Tong Station (see the proposed alignment plan at **Appendix A**).

1.3 Purpose of this Report

- 1.3.1 During the planning and implementation of KTD, in the principle of serving the community, the public opinions on various development projects have been sought and interaction has been maintained. A two-stage public consultation (PC) was planned to solicit public views on the EFLS proposal, with a view to building a general consensus reflecting the majority of public views on the way forward for EFLS. CEDD undertook Stage 1 PC from February to October 2012 to gauge public views on the EFLS proposal. The received comments and suggestions were analysed to identify the issues of most concern, followed by conducting further surveys/studies to address these issues.
- 1.3.2 This report presents the outcomes of Stage 1 PC, including details of activities and public views collected.

2 STAGE 1 PUBLIC CONSULTATION ACTIVITIES

2.1 Objective

- 2.1.1 Stage 1 public consultation aims at arousing public awareness of the study findings of the proposed EFLS and gauging their views on the proposal.

2.2 Publicity

- 2.2.1 The preliminary EFLS study findings were published in Kai Tak Newsletter in March 2012. Apart from study findings, a two-stage public consultation plan was announced at the same time and the public were invited to participate in the consultation exercise.
- 2.2.2 A dedicated EFLS website was launched in April 2012. Brief study findings were put up on the website to supplement the publication of EFLS in Kai Tak Newsletter. Latest information and progress of the consultation events were disseminated through updates of the website from time to time.
- 2.2.3 To raise the public awareness of the project, press release was arranged, advertisements were posted in newspapers, and invitation letters and posters were sent to residents in the vicinity of the EFLS routing, relevant statutory/advisory bodies, professional institutions, concerned groups and other relevant organisations to publicize/invite members of the public to attend the public engagement workshops in the Stage 1 PC exercise.

2.3 Consultation Meetings

- 2.3.1 The statutory/advisory bodies, professional institutions, local forums/concerned groups, and transport operators listed below were consulted via consultation meetings :-

Date of Event	Event Details
22 Oct 2012	Consultation with Hong Kong Institution of Engineers
26 Sep 2012	Consultation with Hong Kong Institute of Surveyors
19 Sep 2012	Consultation with Royal Institution of Chartered Surveyors Hong Kong
4 Sep 2012	Attending the Wong Tai Sin District Council meeting to respond to a Paper requesting for extending EFLS to Choi Wan
9 Aug 2012	Consultation with the Chartered Institution of Highways and Transportation – Hong Kong Branch
8 Aug 2012	Consultation with the Hong Kong Institute of Planners
20 Jun 2012	Consultation with MTR Corporation Ltd.
18 Jun 2012	Consultation with the Kowloon Motor Bus Co. Ltd.
11 May 2012	Consultation with the Representatives from Marine Trades

Date of Event	Event Details
17 Apr 2012	Consultation with the Legislative Council, Panel on Development
23 Mar 2012	Consultation with the Chartered Institute of Logistics and Transport Hong Kong, Transport Policy Committee
13 Mar 2012	Consultation with the Wong Tai Sin District Council
12 Mar 2012	Consultation with the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission
22 Feb 2012	Consultation with the Local Vessels Advisory Committee
16 Feb 2012	Consultation with Housing and Infrastructure Committee of the Kowloon City District Council
2 Feb 2012	Consultation with the Kwun Tong District Council

2.3.2 Consultation papers were prepared to enable the stakeholders to understand the proposed EFLS background and details of the proposal, in particular, in the following respective topics:-

- (i) The key role to be played by the proposed EFLS in the transformation of Kowloon East into a CBD;
- (ii) The Study findings with recommendation of an elevated rail-based EFLS (monorail) in the long term:
 - (a) The proposed alignment, stations and train system;
 - (b) Financial implication, quantifiable economic return and non-quantifiable economic benefits;
 - (c) Tentative implementation programme;
 - (d) Implications on the use of KTTS; and
 - (e) Initial need to be served by road-based green transport.

2.4 Local Forums

2.4.1 Three local forums were attended:-

Date of Forum	Forum	Details of Forum
15 Jun 2012	麗港城居民諮詢會	The local forum was organised by Mr. Tang Wing Chun, a KTDC member. Apart from Mr. Tang, the attendees included Hon. Paul Tse, the chairman of Laguna City Estate Owners' Committee and about 30 local residents.
10 Jun 2012	啟德新天地 你我齊共建	The forum was organised by DAB Kwun Tong Branch (民建聯觀塘支部). A briefing on EFLS was presented by Hon Chan Kam-lam of DAB with Mr. K P Cheung from Department of Architecture of University of Hong Kong and Head (Kai Tak Office) of CEDD as the main speakers for this forum. Head (Kai Tak Office) gave a brief introduction on the proposed Kowloon East EFLS and KTD. About 60 participants attended the briefing.
5 Jun 2012	土瓜灣居民交流會	The forum was organised by DAB Kowloon City Branch (民建聯九龍城支部). Attendees included Dr. Chiang Lai-wan (vice chairlady of DAB), Hon. Starry Lee, Mr. Pun Kwok-wah (KCDC member), Ms. Li Lin (KCDC member) and around 40 locals.

2.5 Public Engagement Workshops

2.5.1 Two public engagement workshops were conducted, one on 26 May 2012 and another on 2 June 2012 (Saturdays p.m.), at the school hall of Lee Kau Yan Memorial School (李求恩紀念中學) in San Po Kong to gauge more widely the public views in regard to the study findings on EFLS.

2.5.2 A copy of the PowerPoint presentation material is enclosed at **Appendix B**.

2.5.3 The workshop invited the following guest speakers to share their views on the proposed project:

- (i) 26 May 2012: Professor Ng Mee Kam, Professor Raymond So and Mr Wong Yiu Kan
- (ii) 2 June 2012: Dr. Hung Wing Tat and Dr. Roger Chan

2.5.4 A total of approx. 120 participants joined the workshops held on 26 May 2012 and 2 June 2012. It was observed that the participants came from different sectors of the community including local residents/general public, environmental and local concern groups, District Councils, marine trade operators, transport operators and support services providers, and development/ real estate industry.

