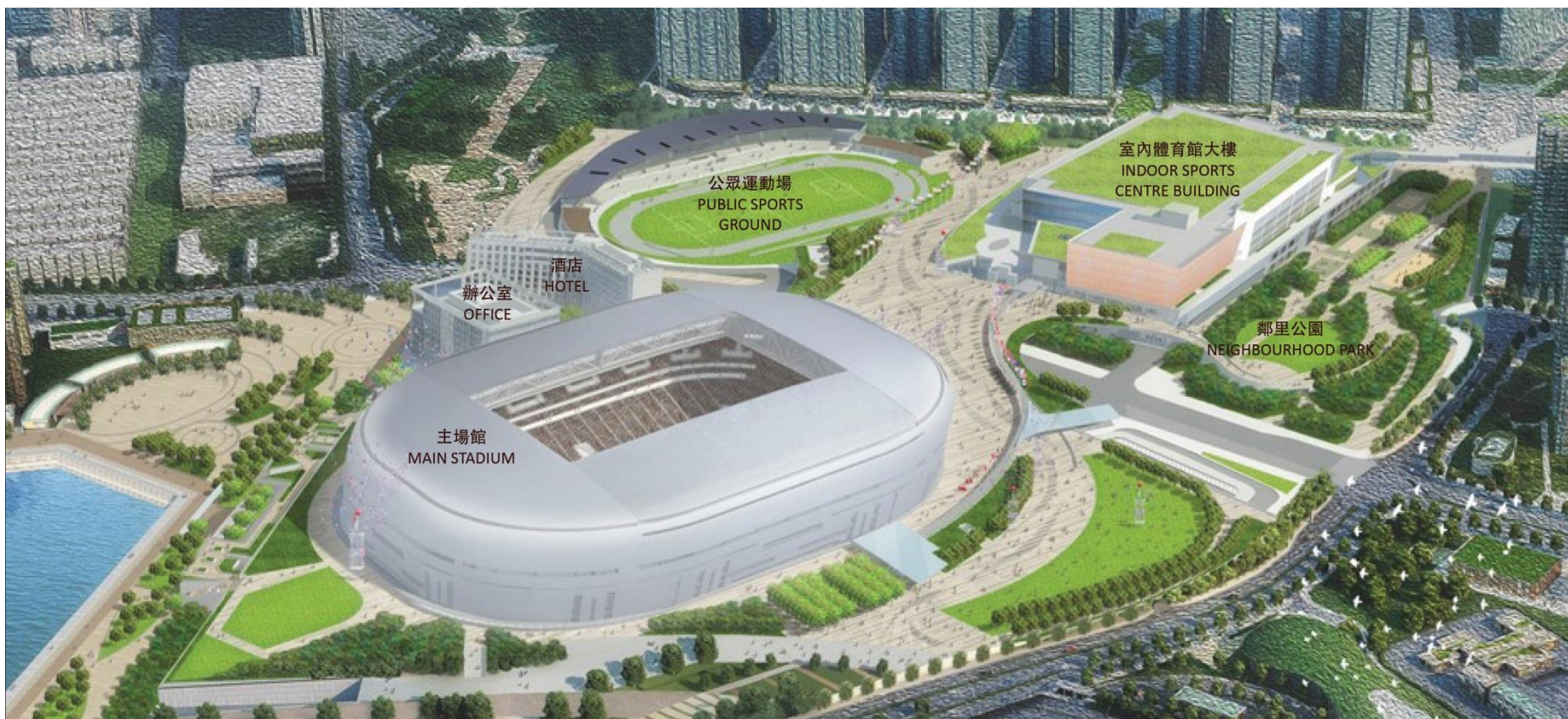


Kai Tak Sports Park Proposed Temporary Works Areas



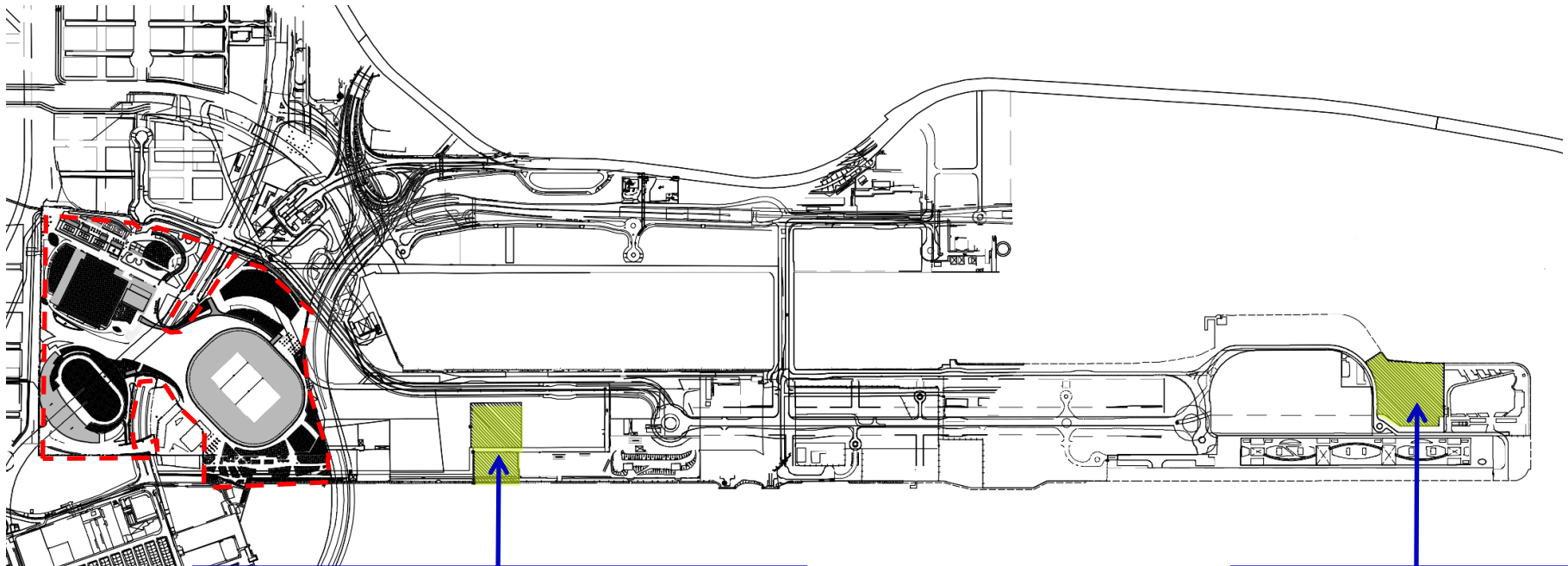
Background

Members' comments on the proposed temporary works areas at the meeting on 1 Nov 2017:

- (i) the proposed temporary turf nursery might deprive the potential for opening up the site for public enjoyment of harbourfront**
- (ii) the Sports Park project should share use barging facilities with nearby works projects**
- (iii) the feasibility of providing temporary barging facility within the project site**
- (iv) implications if the proposed temporary works areas are not available**

Proposed temporary works areas

Comparison of Previous and Current Proposals



Barging facility - same in location as in previous proposal but change from dedicated use to share use in current proposal

Turf nursery in previous proposal removed from current proposal

Shared use of barging facilities

- MTR Shatin to Central Link (SCL)
 - Central Kowloon Route (CKR)
 - Kai Tak Sports Park (KTSP)
 - Road D3 (Metro Park Section)
 - New Acute Hospital (NAH)
 - any other new projects*
- } operator of respective barging facility
- } share use of barging facilities operated by SCL, CKR and KTSP

