



路政署 主要工程管理處

**Major Works Project Management Office
Highways Department**



中九龍 幹線
Central Kowloon Route

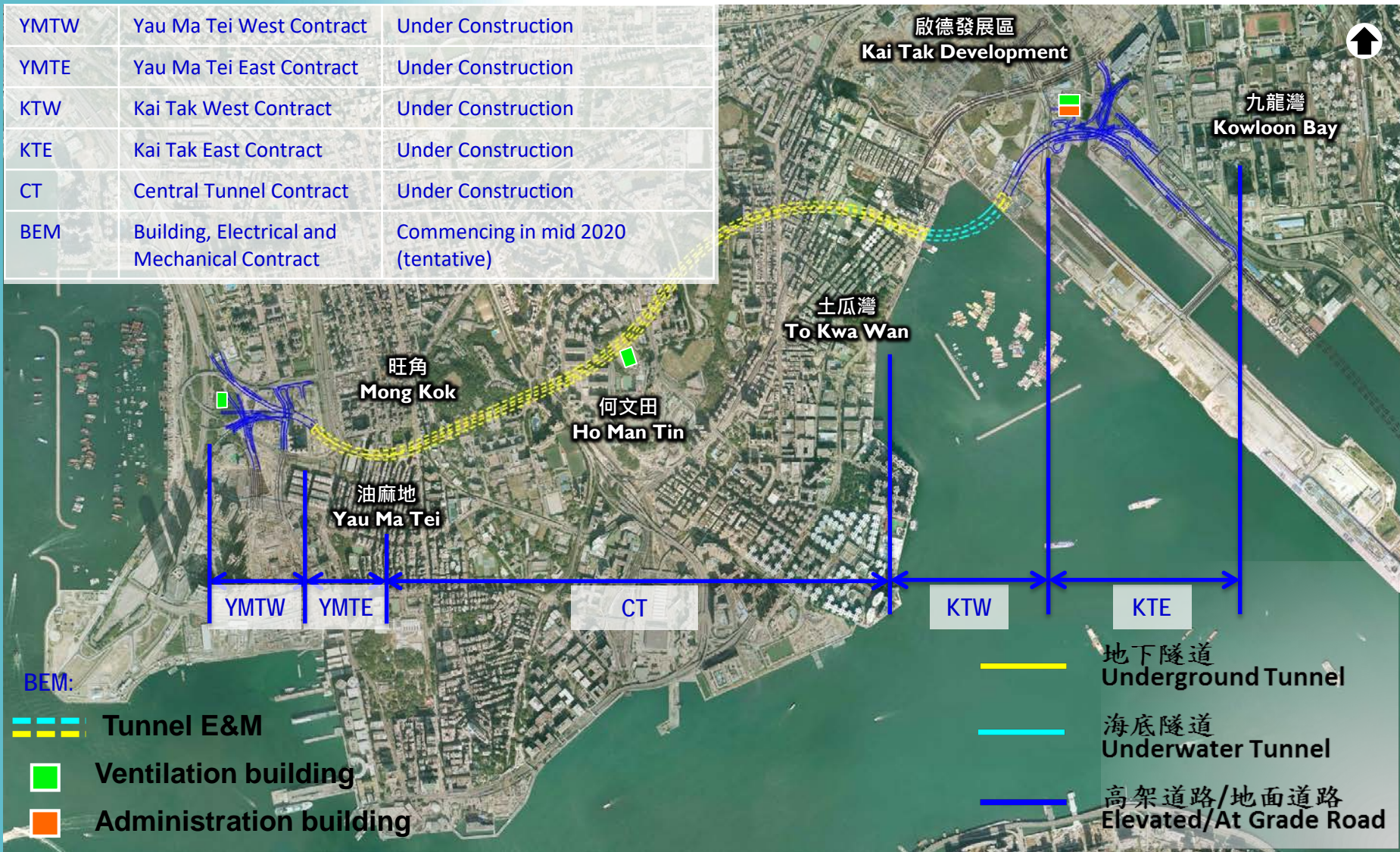
**Task Force on Kai Tak
Harbourfront Development**

**Central Kowloon Route
Proposed Arrangement of Works Areas at
Kai Tak Development Area**

11 September 2019

Current Status of Central Kowloon Route (CKR)

YMTW	Yau Ma Tei West Contract	Under Construction
YMTE	Yau Ma Tei East Contract	Under Construction
KTW	Kai Tak West Contract	Under Construction
KTE	Kai Tak East Contract	Under Construction
CT	Central Tunnel Contract	Under Construction
BEM	Building, Electrical and Mechanical Contract	Commencing in mid 2020 (tentative)