- 2.5.5 The participants were divided into groups to have a thorough discussion on the following key topics:-
- (i) Aspirations towards EFLS
 - (ii) Functions achieved by EFLS
 - (iii) Issues of concerns
 - (iv) Linkages with the adjoining old neighbourhood
 - (v) Alternative alignments: Hoi Yuen Road vs King Yip Street
 - (vi) Locations of EFLS stations
 - (vii) Impact on KTTS
 - (viii) Facilities along KTTL
 - (ix) Other Suggestions

- 2.5.6 A summary of public opinions expressed in the public engagement workshops is enclosed at **Appendix C**.

2.6 Public Opinions Collected through Other Channels

- 2.6.1 A list of written comments collected through other channels, such as letters, emails, position papers, Facebook and referrals from other government departments, is enclosed at **Appendix D**.

3 SUMMARY OF PUBLIC VIEWS

3.1 Overview of Stage 1 PC Outcomes

- 3.1.1 An overview indicates that the proposed EFLS was in general welcomed as an initiative to enhance the connectivity of Kowloon East for the development of a CBD. Public opinions are largely summarized into three issues of most concern as elaborated in the ensuing paragraphs. A detailed summary of public views collected in the Stage 1 PC is at **Appendix E**.

3.2 Issue 1 – Need for an Elevated Rail-based EFLS

- 3.2.1 District level opinions were in general supportive to the proposed elevated rail-based EFLS.
- 3.2.2 Arising from concerns about the financial efficacy of the proposed EFLS and the resulting difficulty for the Government to secure an operator from the private sector without providing operating subsidies, there were suggestions to use road-based green public transport modes in lieu, which may be considered as more cost-effective, and request for a more comprehensive assessment of other road-based green public transport modes. The issue of visual impact was also raised with comments that an at-grade or underground linkage system would be less intrusive.
- 3.2.3 On the other hand, there were also opinions that importance of the proposed EFLS should not be assessed merely on direct commercial cost-effectiveness principles, but should be considered in a wider perspective taking into account of energizing Kowloon East and the intangible economic benefits to the surrounding areas.

3.3 Issue 2 - Alignment and Coverage

3.3.1 In the Stage 1 PC, we received the following views on the proposed EFLS alignment –

- (i) realignment of EFLS between the MTR Kwun Tong Station and the former runway tip via Wai Yip Street and the existing Taxiway Bridge midway along the former runway, in lieu of the proposed KTTL due to its relatively high construction cost and impact on the operation of the KTTS;
- (ii) curtailment of a section of EFLS between MTR Kwun Tong Station and the Multi-Purpose Sports Complex or the Kai Tak Cruise Terminal with relatively low patronage anticipated, or postponing the implementation of this section to a later stage;
- (iii) extension of EFLS to adjacent districts, including To Kwa Wan, Hung Hom, San Po Kong, Sau Mau Ping, Choi Wan area, Ngau Tau Kok, Anderson Road Development, Yau Tong and Lei Yue Mun;
- (iv) both the Hoi Yuen Road and King Yip Street alternative alignments having their own supporters; and
- (v) reviewing the proposed locations of stations in order to maximize the patronage and catchments for the EFLS.

Remarks: There are other suggestions on the alignment and coverage recorded at Appendix E.

3.4 Issue 3 – Implications for the Kwun Tong Typhoon Shelter

- 3.4.1 Since the proposed KTTL would have a clearance of about 21 metres above the sea and hence would impose a height restriction on high-mast vessels using KTTS, the marine trades requested for re-aligning the EFLS to run along the Taxiway Bridge towards Kwun Tong to do away with the KTTL, or identifying alternative sheltered space within the Victoria Harbour for the affected vessels. However, general views from the Kwun Tong District Council were strongly in favour of using the KTTL to link directly between the former runway tip and the Kwun Tong district.
- 3.4.2 On the other hand, there was public aspiration for alternative use of KTTS for the good of the wider community. Kwun Tong District Council passed a motion at its meeting on 2 Feb 2012 on “To better tie in with the planned developments of Kai Tak Development, the Kwun Tong District Council move the Government to develop the Kwun Tong Typhoon Centre into a water sports centre.”

3.5 Next Step

- 3.5.1 The completed Stage 1 of a two-stage PC exercise successfully raised public awareness of the findings of a preliminary feasibility study on EFLS and gauged public views on the proposal. We will investigate and analyse the collected opinions, and target to commence the Stage 2 public consultation in late 2013 to report and respond to the public views collected as well as to propose the way forward for the EFLS. All stakeholders in Stage 1 public consultation exercise will be re-consulted.

Appendix A
Proposed EFLS Alignment Plan



第一階段公眾諮詢的環保連接系統建議走線圖
EFLS Alignment Plan Proposed in the Stage 1 Public Consultation

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Appendix B
Presentation Materials for
Public Engagement Workshop

環保連接系統

公眾參與工作坊



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Kai Tak Outline Zoning Plan (2007)

Consensus reached in the 3-stage public engagement conducted between 2004 and 2006. Land reserved for constructing a possible rail-based transport system, its feasibility subject to further investigation.