Note: * subject to capacity of the barging facilities

Shared use of barging facilities

Indicative programmes of projects

Item No.	Project Title	2018	2019	2020	2021	2022	2023	2024	2025			
1	Central Kowloon Route	[Green bar from 2018 to 2025]										
		[Yellow bar from 2018 to 2022]										
2	Kai Tak Sports Park		[Green bar from 2019 to 2023]									
			[Yellow bar from 2019 to 2022]									
				[Blue bar from 2020 to 2022]								
3	Road D3 (Metro Park Section) [#]		[Green bar from 2019 to 2024]									
			[Yellow bar from 2019 to 2022]									
4	New Accute Hosiptal		[Green bar from 2019 to 2024]									
			[Yellow bar from 2019 to 2021]									
5	Shatin to Central Link	[Green bar from 2018 to 2021]										
		[Yellow bar from 2018 to 2021]										

Legends:

- Indicative Construction Programmes
- Use of the Barging Facilities for Disposal of C&D Materials
- Use of the KTSP Barging Facility for Delivery of Prefabricated Units

Expiry of CKR
Barging Point*

Expiry of KTSP
Barging Point

Notes: 1. The construction and disposal/delivery programmes are subject to many factors and are provided for reference only.

* Extension or relocation may be required subject to land availability and KTTF's agreement.

