

Task Force on Kai Tak Harbourfront Development

For information
on 3 Aug 2011

TFKT/14/2011

“Building our Kai Tak River” Public Engagement Progress and Public Views Collected

PURPOSE

This paper aims to inform Members of the latest progress and major public views collected regarding the public engagement exercise (PEE) for “Building our Kai Tak River”.

BACKGROUND

2. The existing Kai Tak Nullah is about 2.4km in length. It is one of the major flood relief waterways in the East Kowloon area that flows from Wong Tai Sin and passes through Kai Tak Development (KTD) area before discharging into Victoria Harbour. With the continuous improvement of water quality in recent years, many members of the public refer to the waterway as “Kai Tak River (the River)” rather than Kai Tak Nullah. There is a general desire to revitalise the nullah into a distinguishing green river and townscape feature. The location plan of the River is at **Annex**.

3. Taking the opportunity of implementing improvement works at the River, we have been engaging the public on the planning and design of the land use for the River. Our vision is to make the River an attractive green river corridor through urban areas, which will provide space for leisure and public activities serving the community while meeting the needs for flood protection and traffic improvement.

PUBLIC ENGAGEMENT EXERCISE

4. The Civil Engineering and Development Department, in

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collaboration with the Drainage Services Department and the Planning Department, has conducted a two-stage PEE to gauge the public's views on the design of the River.

Stage 1 Public Engagement Exercise

5. Stage 1 PEE aims to raise public awareness on the River improvement works and the general design principles for the works. In late 2010, we started off the Stage 1 PEE by consultation with Kowloon City District Council (DC), Wong Tai Sin DC, Kwun Tong DC, the Town Planning Board and this Task Force¹ on the skeleton of the PEE and the River improvement works. We conducted two public engagement workshops on 11 and 18 December 2010, which were well attended by some 80 participants.

6. The following are the mainstream views collected through the Stage 1 PEE –

- (a) On the basis that the prime objective of the River is for flood relief, the fundamental design principle is to provide a green river corridor and open space for public enjoyment;
- (b) The River should act as a landscape axis linking the old districts and KTD area to promote their integration;
- (c) The River should be kept open as far as possible, yet minimal decking for pedestrian access and river maintenance may be allowed when necessary;
- (d) An appropriate design approach should be adopted for linking together the existing and the planned open spaces along the River, such as Morse Park, Nga Tsin Wai Village and Station Square, etc.;

¹ Paper No. KT/04/2010 entitled "Building our Kai Tak River" Public Engagement

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- (e) The design approach should be compatible with the cultural heritage resources, such as preservation of the remnants of Lung Tsun Stone Bridge;
- (f) Accessibility to and continuity of access along the River are equally important such that the public can enjoy a leisurely riverside walk;
- (g) Adequate access points across the River should be provided lest the River becomes an obstacle to the riverside development; and
- (h) Suitable facilities such as viewing platform, water feature and historical, cultural and environmental friendly display, etc. should be incorporated at the riverside where appropriate.

Stage 2 Public Engagement Exercise

7. Stage 2 PEE aims to build consensus among the public on the landscape design approaches of the River and the facilities along the riverside so as to provide a basis for the design of the River improvement works.

8. We conducted a public engagement workshop on 25 June 2011, which was well attended by some 60 participants. At the workshop, the participants were invited to express their views on the landscape design approaches with reference to the outcome of the Stage 1 PEE listed in paragraph 6 above. We collected the following mainstream public views at the workshop –

- (a) Fencing of the Morse Park at its interface with the River should be removed for enhancing accessibility and integration with the River;

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- (b) Continuity of access along the River should be enhanced in particular at the Nga Tsin Wai Village and the Tung Tau Estate;
- (c) The proposed pedestrian subway across Prince Edward Road East to enhance connectivity and accessibility along the River is supported by the majority of the participants;
- (d) A vibrant ambience would be more compatible with the Kai Tak Gateway and the Station Square whereas a tranquil ambience would be more suitable for the Grid Neighbourhood;
- (e) Space should be allowed at Station Square to cater for large pedestrian flow;
- (f) There are flyovers and tunnel structures at the Estuary Area, where the development is highly constrained by these structures and will be different from the other areas along the River. An architectural feature should be provided at the Nearshore Area to demarcate the very different uses and ambience in the Estuary Area; and
- (g) A direct pedestrian access should be provided to the Estuary Area.

9. The public were welcome to furnish us with their views by completing a questionnaire available at our website, www.ktd.gov.hk, till 31 July 2011, the end of Stage 2 PEE.

WAY FORWARD

10. We are preparing a summary of the views collected through the PEE. We will brief the major stakeholders, including Kowloon City DC, Wong Tai Sin DC and Kwun Tong DC on the outcome of the PEE, tentatively in September 2011.

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11. The outcome of the PEE would be taken into account in formulating the future landscape design of the River improvement works.

CONCLUSION

12. Members are invited to note the latest progress and major public views collected regarding the PEE.

**Civil Engineering and Development Department
July 2011**

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