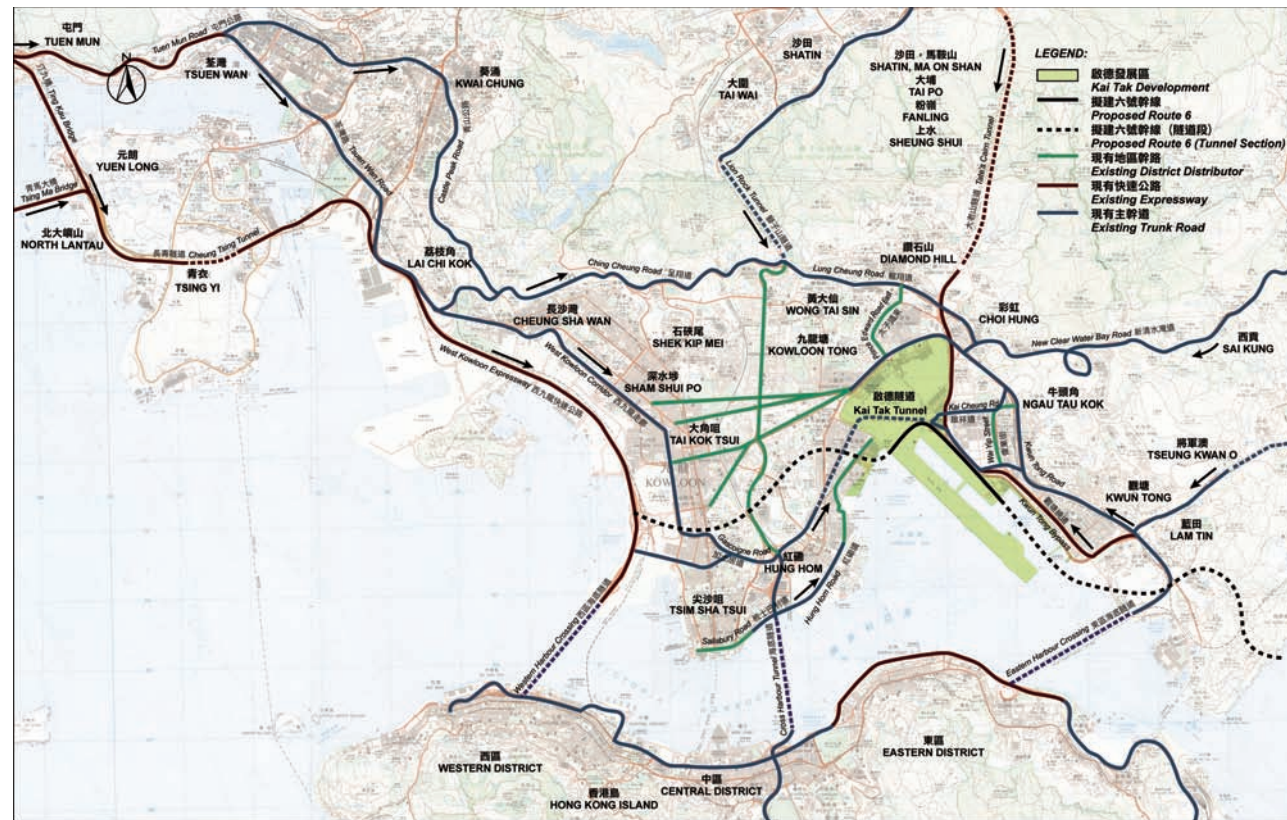


### 7. ROAD, RAILWAY AND PEDESTRIAN CONNECTIONS

#### Road Connections

##### Strategic Context

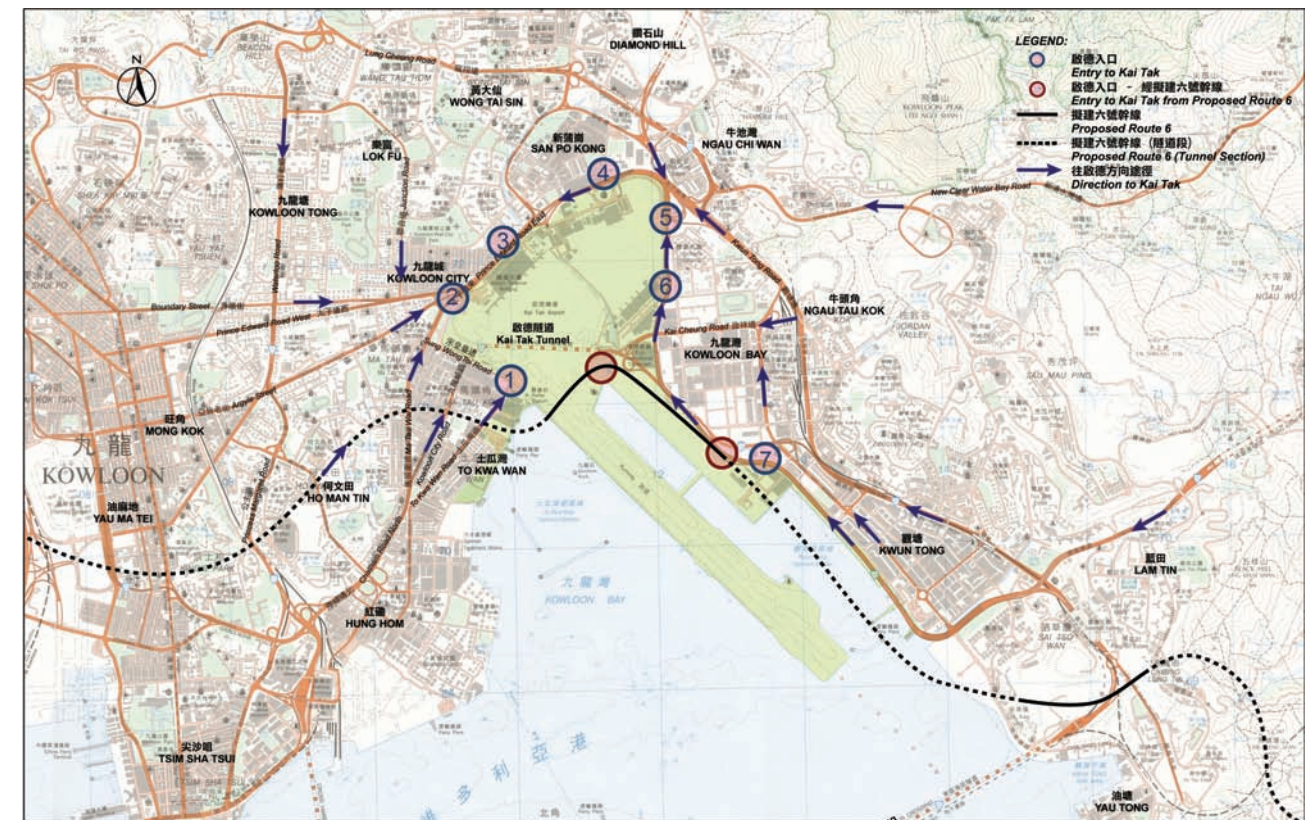
The Kai Tak site in East Kowloon Region is strategically located and is well served by numerous existing and planned strategic highways. The planned Route 6 (Central Kowloon Route, Trunk Road T2 and Tseung Kwan O- Lam Tin Tunnel) in particular the Central Kowloon Route serves to provide a convenient route linking up the West Kowloon region with the East Kowloon region. This part of Route 6 will have direct road connections with the North Apron and South Apron of Kai Tak site.



##### Local Context

People from Central Kowloon Region and East Kowloon Region can access to Kai Tak site via a number of existing primary/district distributor roads. The Kai Tak site has numerous access points through:

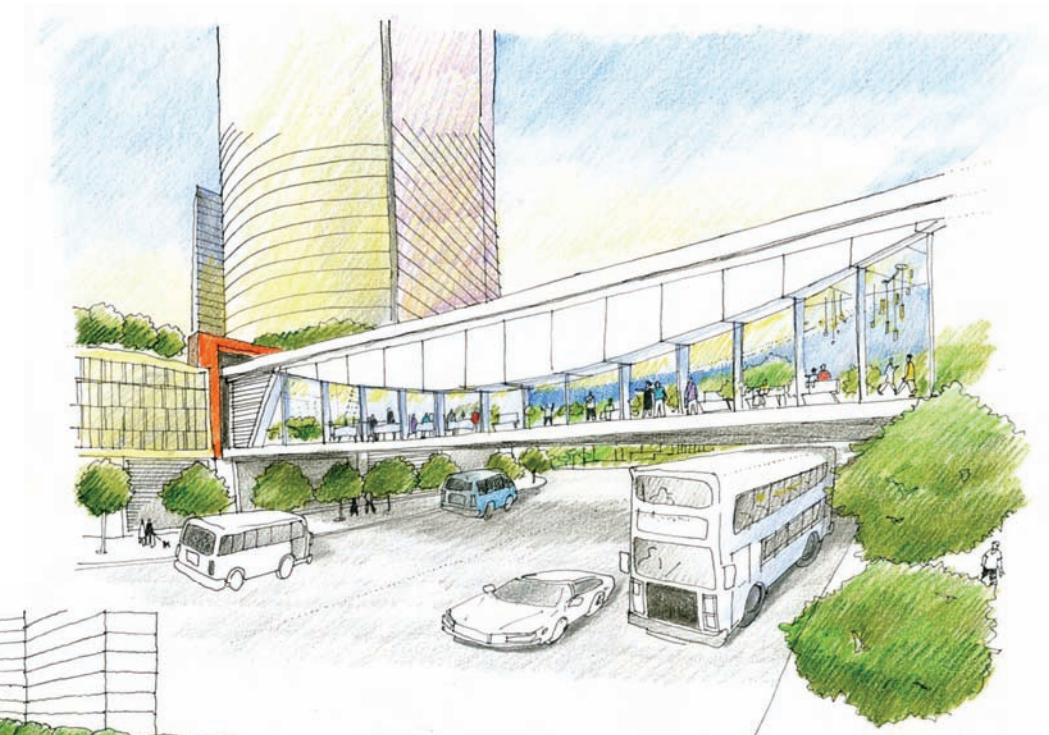
- ① To Kwa Wan Road/Sung Wong Toi Road junction
- ② Olympic Avenue via Olympic Garden Roundabout
- ③ Prince Edward Road East (Kowloon City section)
- ④ Prince Edward Road East (San Po Kong section)
- ⑤ Wang Kwong Road/Wang Chiu Road into Eastern Road
- ⑥ Kai Cheung Road into Kai Shing Street
- ⑦ Cheung Yip Street



### 7. ROAD, RAILWAY AND PEDESTRIAN CONNECTIONS

#### Railway

As a rail-based development design, the main developments in Kai Tak are located in the North Apron area which will be served by Shatin to Central (SCL) Kai Tak Station. Passengers can interchange with other railway lines to access most parts of the territory including Hong Kong Island and the New Territories.



Retail Footbridge connecting San Po Kong



Sunken Plaza connecting the proposed Underground Shopping Street from Kowloon City to form a Gateway to Kai Tak

#### Pedestrian Connections

##### Existing and Proposed Pedestrian Connections

Kai Tak site is bounded by major roads such as Prince Edward Road East and Kwun Tong Bypass. There are already existing facilities to facilitate connections with the surrounding districts. The following existing facilities and at-grade crossings would be enhanced and in addition, there are proposed facilities including footbridges, subways, landscaped deck, etc. to provide more direct pedestrian connections between focal points.



Stadium Complex revealing itself as pedestrians stroll at the street level from To Kwa Wan towards Kai Tak