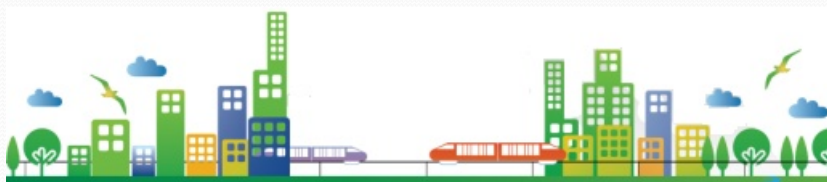


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2

Feasibility Study (2009)

The Government commissioned a study to investigate feasible EFLS network alignments and possible extension to the hinterland



3

2011-12 Policy Address



4

Energizing Kowloon East

CBD²



Kowloon East comprises Kai Tak Development, Kwun Tong and Kowloon Bay



Office GFA within Kwun Tong and Kowloon Bay increased from 0.4 million m² in 2000 to 1.4 million m² in 2010; another 3 million m² to come in next 20 years

Kai Tak Development will provide about 1 million m² office GFA

5

Proposed EFLS Alignment



- Use elevated monorail, total length about 9 km and have 12 stations
- Connected to 3 nearest MTR stations
- Commissioning year : around 2023
- Estimated daily patronage in 2031 : 0.2 million

6

Alternative Routes in Kwun Tong

- ✓ Next to Kwun Tong MTR Station
- X Need to close one traffic lane
- X Need to divert some existing bus routes



Along Hoi Yuen Road



Along King Yip Street



- ✓ More space and less environmental impacts
- ✓ No traffic lane reduction
- X Away from Kwun Tong MTR Station



7

Convenient Intra-district Connector

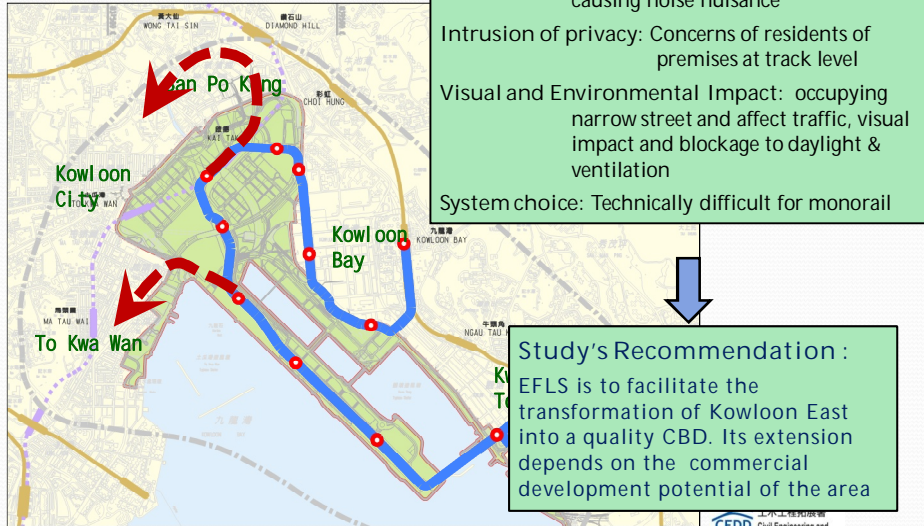


Link up Kai Tak commercial developments, two proposed Action Areas and Kowloon East commercial areas

Link up major tourism attractions/open spaces

8

EFLS Extends to Hinterland



9

Comparison of Train Systems

	Monorail	Rubber-tyred APM
Aesthetics	aesthetically more appealing	aesthetically less appealing
Min. turning radius	larger turning radius (46 m)	smaller turning radius (30 m) helps penetration into congested areas
Shared track arrangement	more suitable for simple alignment	more flexible and convenient for track sharing in multi-line services
Visual and other impacts	slim beam girder guideway; less visual impact and blockage to daylight & ventilation	a more bulky slab structure for mounting guideway; more severe environmental impacts
Evacuation	exit to emergency walkway at side	frontal/rear evacuation from train

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Road-based Green Public Transport



Ultra-low-sulphur diesel bus (Euro V Standard)



Supercapacitor Bus



Battery-electric Bus



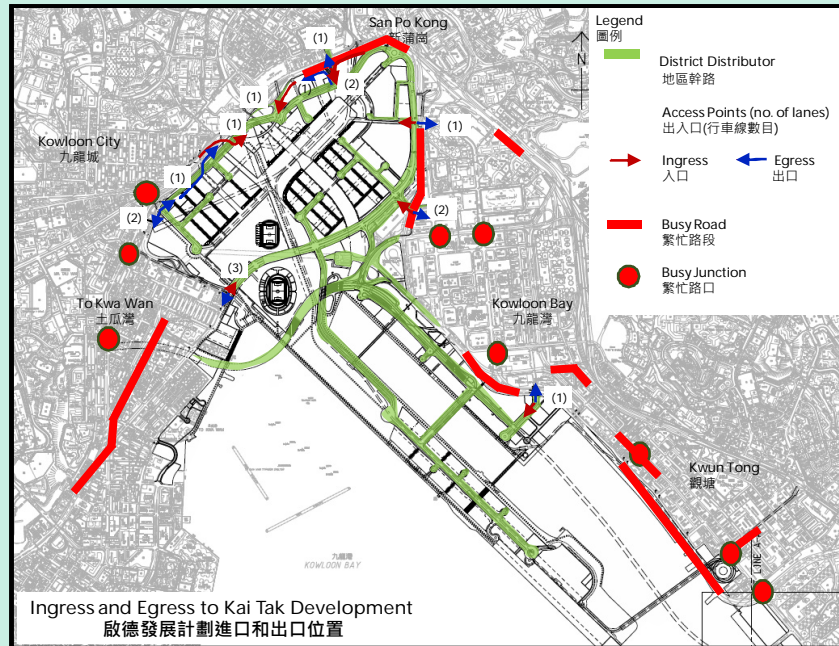
Hybrid Bus

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Rail-based System vs Road-based Green Public Transport

