

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 16 May 2013

TFK/08/2013

Central Kowloon Route – Landscape Deck in Yau Ma Tei

PURPOSE

This paper seeks Member's view on preliminary proposals for designing the landscape deck of Central Kowloon Route (CKR) in Yau Ma Tei.

BACKGROUND

2. We started Phase 2 public engagement for CKR in early December 2012 to consult the public on the detailed design and construction arrangements for the project. The current layout plan of CKR is at **Annex 1**. In this regard, Highways Department (HyD) consulted the Harbourfront Commission on 7 January 2013. While Members generally accepted the need for the construction of CKR, they expressed concerns on the impacts of CKR on the waterfront in Yau Ma Tei as well as their effects on public enjoyment of the waterfront.

3. We then worked with the concerned departments to improve the design of CKR taking into account Members' comments and shared our initial ideas on these at an informal workshop held on 5 February 2013 attended by Members of the Task Force on Kai Tak Harbourfront Development and Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing. Members generally support the construction of a landscape deck at the western portal of CKR to cover a 250 m section of the mainline and the section of Hoi Wang Road between Yan Cheung Road and Lai Cheung Road to minimize the environmental impacts of the tunnel portal and enhance the landscape through extensive greening. Members also expressed clear preference to open the landscape deck for use by the public as amenity area and the provision of appropriate leisure facilities for this purpose. In addition, Members considered that the provision of facilities such as food and beverage outlets should be considered to enhance the vibrancy of the area. Members also pointed out that the landscape deck would form part of the pedestrian link in the area and therefore asked HyD to consider improving the connections between the landscape deck and the adjacent pedestrian

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

TFK/08/2013

networks. We have followed up on these comments and proposed the following improvements.

PROPOSED IMPROVEMENTS

4. The location of the landscape deck is shown at **Annex 2** and the photomontages are at **Annex 3**. The pedestrian connections to the landscape deck are as follows –

- (a) Connection 1 – the eastern end of the landscape deck will be connected to the open space on the western side of Ferry Street. The open space will then be connected to the existing urban area in Yau Ma Tei in the east through at-grade pedestrian crossings at the junction between Ferry Street and Kansu Street;
- (b) Connection 2 – the southern end of the landscape deck will be connected to the landscape deck covering the public transport interchange being constructed as part of the Express Rail Link (XRL) project;
- (c) Connection 3 – the northern end of the landscape deck will be connected to the existing ground level pedestrian facilities at the junction of Hoi Wang Road and Lai Cheung Road through a lift and a staircase; and
- (d) Connection 4 – the landscape deck will be connected to the proposed open space on the south of the CKR mainline and the west of Hoi Wang Road.

5. On a district-wide perspective, the landscape deck above the XRL public transport interchange is connected with the pedestrian facilities on the XRL West Kowloon Terminus and further south to the West Kowloon Cultural District. At the northern side, pedestrian can get access to the waterfront in Tai Kok Tsui through Hoi Wang Road, the Central Park and the pedestrian footbridges across Lin Cheung Road and West Kowloon Highway thus forming a pedestrian route connecting West Kowloon Cultural District in the south and the waterfront of Tai Kok Tsui in the north.

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

TFK/08/2013

6. On walking comfort, the landscape deck will have a gentle gradient below the desirable maximum gradient of 1 in 12 for ramps of footbridges and subways stipulated in the Transport Planning and Design Manual published by the Transport Department.

7. On walking experience, extensive greening will be implemented to improve the landscape. Recreation facilities (such as jogging tracks, playground and Tai Chi court) will be provided for use by the public. On vibrancy, we are discussing with the concerned departments on the need for provision of vibrancy elements on the landscape deck (such as food and beverage facilities). If necessary, we will build in appropriate support for providing these facilities including taking into account the loadings of these facilities in designing the deck structure and provisions for making utility connections.

WAY FORWARD

8. Through the Phase 2 public engagement completed in March 2013, we understand that the public and relevant DCs generally continue to support the implementation of CKR to relieve the traffic congestion at the major east-west corridors in central Kowloon and to cope with traffic demand arising on-going and future development. Various stakeholders had made feedbacks on the detailed design and construction arrangements. We will continue to engage with them on their feedbacks.

9. Public inspection of the Environmental Impact Assessment (EIA) report was conducted between 25 March 2013 and 23 April 2013. We will follow up the public comments on EIA report in accordance with the provisions of the Environmental Impact Assessment Ordinance (Cap 499). We anticipate that the EIA process will be completed within this year. We currently target to gazette the CKR project under the Roads (Works, Use and Compensation) Ordinance within this year as scheduled. Subject to completion of the statutory procedures and obtaining funding approval from Legislative Council, construction is scheduled to start in 2015 for completion in 2020.