#### A. To Kwa Wan

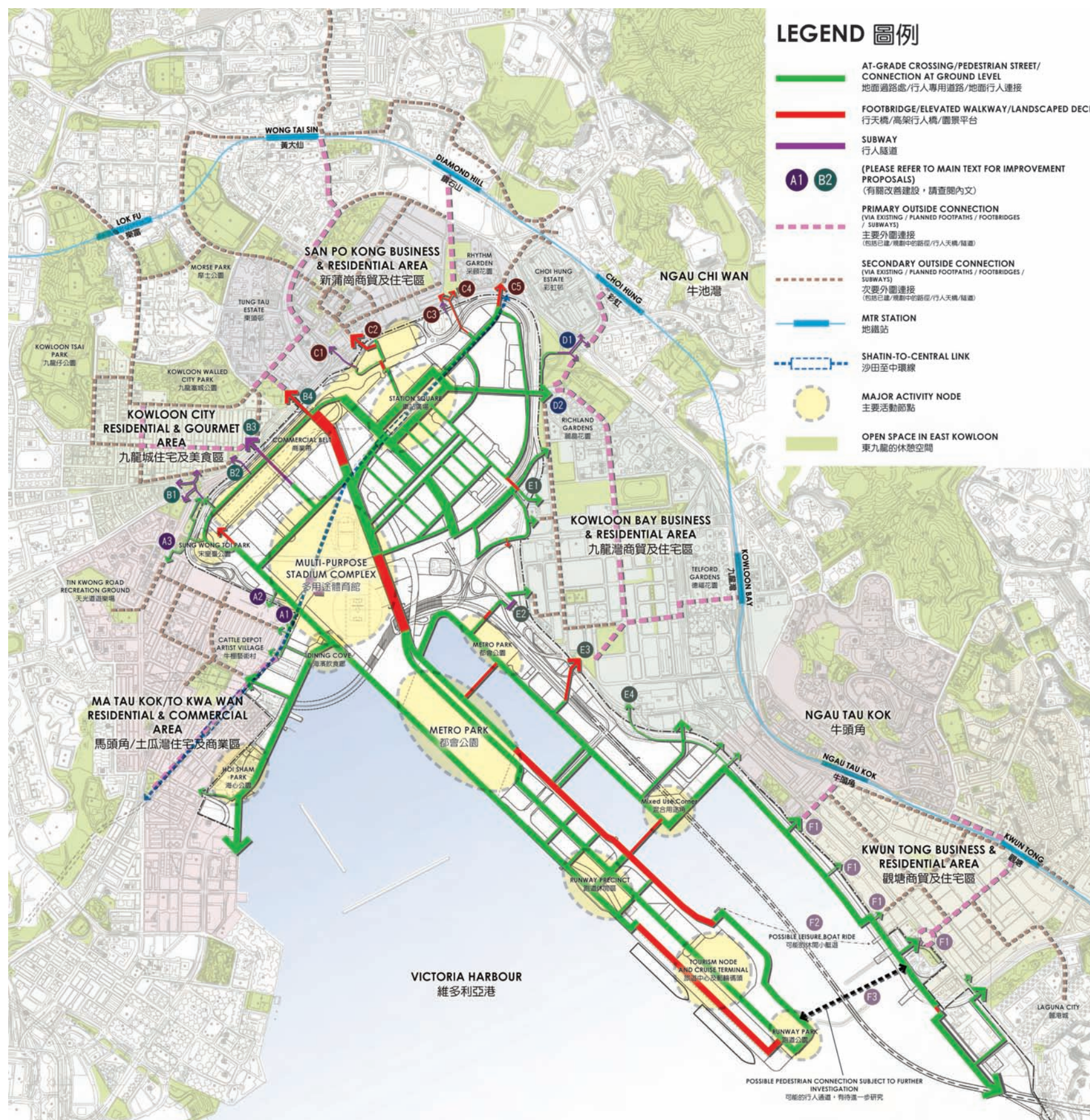
- A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road is proposed which is the major entry point to Kai Tak near the Stadium Complex.
- A2: An at-grade crossing at Sung Wong Toi Road is proposed for the pedestrian movements from Kowloon City Road.
- A3: An at-grade crossing at Olympic Avenue is proposed.

#### B. Kowloon City

- B1: Layout of existing subways at Olympic Avenue to be enhanced and extended for better connection with Kowloon City and Kai Tak City Centre.
- B2: Existing subway underneath Prince Edward Road East to be enhanced.
- B3: Proposed underground shopping street connecting Kowloon City to a sunken plaza next to the SCL Depot onto the Sports Hub.
- B4: Proposed landscaped deck across Prince Edward Road East connecting Kowloon City and Kai Tak City Centre.

#### C. San Po Kong

- C1: Existing subway at the interchange between Prince Edward Road East and Choi Hung Road to be enhanced to connect the future adjoining commercial areas.
- C2: Proposed elevated retail walkway connecting future residential area near Ning Yuen Street to future commercial areas at Kai Tak City Centre.
- C3: Existing subway underneath Prince Edward Road East near Kai Tak Police Operational Base to be enhanced.
- C4: Proposed landscape deck over Prince Edward Road East near Kai Tak East Playground.
- C5: Proposed footbridge over Prince Edward Road East near Rhythm Garden to Kai Tak.



Pedestrian Connections Plan

#### D. Choi Hung

- D1: Existing subway at Prince Edward Road East near Ping Shek Estate/Choi Hung Estate will be enhanced.
- D2: At-grade crossings near Richland Gardens to be enhanced to provide direct connection to future public housing estate at Kai Tak City Centre.

#### E. Kowloon Bay

- E1: Proposed footbridge over the improved Eastern Road to connect future public housing estate at Kai Tak City Centre to Kowloon Bay area.
- E2: Existing subway at Kai Fuk Road near International Trade & Exhibition Centre to connect Kowloon Bay area to South Apron Area will be enhanced.
- E3: Proposed extension/modification of existing footbridge above Kai Fuk Road from Kowloon Bay area to the mixed use area in South Apron Area.
- E4: Existing at-grade crossing at Cheung Yip Street to Kai Tak will be enhanced.

#### F. Kwun Tong

- F1: Existing at-grade crossings along Hoi Bun Road will be enhanced to connect Kwun Tong waterfront.
- F2: Possible Leisure boat ride between Runway Area and Kwun Tong waterfront.
- F3: Possible Pedestrian connection between Kai Tak Point and Kwun Tong waterfront would be revisited when the Kwun Tong waterfront is redeveloped to a public promenade.