	Elevated rail-based system	Road-based Green Public Transport
<p>Pros:</p> <ul style="list-style-type: none"> ➢ Comfortable, reliable, convenient and safe; inter-district connector free from effect of weather and road traffic; in line with Kowloon East development as a quality CBD ➢ Direct linkage with Kowloon Bay and Kwun Tong MTR station for convenient interchange ➢ First time adopted in HK; blend with train outlook and beam girder guideway, which is slimmer, thus aesthetically more appealing; visionary image of Kowloon East CBD ➢ High carrying capacity; fast and convenient transport for Kowloon East; uplift mobility; synergy for development <p>Cons:</p> <ul style="list-style-type: none"> ➢ Higher capital cost and running cost 		<p>Pros:</p> <ul style="list-style-type: none"> ➢ Lower capital cost and running cost ➢ Higher flexibility for route planning <p>Cons:</p> <ul style="list-style-type: none"> ➢ Quality CBD need well-developed and reliable transport linkage to facilitate business activities and mobility. Service of road-based transport is subject to traffic congestion and weather condition, hence not reliable; No point-to-point direct linkage and indirect path ➢ Occupy/Share road space, aggravate congested road network in old districts ➢ Inadequate room to accommodate road interchange point, hence indirect, inconvenient and time-consuming linkage

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Implications of KTTL on KTTS



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Implications of KTTL on KTTS



KTTL at 40-50m (approx. 15 floors) in height to keep KTTS intact

- a mammoth structure, extremely visually intrusive
- bridge piers may infringe PHO
- strong contrast with adjoining buildings, serious intruding visual impact
- approach ramp encroach upon Action Area 2, affect redevelopment opportunity
- sharp turning radius of approach ramp adversely affect EFLS operation efficiency
- extremely windy environment at height, not suitable for pedestrians and cyclists → cannot meet public aspiration

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Implications of KTTL on KTTS



The Study suggests a vertical clearance of 21 m

- Slimmer structure, less visual impact
- Bridge supports rest on existing breakwater
- Bridge supports rest on existing breakwater
- A direct linkage between KTD and Kwun Tong, generate synergy effect
- No impact to Action Area 2
- Height restriction on KTTS → affecting high-mast cargo lighters

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Recreation Use of Kai Tak Approach Channel and Kwun Tong Typhoon Shelter-Public Opinions



- ➡ International Boat Race
- ➡ Dragon-boat race
- ➡ Canoeing Race
- ➡ Yacht Berthing Basin
- ➡ Water Sport Centre

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Financial and Economic Performance

- Capital cost broadly estimated to be \$12 billion (2010 prices), comprising

Item	Estimated Cost (HK \$ Billion)	% of Overall Capital Cost
Civil Works and Station	6	50%
Railway E&M works and rolling stocks	3	25%
Depot	1	8%
KTTL	2	17%

- Anticipated revenue unable to meet capital cost and operating/maintenance expenses
- Government may need to fund the capital cost and subsidize operation and maintenance deficits
- Quantifiable EIRR is about +1%, lower than typical transport infrastructure



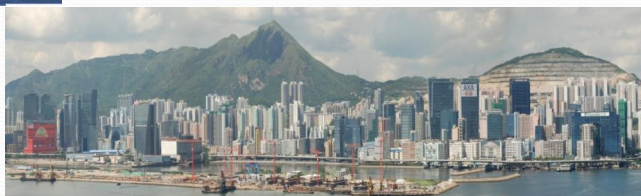
18

Role of the EFLS in Kowloon East

Typical traffic & economic benefit



- Save travel time
- Accident reduction
- Save other operators' operational expenses



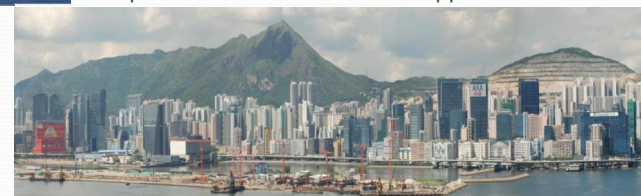
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Role of the EFLS in Kowloon East

Non-quantifiable Economic Benefits



- ✓ Enhance intra- and inter-district connectivity
- ✓ Have catalytic effect on the regeneration of adjoining old districts and promoting a premier CBD in Kowloon East
- ✓ Uplift Kowloon East's tourism appeal



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Overseas cases of
revitalizing old districts
and developing new
area by infrastructure
investment

- ① London Docklands Light Railway, UK
- ② Palm Jumeirah Monorail, Dubai
- ③ New Transit Yurikamome, Japan

Improve Connectivity

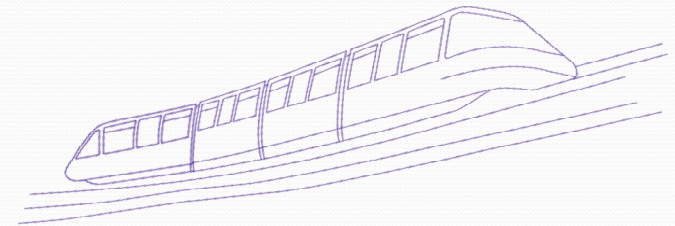
Boost Development/Revitalization
and uplift tourism appeal



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We **need** your participation!

We **treasure** your views!



22

Appendix C
Summary of Public Opinions
Collected in the Workshop

Environmentally Friendly Linkage System (EFLS) for Kowloon East
Public Engagement Workshops on 26 May and 2 June 2012

Summary of Public Opinions Collected

1. Expectations on EFLS

The majority of participants supported the provision of EFLS. It is hoped that this should be people-oriented which will improve connections among the old city areas and new development zones, boost local economic growth while providing efficient and safe public transport services at an affordable fare. Some participants also wished the proposed EFLS can reduce environmental pollution and to promote low-carbon living.

However, some participants have concerns on the cost-effectiveness of the proposed EFLS given its high construction and running costs.