10. On the interfaces between CKR and the waterfront in Yau Ma Tei, we have refined the design of the works of CKR taking into account the comments made by Members of the Harbourfront Commission and the concerned task forces and reported the outcome as a series of preliminary

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

TFK/08/2013

proposals in the foregoing paragraphs. These proposals are largely conceptual in relation to the landscaping, pedestrian facilities and vibrancy elements. As these components will be constructed in the latter parts of the construction cycle, there should be ample opportunity to further develop the design of these elements and in the coming years. We will continue to consult the Harbourfront Commission at key stages of the design development.

ADVICE SOUGHT

11. Members are invited to comment on preliminary proposals for designing the landscape deck of CKR in Yau Ma Tei.

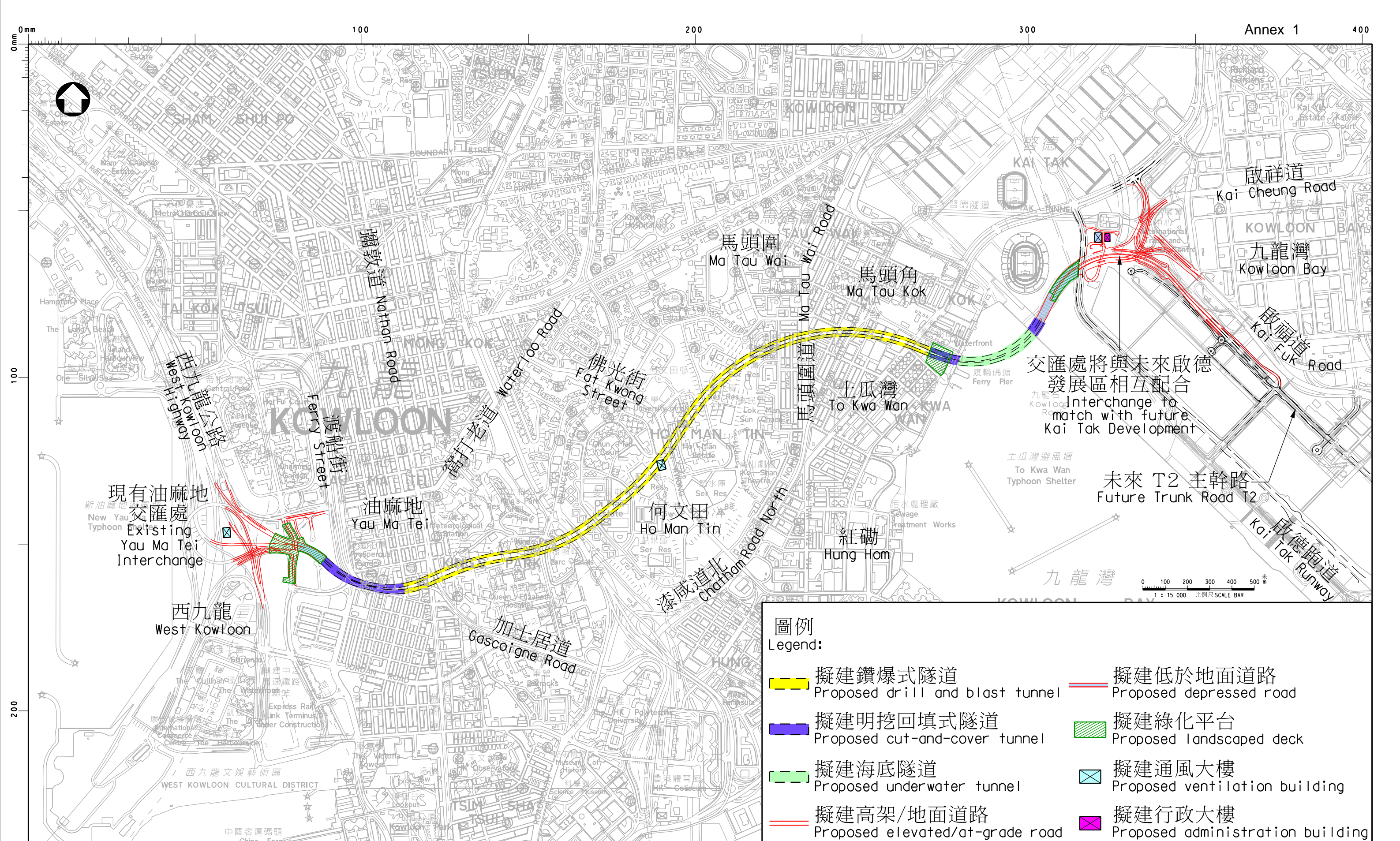
**Major Works Project Management Office
Highways Department
May 2013**

