

Task Force on Kai Tak Harbourfront Development

For discussion
on 7 September 2010

TFKT/03/2010

Enhancement of Accessibility to Kai Tak Waterfront

PURPOSE

The purpose of this paper is to brief Members on issues related to accessibility and connectivity to the waterfront in the Kai Tak Development (KTD).

OVERVIEW

2. Kai Tak Development is the largest development area in Kowloon covering some 320 hectares including the former airport, some existing infrastructures and private developments adjoining Kowloon Bay and the waterfront of Ma Tau Kok and Kwun Tong. Existing road infrastructure includes the Kai Tak Tunnel and its approach road network. The proposed strategic transport infrastructure Route 6 comprising the proposed Central Kowloon Route (CKR), Road T2 and Tseung Kwan O - Lam Tin Tunnel will also pass through KTD with an interchange for connecting to the existing road network near the upstream end of the Kai Tak Approach Channel (KTAC). The approved Outline Zoning Plan (OZP) for Kai Tak is at **Annex A**.

3. The presence of existing and planned infrastructure and developments imposes physical constraints in planning for the connectivity and accessibility of the Kai Tak waterfront. The key constraints are illustrated in the plan at **Annex B**. We are committed to fine-tuning the design of some of the infrastructure works to further enhance the accessibility of the Kai Tak waterfront at the implementation stage. With the establishment of the dedicated Kai Tak Office under the Civil Engineering and Development Department in March this year, we have been critically reviewing the planning layout for these works. The following paragraphs describe the challenges and issues to be resolved before enhancement options could be formulated to address the accessibility and connectivity concerns.

Task Force on Kai Tak Harbourfront Development

RELOCATION OF ROADS AWAY FROM THE WATERFRONT AT THE FORMER RUNWAY

4. Through previous consultation with the Harbourfront Enhancement Committee, the relevant District Councils and the Legislative Council Panel on Development, we note that the public would prefer to relocate the roads along the former runway away from the waterfront, thereby releasing the waterfront areas for public enjoyment. We are actively exploring an option where the road serving developments at the former runway including the residential and commercial developments at the Runway Precinct, Tourism Node, the new Cruise Terminal and the Runway Park would run along a central boulevard, rather than along the waterfront.

5. Nonetheless, the following key issues arising from this option need to be addressed:

Constraints on alignment and levels

- a. at grade vehicular connections for the new Cruise Terminal, construction of which has already started for operation in mid-2013;
- b. underground infrastructure for the District Cooling System that coincides with the newly proposed road alignment at the centre of the former runway;

Environmental impacts

- c. vehicular noise impacts on residential developments at the Runway Precinct;
- d. air quality impacts from vehicular emissions;

Visual impacts

- e. visual impact on drivers, pedestrian and users of the adjacent planned developments arising from potential noise barriers and/or enclosure;

Task Force on Kai Tak Harbourfront Development

Other urban design considerations

- f. connectivity for pedestrian movement between developments and waterfront promenades across the road;
 - g. balancing the implications of building set-back against the desire to maximise the spaces available for providing waterfront promenade, while maintaining the development potential of the residential sites; and
 - h. providing an inviting and comfortable environment for pedestrian movements along the central boulevard.
6. We have engaged consultants with architectural, engineering and urban planning/design expertise to examine the above issues and prepare conceptual schemes and associated designs. We will consult Members when the conceptual schemes are available in the first half of 2011.

CONNECTIVITY OF KAI TAK RIVER TO THE WATERFRONT

7. According to the approved OZP, access from the Kai Tak City Centre (in particular the Kai Tak River) to the waterfront promenades at the former runway and South Apron follows the pedestrian route along the proposed Roads D2 and D3, as shown in **Annex C**. In response to the public aspiration for greater accessibility and connectivity to the waterfront, we are exploring the possibility for a more direct connection between Kai Tak River and the waterfront promenades at the former runway and South Apron. However, this would require overcoming physical constraints imposed by the layout of the proposed Road D2, the existing approach road connecting Kai Tak Tunnel (i.e. Kai Fuk Road) and the proposed road network of CKR. In addition, pedestrian safety and convenience have to be addressed at any road-crossing along the way, in view of the high traffic volume at the Kai Tak Tunnel and CKR.

8. Furthermore, according to the approved OZP, connection between the waterfront promenades along the former runway and the South Apron is limited by a 5m wide decking over the KTAC. Enhancement would have to be made to widen the connection, without causing implications under the Protection of the Harbour Ordinance.

Task Force on Kai Tak Harbourfront Development

We are actively studying the issues and plan to consult Members on the proposed arrangement as soon as the details are available.