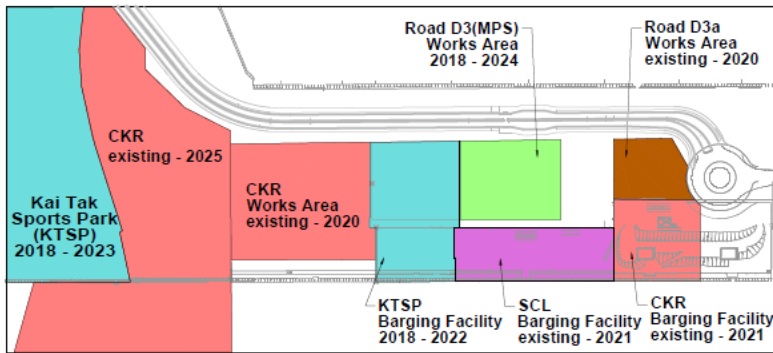
Programme subject to gazettal procedure and funding approval. Commissioning of Road D3(MPS) targeted for 2021/22.

Shared use of barging facilities

Year-by-year position of works sites and works areas

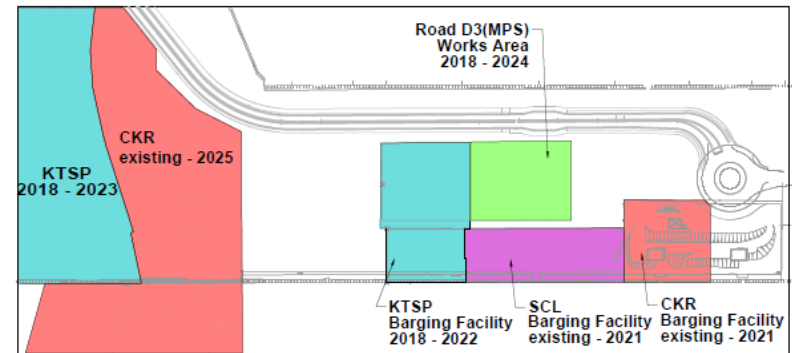
2019 & 2020

Commencement of KTSP
Commencement of Road D3 (MPS) Works Area



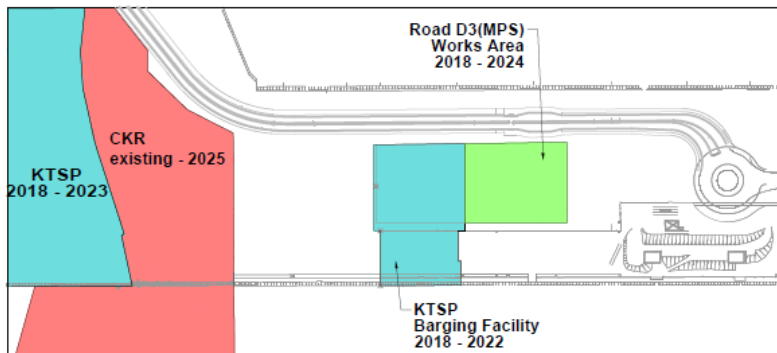
2021

Expiry of CKR and Road D3a Works Areas



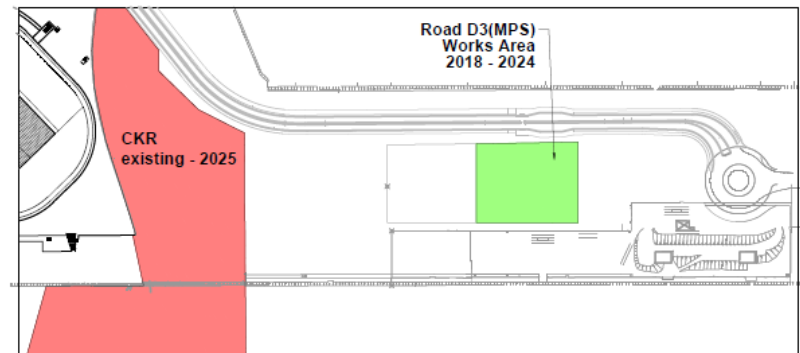
2022

Expiry of SCL and CKR Barging Facilities



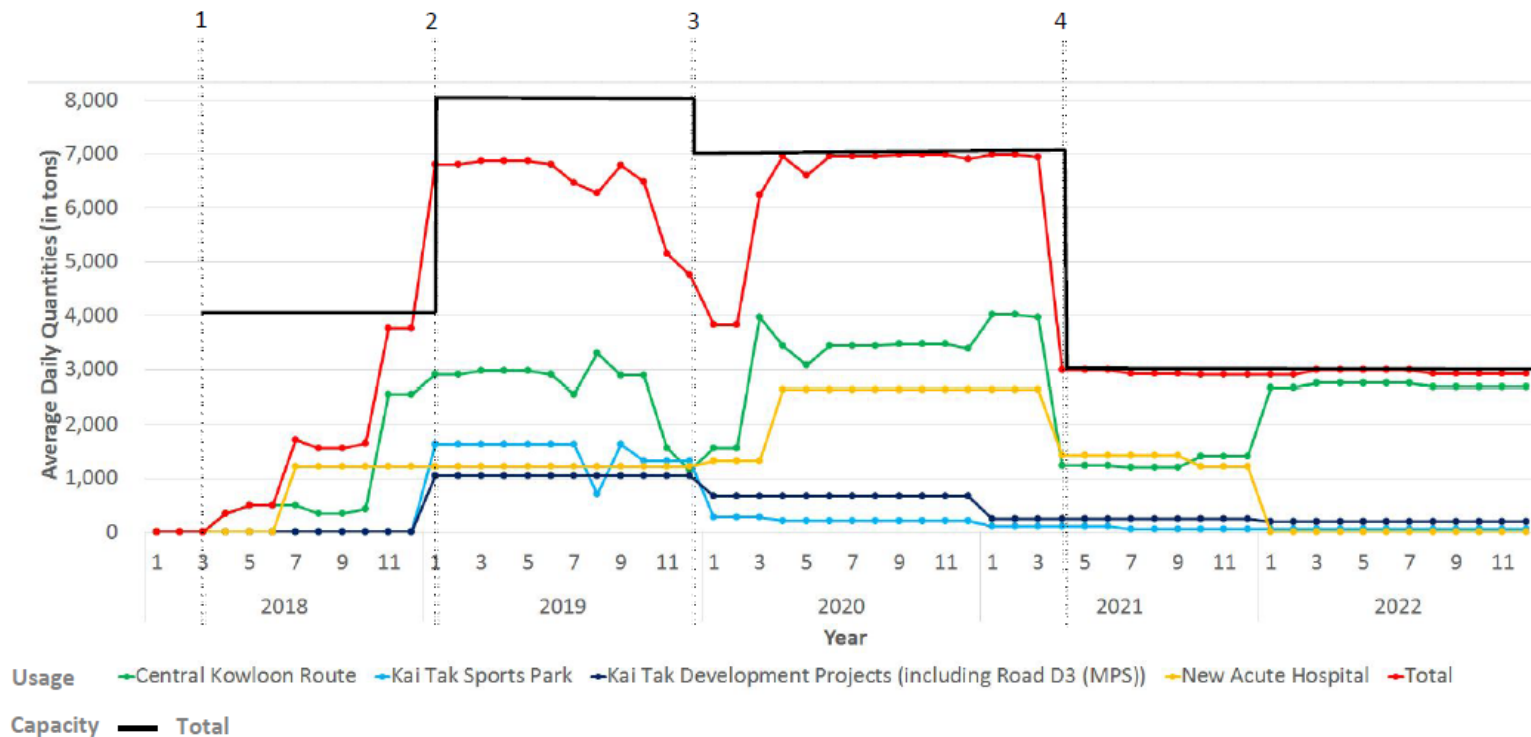
2023

Completion of KTSP
Expiry of KTSP Barging Facility



Shared use of barging facilities

Capacity and usage of barging facilities for disposal of C&D Materials



Notes on capacity of barging facilities for disposal of C&D materials:

1. Operation of the CKR barging facility. Capacity is 4,000 tonnes/day.
2. Operation of the CKR and KTSP barging facilities. Total capacity is 8,000 tonnes/day.
3. The KTSP barging facility also uses for delivery of prefabricated units. Total capacity is reduced to 7,000 tonnes/day.
4. Expiry of the CKR barging facilities. Capacity is reduced to 3,000 tonnes/day.

Barging facility within site is not possible





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Kai Tak Sports Park
A Sports Park for the People of Hong Kong

Barging facility is essential to serving the best public interest

Early public enjoyment of Kai Tak harbourfront

- Kai Tak Sports Park provides over 1.5 hectares of harbourfront promenade in the Dining Cove area
- Kai Tak Sports Park provides key connection between MTR stations and major public interchanges and the harbourfront areas on its south
- Kai Tak Sports Park provides part of the Greenway Phase 1, which is scheduled for public enjoyment in 2023

Barging facility is essential to serving the best public interest

Without the barging facility:

- delay public enjoyment of the harbourfront Dining Cove provided by the Sports Park project by at least 12 months
- delay connection between key transport hub and population nodes in the north and the harbourfront in the south by at least 12 months
- delay public enjoyment of continuous Greenway Phase 1 by at least 12 months
- cause traffic congestion, air and noise pollution by 12,000 truck trips for C&D materials and 13,000 truck trips for precast units in the thirteen districts between the site and the destination of C&D materials; and the import points of precast units



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THANK YOU