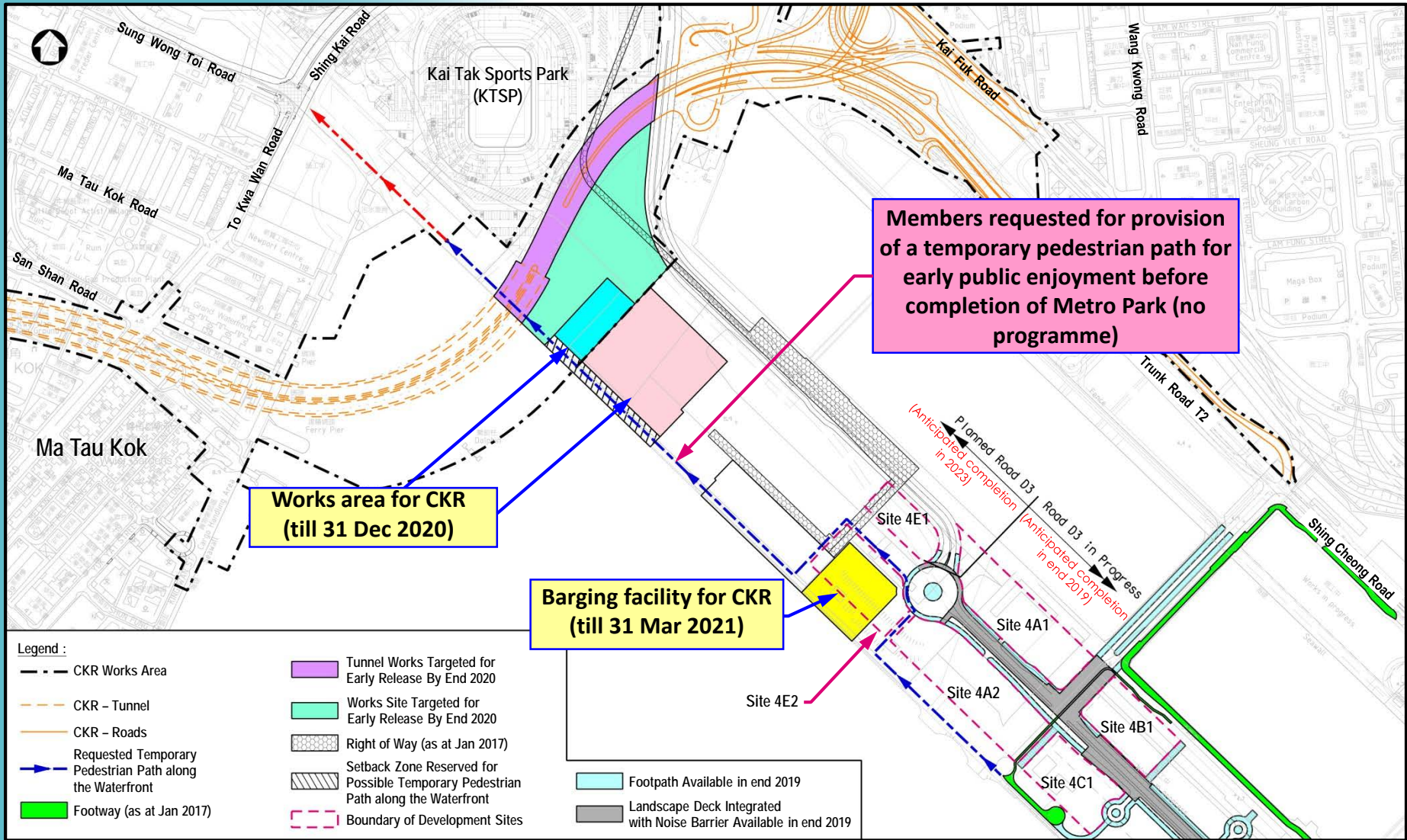
BEM:

-  Tunnel E&M
-  Ventilation building
-  Administration building

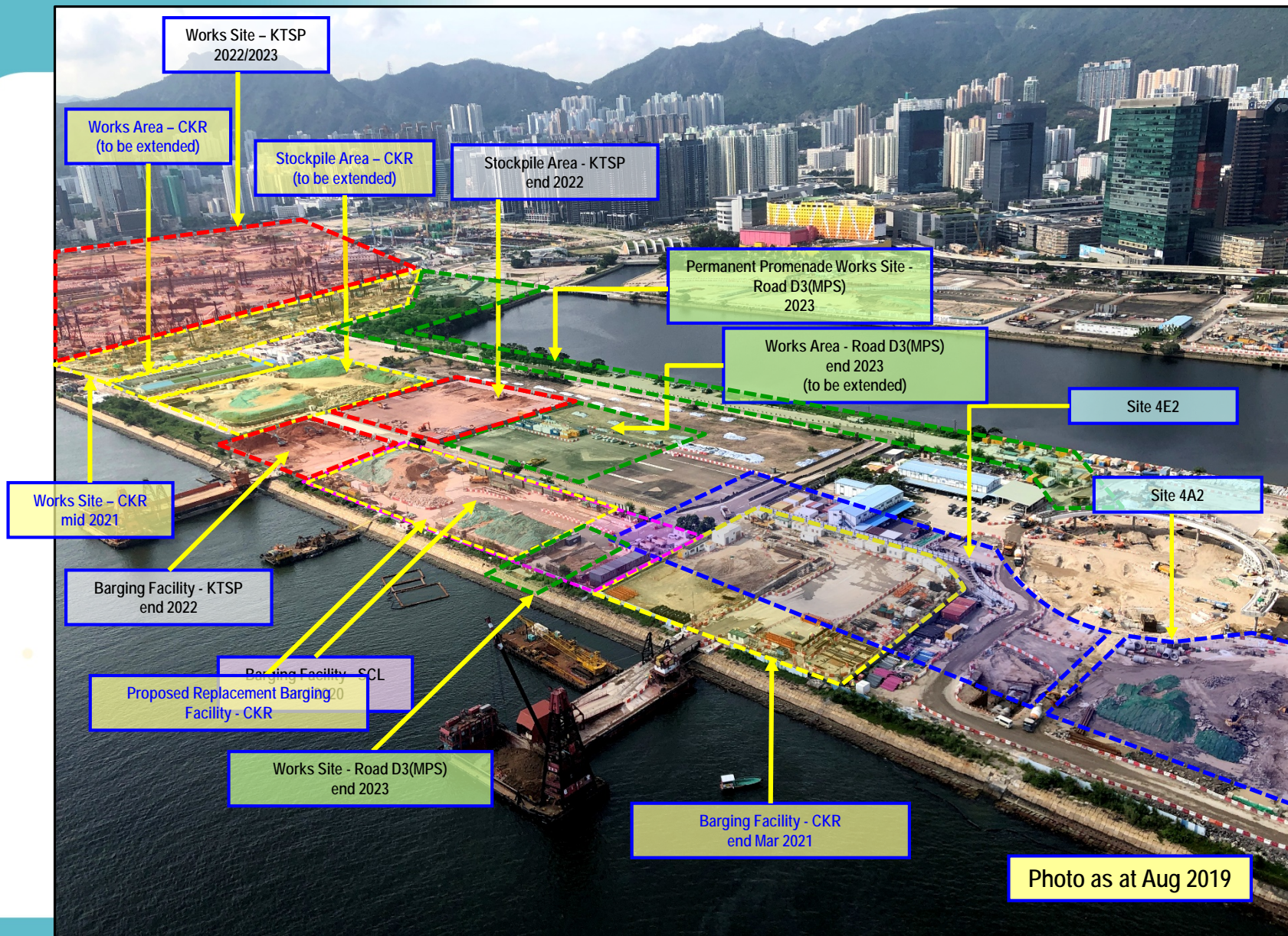
-  地下隧道
Underground Tunnel
-  海底隧道
Underwater Tunnel
-  高架道路/地面道路
Elevated/At Grade Road

◆ Road Commissioning in Q4 2025

KTTF Endorsement in Previous Meeting on 13 January 2017



Updated Overview of Works at Waterfront



Need for Extension of Works Area and Barging Facility

Traffic Impact

- Enables marine transport
- Minimize traffic impacts to local road network

Environmental Impact

- Re-use of excavated rock and soil
- Alleviate fill bank capacity
- Public Filling Committee's request on maximising use of marine transport
- Enables cross-boundary disposal



Barging Facility and Works Area

The greater benefit of the public

Current Programme of Projects with Works Areas at Former Kai Tak Runway

Item No.	Project Title	2018	2019	2020	2021	2022	2023	2024	2025	
1	Central Kowloon Route	Indicative Construction Programmes (Green bars)								
		Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)								
2	Kai Tak Sports Park	Indicative Construction Programmes (Green bars)								
		Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)								
		Use of the KTSP Barging Facility for Delivery of Prefabricated Units (Blue bars)								
3	Road D3 (Metro Park Section)	Indicative Construction Programmes (Green bars)								
		Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)								
4	New Accute Hosiptal	Indicative Construction Programmes (Green bars)								
		Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)								
5	Shatin to Central Link	Indicative Construction Programmes (Green bars)								
		Use of the Barging Facilities for Disposal of C&D Materials (Yellow bars)								