ACCESSIBILITY AND CONNECTIVITY AT THE SOUTH APRON

9. The main function of Route 6 is to connect West Kowloon, East Kowloon and Tseung Kwan O, thus relieving traffic congestion on the existing east-west traffic corridors in Kowloon including Lung Cheung Road, Boundary Street, Prince Edward Road, Argyle Street, Waterloo Road, Gascoigne Road Flyover and Chatham Road North. The Highways Department commissioned consultants to review various alignment options for CKR including consideration of their impacts on the environment and traffic as well as connectivity with the existing road network. The review confirmed that a tunnel alignment running through Central Kowloon was preferred to other options.

10. Given the above, we are exploring refinements to the layout of road network and exploring opportunity to relocate Road L10 from the waterfront. This would require addressing the following issues:

- a. complying with all relevant road safety standards pertaining to the strategic road status for the interchange connecting CKR and Road T2 with existing roads;
- b. maintaining the required vehicular movements/connections between the strategic route with the local road network of KTD and its hinterland;
- c. maintaining appropriate segregation of local traffic on Road L10 from the through traffic on the strategic route including Road T2;
- d. maintaining pedestrian and vehicular segregation for extending any connection from the Kowloon Bay hinterland; and
- e. maintaining vehicular access for the Government, Institution or Community development sites along the waterfront at the South Apron.

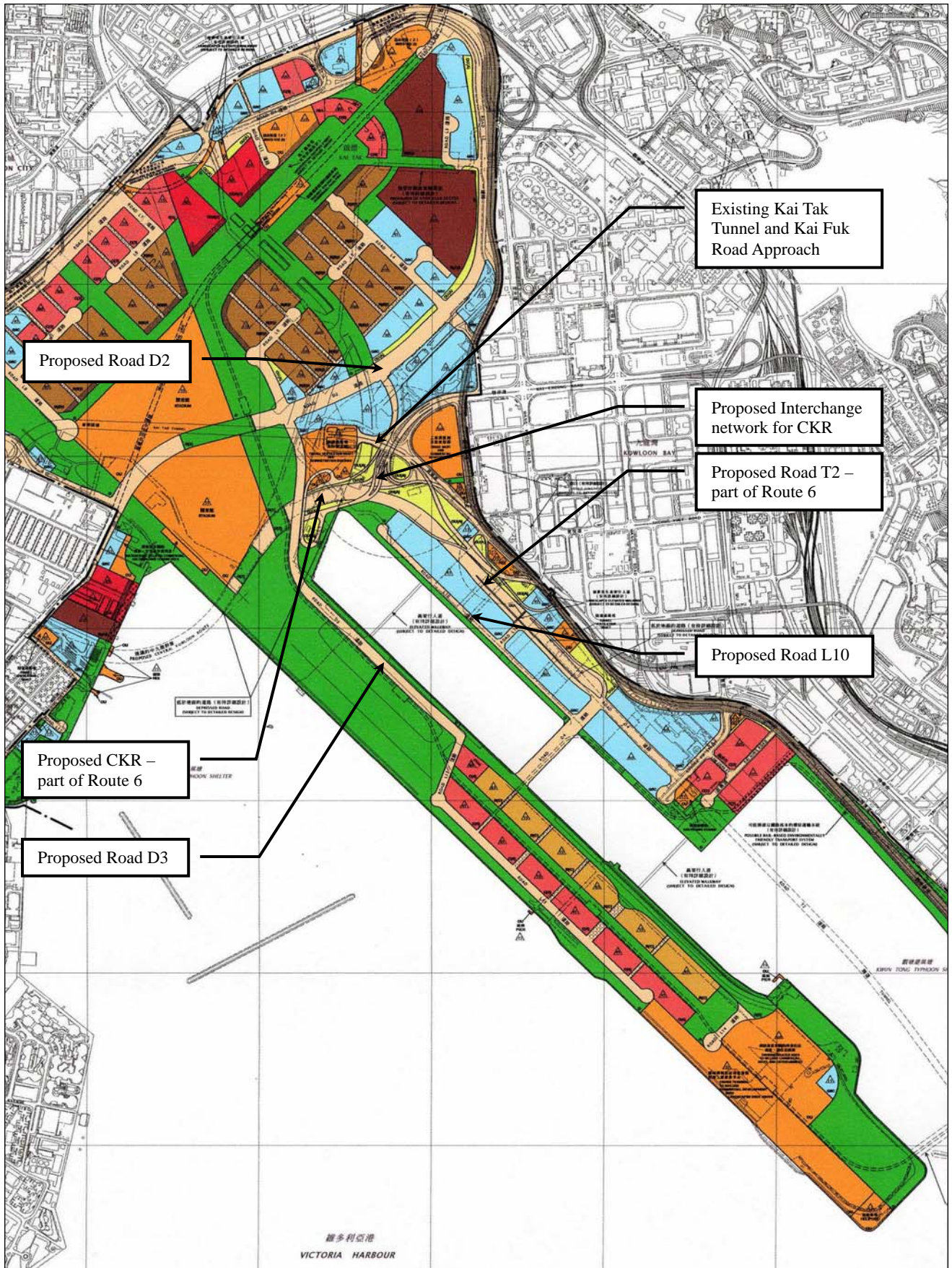
Task Force on Kai Tak Harbourfront Development

11. We are studying the issues as part of the review and design of the infrastructure for the South Apron and plan to consult Members on the proposed arrangement as soon as the details are available.

