

Task Force on Kai Tak Harbourfront Development

For discussion
on 23 November 2010

TFKT/07/2010

Enhancement of Waterfront Accessibility in South Apron

PURPOSE

The purpose of this paper is to brief Members and invite Members' comments on the proposed enhancement of accessibility to South Apron waterfront, further to Paper No. TFKT/03/2010 discussed at the first meeting of the Task Force on 7 September 2010.

ENHANCEMENT MEASURES

2. We have reviewed the design of the Strategic Highway Route 6 at the South Apron, comprising the Central Kowloon Route (CKR), Trunk Road T2, trunk road connectors and other local roads to explore means to enhance the accessibility to the waterfront at South Apron. Some refinement to the road layout has been identified, which will provide more space along the waterfront for public enjoyment and allow more direct interface between the development sites and the waterfront promenade. The proposals include optimisation of the CKR interchange and realignment of a local road, which are presented in the following paragraphs. We are also investigating a direct pedestrian link along Kai Tak River to the waterfront, on which a more solid proposal will be presented to the Task Force in future meetings.

OPTIMISATION OF THE CENTRAL KOWLOON ROUTE INTERCHANGE

3. Based on previous studies, the approved Kai Tak Outline Zoning Plan has incorporated an interchange layout with a series of at-grade roads and flyovers to connect the CKR with Trunk Road T2, Kai Fuk Road, Kai Cheung Road and Kai Tak. We take heed of Members' view that the layout, while functionally sound on traffic ground, is less satisfactory in terms of accessibility to the South Apron waterfront. We have taken some time to explore means to optimise the layout of the

Task Force on Kai Tak Harbourfront Development

interchange in collaboration with Transport Department and Highways Department, while ensuring the road connections are still acceptable and safe. The following refinements are now proposed (see **Annex A**) -

- Lower the depressed road connecting CKR to Kai Fuk Road into a tunnel and merge in back to Kai Fuk Road eastbound. This enables the westbound at-grade lanes passing over the tunnel without a need to build flyovers;
- Replace the flyover connecting the realigned Kai Fuk Road to CKR with a tunnel to avoid visual intrusion;
- Delete the flyover connecting the realigned Kai Fuk Road to Kai Tak Tunnel;
- Delete the surface road around petrol filling station; and
- Shift the trunk road away from the waterfront to widen the promenade to 15m.

4. The optimised layout frees up a strip of the Kai Tak site originally planned with flyovers connecting CKR and Kai Fuk Road. Not only will the area be freed from visual intrusion of flyovers, decent landscaping is now feasible with potential for recreational use. The proposed layout is shown at **Annex B**.

REALIGNMENT OF ROAD L10 AWAY FROM THE WATERFRONT

5. The approved Kai Tak Outline Zoning Plan has incorporated a local road, Road L10, along the South Apron waterfront serving a row of development sites and the promenade. While the traffic in this local access road leading will be fairly low, we fully appreciate Members' view that sandwiching a road between the development sites and the promenade may not be the best from the perspective of activating the waterfront. After review, we have identified room to realign the road away from the waterfront to the back of the development sites and to integrate it with the other road connecting CKR. The refinement is as shown at **Annexes A and B**. This alternative arrangement will free up the channel side of the sites from road infrastructure, and the developments can interface and interact directly with waterfront promenade which is over 15m wide.

Task Force on Kai Tak Harbourfront Development

ACCESSIBILITY ALONG KAI TAK RIVER TO SOUTH APRON

6. We are also working on a direct pedestrian access along Kai Tak River to South Apron, which will have to overcome a number of road barriers (see **Annex C**) –

- proposed Road D2;
- Kai Tak Tunnel portal; and
- CKR.

7. The constraints posed by Kai Tak Tunnel and CKR are more onerous, since at-grade pedestrian crossing is not an option. Having reviewed the engineering scheme of the Kai Tak River, we consider that there is scope to enhance waterfront accessibility with a grade-separated pedestrian connection along the waterway. We will explore this pedestrian connection as part of the public engagement of Kai Tak River, which is scheduled to start in end 2010. A proposal will be submitted later to seek Members' advice.

ADVICE SOUGHT

8. Members are invited to note and comment on the proposed refinements described above.

Civil Engineering and Development Department
November 2010



Original layout of South Apron and proposed refinements



Refined layout of South Apron



Barriers for a Direct Access along Kai Tak River to South Apron