2. Functions achieved by EFLS

Most participants believed the provision of EFLS in Kowloon East can provide an alternative public transport mode which helps alleviate the current road congestion problems in Kwun Tong. It will also provide catalyst for redevelopment and revitalization of the old districts with improvement to commercial value and property price so the economy of old districts can be improved. The use of EFLS can also improve air quality in the area while improving the accessibility and connections among different tourist attractions in Kowloon East.

3. Possible impacts brought by EFLS

The main concerns on the possible impacts of EFLS during construction and operation included visual impact, noise pollution, intrusion of privacy to the inhabitants adjoining EFLS, impact on the use of Kwun Tong Typhoon Shelter, worsened street environment, impact on urban landscape and traffic impact arising from closure of one traffic lane if Hoi Yuen Road alignment is to be adopted.

4. Connections with the nearby old districts

Some participants urged for extension of the proposed EFLS to To Kwa Wan and San Po Kong, apart from connecting Kowloon Bay and Kwun Tong with Kai Tak.

Some participants opined that connectivity between Kai Tak and the nearby old districts can be enhanced by improving existing pedestrian environment and walkability, which will encourage people to walk. There were also suggestions for linking up the new development with the adjoining old districts via covered footbridges, subways, travellerator, shuttle bus, etc.

5. Alternative alignments in Kwun Tong

The participants pointed out that both of the two alternative alignments connecting to the MTR station in Kwun Tong, i.e. along Hoi Yuen Road and along King Yip Street, have their own merits. More participants were inclined to support the alignment along King Yip Street on the ground of spacious street, less environmental and traffic impacts, less nuisance/disruption to the business operators of ground floor shops along Hoi Yuen Road during construction and catalytic effect on commercial development along King Yip Street. Despite all these, there were still supporters for the alignment along Hoi Yuen Road since it is more directly connected with the MTR Kwun Tong Station.

6. Locations of EFLS stations

Most participants agreed that the proposed provision and position of EFLS stations are reasonable, and expected for seamless connection between EFLS station and Kai Tak Station of the future Shatin to Central Link. Some participants requested for further reviewing the adequacy/locations of EFLS stations in Kowloon Bay and Kwun Tong, in particular, those in the Kowloon Bay Business District with a view to serving more commercial developments.

7. Impacts on Kwun Tong Typhoon Shelter (KTTS)

Majority of the participants were supportive to the implementation of Kwun Tong Transportation Link (KTTL) since they believed it is the most direct and efficient way to connect Kwun Tong with Kai Tak and it can improve accessibility of Kwun Tong and promote tourism in Kwun Tong. However, there were also comments and debates on the cost-effectiveness, alignment and the

proposed vertical clearance of the KTTL, in particular the impact of the consequential restriction on high mast vessels in accessing the KTTS. The marine trade representatives raised objection to the suggested vertical clearance of 21 m and reiterated the importance of keeping the KTTS for marine safety.

Most participants recognized the importance of the typhoon shelter to the marine safety and urged the government to explore feasible and agreeable solutions for sheltering the vessels affected by the height restriction of the KTTL before taking forward the project.

8. Facilities along KTTL

Most participants suggested incorporating various facilities on the proposed KTTL. The main suggestions include covered pedestrian walkway / jogging trail, cycling tracks, traveller, greenery and viewing decks. Some participants also suggested that illumination with LED lights should be provided for night scenery as a tourist attraction.

9. Other suggestions

The participants also raised the following views/suggestions for consideration as appropriate:

- early implementation of the project;
- provision of flexibility in the design of EFLS to cater for extending to adjoining areas in future;
- no air-conditioning for EFLS stations to conserve energy;
- possibility of connection to MTR Ngau Tau Kok Station;
- minimizing environmental impacts and adding greenery during construction;
- concerns about fare level, choice of operator, train capacity, connections with other transport networks and EFLS safety during severe inclement weather;
- other choices such as electric buses as replacement; and
- movable/openable bridge form for KTTL or replacement by using water taxis.

Appendix D

List of Written Comments Received during Stage 1 Public Consultation

List of Written Comments Received during Stage 1 Public Consultation

- (i) Letters from Hong Kong Cargo-Vessel Traders' Association Ltd. and Hon. Miriam Lau Kin-yea dated 3 November 2011 and 19 January 2012;
- (ii) Letter from Mr. Tang Wing Chun, a Kwun Tong DC member, dated 2 February 2012;
- (iii) Email from Mr. Szeto dated 5 March 2012
- (iv) Letters from Laguna City Estate Owners' Committee dated 6 March 2012, 4 July 2012 and 21 August 2012;
- (v) Email from Mr. Kam dated 11 April 2012
- (vi) Email from "Concern resident for To Kwa Wan" dated 21 April 2012
- (vii) Position paper from the Chartered Institute of Logistics & Transport dated 23 April 2012;
- (viii) Letter from Kerry Property Management Services Limited dated 26 April 2012;
- (ix) Letter from MegaBox dated 26 April 2012;
- (x) Letter from Kwun Tong DC member, Mr. Cheung Shun-wah, dated 21 May 2012;
- (xi) Email from "史先生" dated 2 June 2012
- (xii) Letter from 工聯會黃大仙區議員聯合辦事處 dated 25 June 2012;
- (xiii) Enquiries by LegCo Member, Hon Alan Leong Kah-kit, to Secretary for Development on 27 June 2012;
- (xiv) Letter from MTR dated 28 June 2012;
- (xv) Enquiries by KTDC Members during DCED's visit (i.e. at KTDC meeting on 3 July 2012);
- (xvi) Position paper from HK Institute of Urban Design dated 25 July 2012;
- (xvii) Letter from 百富業主立案法團 dated 3 September 2012, jointly issued with 富安大廈業主立案法團、定業大廈業主立案法團、仁厚大廈業主立案法團、永明樓業主立案法團及安德大廈業主立案法團
- (xviii) Position paper from the Hong Kong Institute of Planners dated 24 September 2012;
- (xix) Position paper from Royal Institution of Chartered Surveyors Hong Kong dated 12 October 2012;
- (xx) Position paper from the Hong Kong Institution of Engineers dated 12 November 2012;
- (xxi) Position paper from the Hong Kong Institute of Surveyors dated 28 November 2012;
- (xxii) Public views received by KTD / EFLS websites; and
- (xxiii) Facebook page of objection of monorail system for EFLS.