Attachments

Annex 1 – General layout

Annex 2 – Pedestrian connections to the landscape deck in Yau Ma Tei


Annex 3 – Photomontages of landscape deck

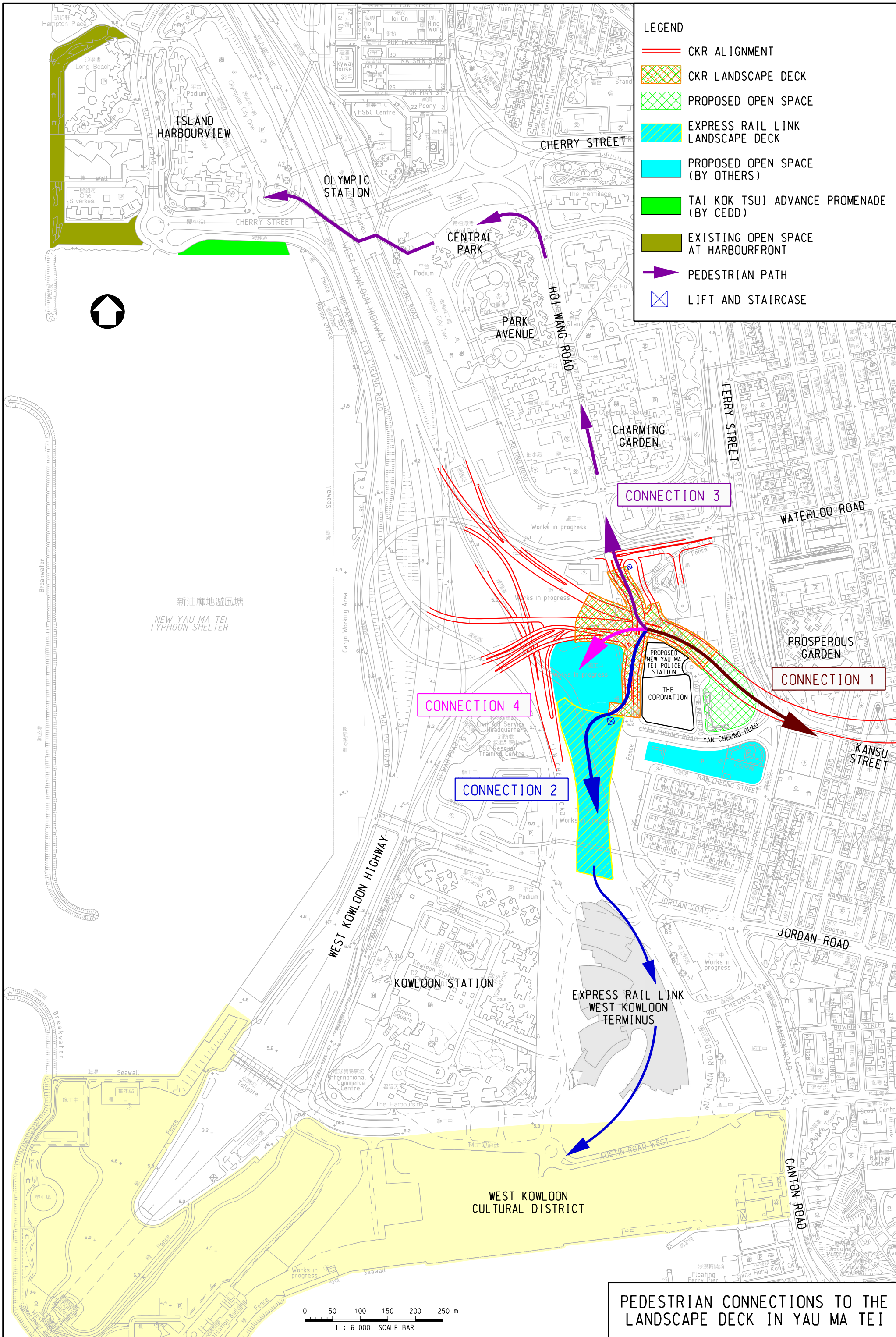


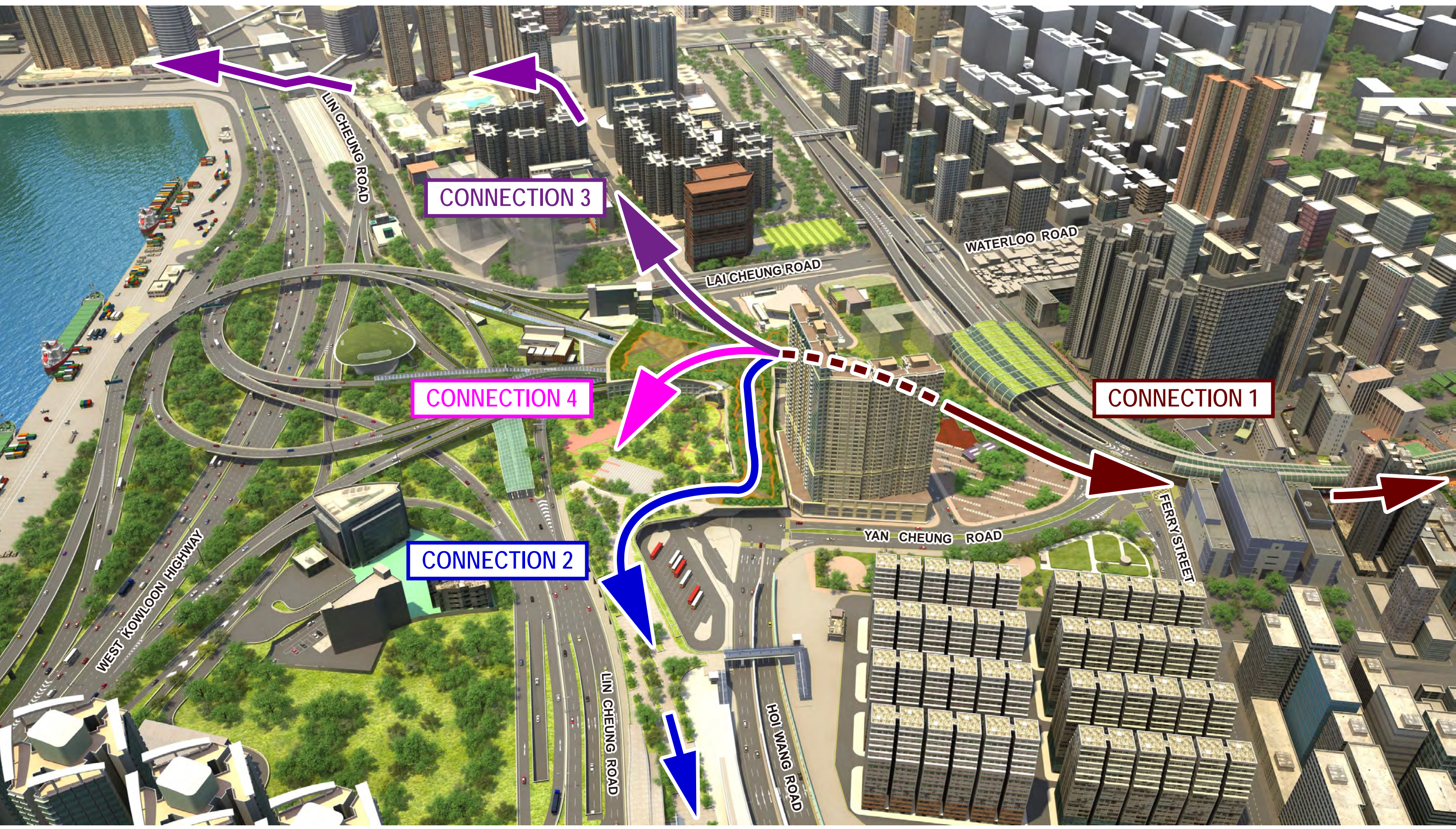
圖例 Legend:

- 擬建鑽爆式隧道 Proposed drill and blast tunnel
- 擬建明挖回填式隧道 Proposed cut-and-cover tunnel
- 擬建海底隧道 Proposed underwater tunnel
- 擬建高架/地面道路 Proposed elevated/at-grade road
- 擬建低於地面道路 Proposed depressed road
- 擬建綠化平台 Proposed landscaped deck
- 擬建通風大樓 Proposed ventilation building
- 擬建行政大樓 Proposed administration building

圖則名稱 plan title
中九龍幹線 - 總平面圖
 Central Kowloon Route - General layout plan

設計 designed	SIGNED	繪圖 drawn	SIGNED	圖則編號 plan no.	比例 scale
Y.C.FUNG	18/12/12	W.L.LAM	18/12/12	HMW6461TH-SK0399	1:15000
覆核 checked	SIGNED	批准 approved	SIGNED	© 版權所有 COPYRIGHT RESERVED	
Y.C.FUNG	18/12/12	C.L.LEUNG	18/12/12	 HIGHWAYS DEPARTMENT HONG KONG 路政署	
主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE					







Olympic MTR Station

Express Rail Link
Public Transport
Interchange

Connected to Landscape Deck of
Express Rail Link Public Transport
Interchange

Airport Express
Station

Austin Station

Express Rail Link
West Kowloon
Terminus

West Kowloon
Cultural District