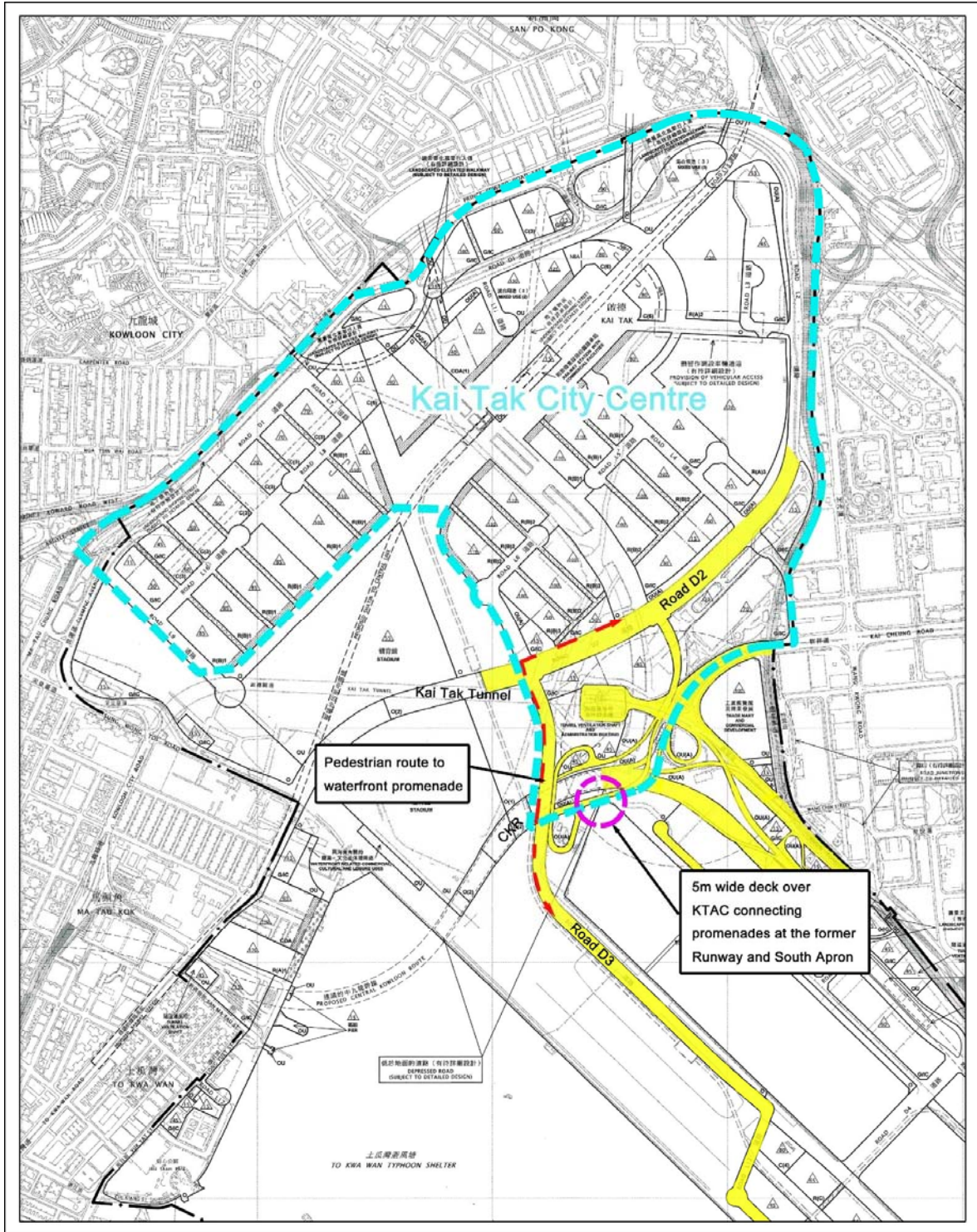
WAY FORWARD

12. We will continue our efforts to enhance accessibility and connectivity to waterfront promenades at KTD. Members are invited to note the issues described above.

**Civil Engineering and Development Department
September 2010**



Constraints on Accessibility and Connectivity to Kai Tak



Connectivity of Kai Tak River to waterfront