Appendix E
Summary of Public Views Collected in
Stage 1 Public Consultation

Summary of Public Views Collected In Stage 1 Public Consultation

Public opinions collected in the Stage 1 public consultation are summarized into three issues of most concern and other suggestions as detailed in the ensuing paragraphs.

Issue 1: Need for an elevated rail-based EFLS

District Level Opinions

- 1.1 There was general support from the district level for the proposed elevated rail-based linkage system with convenient interchanges with the MTR stations at Kwun Tong, Kowloon Bay and future Kai Tak Station of the Shatin to Central Link (SCL). They considered the proposed EFLS would provide a sustainable linkage system for Kowloon East (KE) and would further improve connectivity and accessibility with the surrounding areas as well as amongst different tourist attractions in Kowloon East, improve air quality, reduce safety hazards and minimize congestion and delay at busy junctions at Kai Tak and its hinterland.
- 1.2 Kwun Tong District Council (KTDC) urged the Government for early implementation of the proposed monorail system. Housing and Infrastructure Committee of the Kowloon City District Council (HIC of KCDC) passed two motions to urge the Government for EFLS extension to To Kwa Wan and Hung Hom.
- 1.3 Some DC members considered the EFLS being able to facilitate commercial development, attract investors and facilitate development of CBD, like “Odaiba”(台場) in Tokyo, and create employment opportunities in KE.
- 1.4 Individual DC member considered the EFLS would only serve limited population in Kwun Tong and Kowloon Bay, hence would not be economically efficient. Suggestion was received from DC members and members of the public for considering alternative transport modes such as green bus and at-grade tramway.

Professional Institutions' Opinions

- 1.5 The professional institutions were in general supportive to the objective to enhance connectivity of KE for the development of CBD.
- 1.6 The professional institutions were in general supportive to the CBD development concept for KE and the key objectives of enhancing connectivity, branding, design and diversity.
- 1.7 A professional institution acknowledged the possible benefits of a properly planned EFLS as it could ease congestion, increase pedestrian safety, cut carbon emissions, revitalize old districts, benefit CBD businesses, and create a sustainable KE.
- 1.8 A professional institution considered the EFLS could enhance connectivity in KE and would help soothe the road-based traffic pressure in the region. Nevertheless, it was suggested to study the overall development flexibility of KE and to conduct more scenario planning and patronage projections
- 1.9 Some professional institutions considered that although conceptually EFLS would benefit the entire KE long term development, it might not be justified by its low quantifiable economic benefit. They considered there were many other forms of transit mode (including Light Rail Transit, tram, trolley bus, bus rapid transit with green buses and pedestrian walkway system) that might be more cost-effective, and suggested all these alternatives should be further explored before making a commitment on EFLS.

- 1.10 Some professional institutions suggested building the EFLS in phases subject to their financial viability.
- 1.11 A professional institution suggested to conduct further benchmarking and technical studies to overseas monorails.

Statutory/Advisory Bodies' Opinions

- 1.12 The views from the LegCo members of the Development Panel are listed below:-
- Some LegCo members were supportive to the EFLS. They considered that the proposed EFLS would play a key role in supporting the development of a new CBD in Kowloon East. Therefore, despite the proposed EFLS had low projected financial returns, the project should be taken forward as an infrastructure investment aiming to achieve the non-quantifiable economic benefits. Besides, a LegCo member commented that the proposed EFLS would be an effective transport system to connect people living or working at new development areas in Kowloon East to the existing MTR system. They urged for an early implementation of the EFLS project and suggested phased implementation to tie-in with the development in KE.
 - However, given the low forecast rate of return, some LegCo members expressed concern about /reservation in the EFLS proposal. They concerned about the high capital and operating costs for the system, which would not be able to attract investment from commercial bodies for its operation and subsequently would be likely to bring a heavy financial burden to the Government in the long run. Therefore, the Administration should consider the matter and other alternatives carefully and thoroughly before making the decision.
 - Some LegCo members suggested the Administration to consider use of road-based green transport modes, such as green buses, or extending the existing MTR lines in lieu of the proposed EFLS. A member considered that green buses would be needed to support the EFLS in connecting the peripheral areas with the monorail system.
 - A LegCo member urged the Administration to review in a detailed study whether the estimated capital cost was on the high side, while another member suggested the Administration to study the financial positions of similar overseas EFLS.

Issue 2: Alignment and Coverage

District Level Opinions

- 2.1 Wong Tai Sin District Council (WTSDC) and HIC of KCDC urged the Government to extend EFLS to San Po Kong and To Kwa Wan/Hung Hom respectively.
- 2.2 Some District Council members of Kwun Tong, Kowloon City and Wong Tai Sin and members of the public offered other suggestions as follows:
- (i) Connection to MTR Choi Hung Station and Ping Shek Estate;
 - (ii) Extension to Choi Wan area;
 - (iii) Connection between Laguna City and Hung Hom/Tsim Sha Tsui;
 - (iv) Connection to Lam Tin area and Tak Tin Estate;
 - (v) Linking up EFLS with MTR Ngau Tau Kok Station to divert the heavy pedestrian flow from MTR Kowloon Bay Station; and

