

By post and fax at 2268 3963

27 June 2017

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Dear Ms YING

Interim Public Consultation on the Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East

The Hong Kong Institution of Engineers (HKIE) supports the Administration's initiative for the development of Kowloon East (KE). To cope with the development strategies for KE and improve the pedestrian walking environment, the HKIE considers it necessary to provide an efficient and reliable transportation system for the convenience of the commuters with less impact on underground utilities and the environment.

The HKIE notes that the Detailed Feasibility Study (DFS) for the Environmentally Friendly Linkage System (EFLS) for KE evaluates eight green transport modes, and identifies that personal rapid transit (PRT), cable car, traveller and cable-liner are not suitable to serve as the EFLS for KE. The DFS makes further assessments on bus rapid transit (BRT), modern tramway (MT), monorail and automatic people mover (APM) as possible transport modes in details by classifying BRT as the at-grade (dedicated) system, MT as the at-grade (dedicated/ shared) system, and monorail and APM as the elevated systems operating on a dedicated corridor on viaducts. However, such classifications may be questionable as BRT and MT can also operate on an elevated corridor. Moreover, we are of the views that the evaluations based mainly on traffic implications on at-grade and elevated modes of operation may not be comprehensive enough. BRT and MT can be more efficient and flexible in terms of alignment and structure requirements than monorail and APM. In particular to BRT, it can operate on a transport system which is partly elevated and partly at-grade. Even with at-grade operation, there can also be other less costly means to improve the operating efficiency and reduce junction conflicts, such as through the provision of flyover/ underpass. Therefore, the Administration is suggested to take further consideration of the various possibilities of different green transport modes for better integration of the EFLS with the city fabrics.

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The HKIE considers that the DFS should continue including BRT, MT and possibly travellers in the detailed assessment with further evaluation on operational possibilities, cost implications, financial viability, new development in the transport field, etc. We hope that the EFLS can enhance the connectivity in KE for its transformation into a new core business district with due concern of sustainability and viability. In view of the perceived rapid development of KE, we urge the Administration to accelerate the implementation of the EFLS.

Thank you.

Yours sincerely



Monica YUEN (Mrs)
Chief Executive and Secretary
The Hong Kong Institution of Engineers

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