- (vi) Extension to Yau Tong / Lei Yue Mun harbourfront promenade for easy access to Lei Yue Mun for tourism development and revitalization of Yau Tong area.
- 2.3 Some locals and District Council members proposed that if there were technical difficulties in extending the EFLS into the old districts, extending it to the edge of the adjoining old districts, for example, the waterfront/Kowloon City Ferry Pier at the edge of To Kwa Wan, should be considered. Footbridges, subways, elevators, travelators and shuttle buses should be used to connect to old districts.
- 2.4 Some KTDC members preferred the alignment option of Hoi Yuen Road over that of King Yip Street as the former would be more direct and convenient for pedestrians. Others who supported Hoi Yuen Road alignment considered it a convenient pedestrian linkage from Kwun Tong Town Centre/ MTR Station to the Cruise Terminal.
- 2.5 A KTDC member expressed his concerns that Hoi Yuen Road alignment would bring visual impact to buildings on both sides of Hoi Yuen Road, obstruct daylight of flats at lower levels and shops at ground level, affect property value and might lead to law suits and disputes on property value.
- 2.6 Laguna City Estate Owners' Committee opted for King Yip Street Alignment and suggested providing covered/elevated walkway to connect the Laguna City to the EFLS.
- 2.7 Many participants of Public Engagement Workshops were inclined to support the alignment along King Yip Street on the ground of spacious street, less environmental and traffic impacts, less nuisance/disruption to the business operators of ground floor shops along Hoi Yuen Road during construction and catalytic effect on commercial development along King Yip Street.
- 2.8 If King Yip Street alignment was to be adopted, the following suggestions would be applicable:-
- (i) Extending the connection to the public transport interchange at Kwun Tong Road near the redeveloped Kwun Tong Swimming Pool, Tsui Ping Estate and Sau Mau Ping; and
 - (ii) Enhancing pedestrian connection between the EFLS Kwun Tong terminus and the adjacent pedestrian footbridges as well as Kwun Tong MTR Station with the provision of travelators.
- 2.9 The locations of the EFLS stations were generally agreed but there were other suggestions as follows:
- (i) Addition of an EFLS "Laguna City Station" inside the nearby vacant government land;
 - (ii) Addition of an EFLS station at Ting Yue Square;
 - (iii) Provision of a new station at the open space area at junction of Sheung Yee Road and Kai Fuk Road to serve the commercial developments and the Zero Carbon Centre in Kowloon Bay South and the medical facilities and hospital in Kai Tak South; and
 - (iv) EFLS station locations should be planned to achieve 15-minute walking catchment to major destinations in Kowloon East.
- 2.10 Suggestion was received to provide flexibility in the design of EFLS to allow for extension to adjoining districts in future if warranted.

Professional Institutions' Opinions

- 2.11 Some professional institutions suggested further study on the feasibility of utilizing the existing Taxiway Bridge to span across Kai Tak Approach Channel to substitute the proposed KTTL.
- 2.12 Some professional institutions suggested re-evaluation of the demand for the section from the Stadium to Kwun Tong (including the KTTL). Some emphasized that the eastern section of the monorail system connecting the Cruise Terminal to the MTR Kwun Tong Station should have sufficient patronage base before implementation of the EFLS. Two-phase approach might be considered, i.e. constructing the western section between Cruise Terminal and MTR Kowloon Bay Station first, postponing the eastern section to a later stage, when the passenger demand and surrounding development had been further established.
- 2.13 A professional institution suggested further investigation to review whether the station at Richland Gardens and another at Kai Tak public housing estates would be too close to each other. Another professional institution suggested that the proposed EFLS should better serve the existing offices and commercial buildings including Mega Box along Sheung Yee Road.
- 2.14 A professional institution concerned that the existing highly utilized MTR Kowloon Bay and Kwun Tong Stations would likely be overloaded due to extra EFLS interchange passengers. There was also a suggestion on changing the connection of EFLS with the MTR Kwun Tong Station to the MTR Yau Tong Station for catching more patronage.
- 2.15 Some professional institutions commented in regard to inefficient S-shape EFLS alignment, lack of direct interchange with Kai Tak Station of the future Shaitin to Central Link, lack of re-routing flexibility for a rail mode and inconvenience arising from vertical ingress/egress to and from the elevated stations.
- 2.16 A professional institution suggested that 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 development close to Action Area 2. Alternatively, an elevated walkway equipped with people mover system should be provided along Wai Yip Street to link up the two business clusters at Kowloon Bay and Kwun Tong, as well as the EFLS stations.

Statutory/Advisory Bodies' Opinions

- 2.17 A LegCo member urged the Government to take on board local views which supported extending the EFLS to To Kwa Wan and Hung Hom as well as San Po Kong. The member also opined that the surrounding old districts should not be excluded from the EFLS alignment at this stage.
- 2.18 A LegCo member urged the Government to study the extension of the EFLS to the mid-levels areas of Kowloon East. If it was impossible to resolve the technical constraints, which limited further extension of EFLS uphill, the member hoped the Government to examine if other facilities could be provided to link the housing estates on the hill with the major transport facilities at the downhill to facilitate commuting of people.
- 2.19 A LegCo member hoped the Government could study the extension of the EFLS to Yau Tong / Lei Yue Mun to promote the development of tourism.

Issue 3: Implications for the Kwun Tong Typhoon Shelter

District Level Opinions

- 3.1 KTDC and the Kwun Tong locals were supportive to the implementation of Kwun Tong Transportation Link (KTTL) since they believed KTTT to be the most direct and efficient linkage between Kwun Tong and KTD. However, a DC member suggested CEDD to consider adopting a tunnel form for the KTTT. KTDC chairman concluded at its DC meeting on 2 February 2012 that the KTDC was supportive of the KTTT with a vertical clearance of about 21m. Some DC members also urged CEDD to further liaise with the marine trades with a view to work out a solution to mitigate the implications for Kwun Tong Typhoon Shelter (KTTS) imposed by the KTTT.
- 3.2 KTDC passed a motion at its DC meeting on 2 February 2012 that “To better tie in with the planned developments of KTD, the KTDC requested the Government to develop the KTTS into a water sports centre.”

Marine Trades’ Opinions

- 3.3 The marine trades raised objection to the suggested vertical clearance of 21 m, which would restrict high-mast dumb steel lighters from using the KTTS during the passage of typhoons and the overall safety of the vessels operation. They suggested termination of the EFLS at the runway tip or re-routing it via the Taxiway Bridge to avoid any impact on the use of KTTS, or alternatively, raising the bridge link to a level of about 40-50m above the sea surface.
- 3.4 The Hong Kong Cargo-Vessel Traders’ Association Ltd. expressed concerns about the already very limited number of typhoon shelters in KE for high-mast vessels, KTTS would become starkly pivotal to the safe operations of the local maritime industry.
- 3.5 The marine trades urged the government to explore feasible and agreeable solutions for the affected vessels before taking forward the EFLS project.
- 3.6 The marine trade representatives opined that equal number of mooring spaces affected should be reprovided elsewhere within the KE harbour. Even so, they were afraid that the reprovioned mooring spaces would be occupied by smaller vessels as there was no legal restriction to reserve the spaces for high mask vessels and therefore, partial reprovioning was not a practical solution. They would prefer full reprovioning of KTTS.

Professional Institutions’ Opinions

- 3.7 A professional institution was supportive to the vertical clearance of about 21m for KTTT. It was also suggested that in view of the relative high construction cost of the KTTT, the Government might also study the feasibility of re-routing EFLS via Taxiway Bridge, substituting the proposed KTTT.
- 3.8 A professional institution suggested to delete the KTTT with a view to reducing cost.

Statutory/Advisory Bodies’ Opinions

- 3.9 The members of Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission had the following views :-
- Some members were supportive to the implementation of the KTTT. However, some others queried the need of the KTTT, or suggested developing KTTT as a pedestrian linkage only, potentially with a cycleway.
 - To overcome the height limit problem, some members suggested movable/openable

bridge form for the KTTL or replacement by using water taxis or electric bus.

- There was concern about the KTTL given the potential preclusion of the marine uses of KTTS.
- It was mentioned there were also proposals for using KTTS as a water sports centre and a marina. Some members reminded that a balance should be struck among the aspirations and needs of various stakeholders; and
- A member alerted special attention to the requirements of the Protection of the Harbour Ordinance, i.e. an “overriding public need” had to be demonstrated for any harbour reclamation involved in developing KTTL.

3.10 A LegCo member opined that even though KTTL might be a project of great public interest, it should not be implemented at the expense of the interest of the local vessel industry. The member added that if KTTS which could accommodate high-mast vessels, and the location of which was accepted by the industry, the member would support changing the use of KTTS to a water sports centre, as proposed by some organizations. Another LegCo member pointed out that before implementation of any plans involving typhoon shelter, the Administration must first safeguard the lives and safety of marine workers. The member considered that continuous provision of enough sheltered spaces for various types of marine working vessels must be guaranteed before a study on alternative use of the KTTS could be carried out.

3.11 Some LegCo/DC members suggested movable/openable bridge form for the KTTL.

3.12 The Local Vessels Advisory Committee members raised objection to the suggested vertical clearance of 21 m and reiterated the importance of keeping the KTTS for safe operation of cargo lighters and port operation efficiency. They remarked any reduction in capacity of typhoon shelter within the Victoria Harbour would affect Hong Kong's competitiveness on ports development and concerned about the availability of alternative shelter spaces for vessels affected by the height limit to be imposed at the KTTS.

Other Suggestions

4.1 Some KTDC members/locals expressed their concerns about the possible impacts caused by EFLS to the local residents during construction and operation including visual impact, noise pollution, intrusion of privacy to the inhabitants adjoining EFLS and physical impact of the system to the existing crowded streets.

4.2 There were concerns expressed by some professional institutions about the impacts on street environment, including natural lighting on streets, attractiveness for pedestrians, and the possible noise, ventilation and visual impacts of the EFLS.

4.3 A professional institution considered that further improvement on the overall connection between East and West Kowloon and between East Kowloon and other business nodes would be required.

4.4 A professional institution recommended solving the traffic problem using a holistic and integrated approach, and suggested that ferry connections to West Kowloon and HK Island might be a viable option that required further examination.

4.5 Other views in connection with EFLS include:

- (i) To ensure the EFLS has sufficient capacity;
- (ii) To consider provision of travelators in the runway precinct as an alternative to the EFLS;
- (iii) No air-conditioning should be provided at EFLS stations to conserve energy;
- (iv) The EFLS service should be provided at an affordable fare level;
- (v) To provide an elevated walkway network to link up strategic activity nodes in Kowloon Bay Business Area to promote pedestrian-friendly environment and efficient inter-district pedestrian traffic;
- (vi) The EFLS should be designed to allow convenient interchange with other public transports;
- (vii) Other forms of transport should be introduced to cater for short and medium term connectivity requirements before EFLS is in place;
- (viii) Should expansion of EFLS to old residential district be not feasible, other pedestrian facilities, such as footbridges, subways, lifts / escalators and travellators should be considered;
- (ix) Suggested development of various environmentally friendly vehicles, such as battery-powered cars;
- (x) Barrier free facilities should be incorporated in the station design and connections between the stations and the adjacent buildings should be well planned;
- (xi) Comprehensive risk and operational safety assessment should be conducted for the EFLS;
- (xii) The future land use of the EFLS depot site should be carefully planned;
- (xiii) Minimize environmental impacts and adding greenery during construction; and
- (xiv) Provide illumination with LED lights on KTTL for night scenery as a tourist attraction.

END