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 existing CKR Barging Point

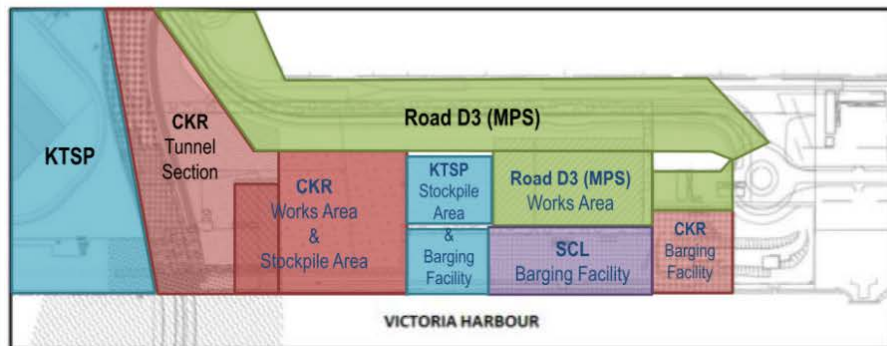
Expiry of existing KTSP barging point

Expiry of proposed CKR Barging Point

Sequence Diagram by Year of Works Sites and Works Areas

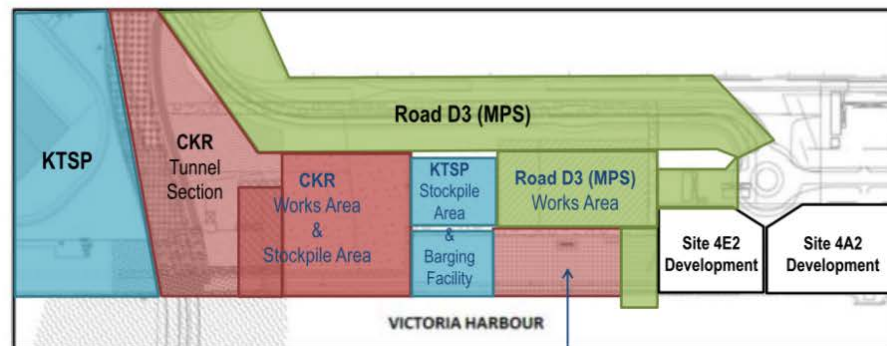
2019-2020

Expiry of CKR & SCL Barging Facilities



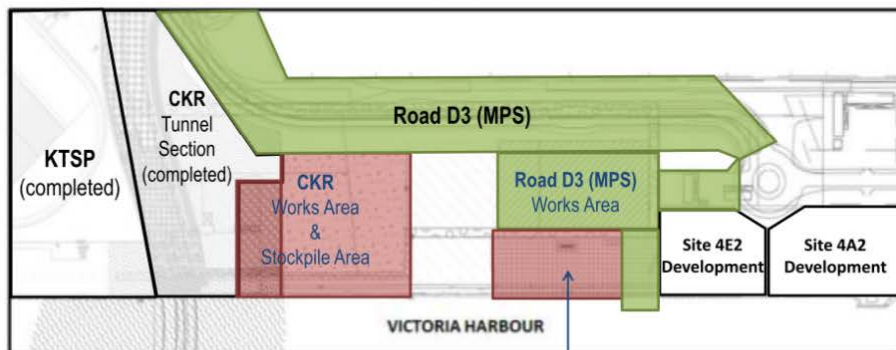
2021-2022

Proposed Extension of CKR Works Areas and Relocation of Barging Facility



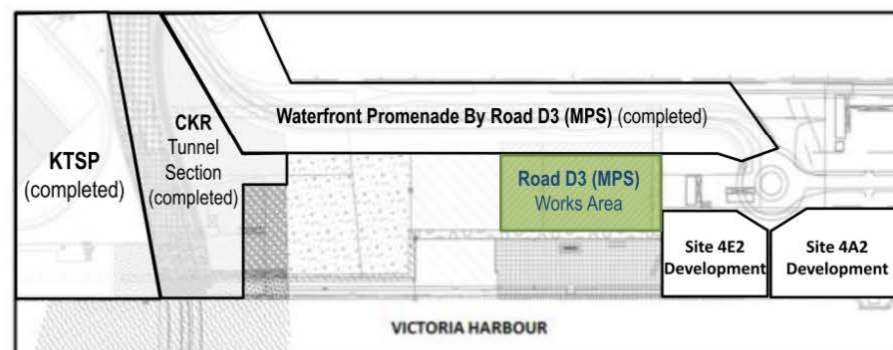
CKR
Proposed Replacement
Barging Facility

2023

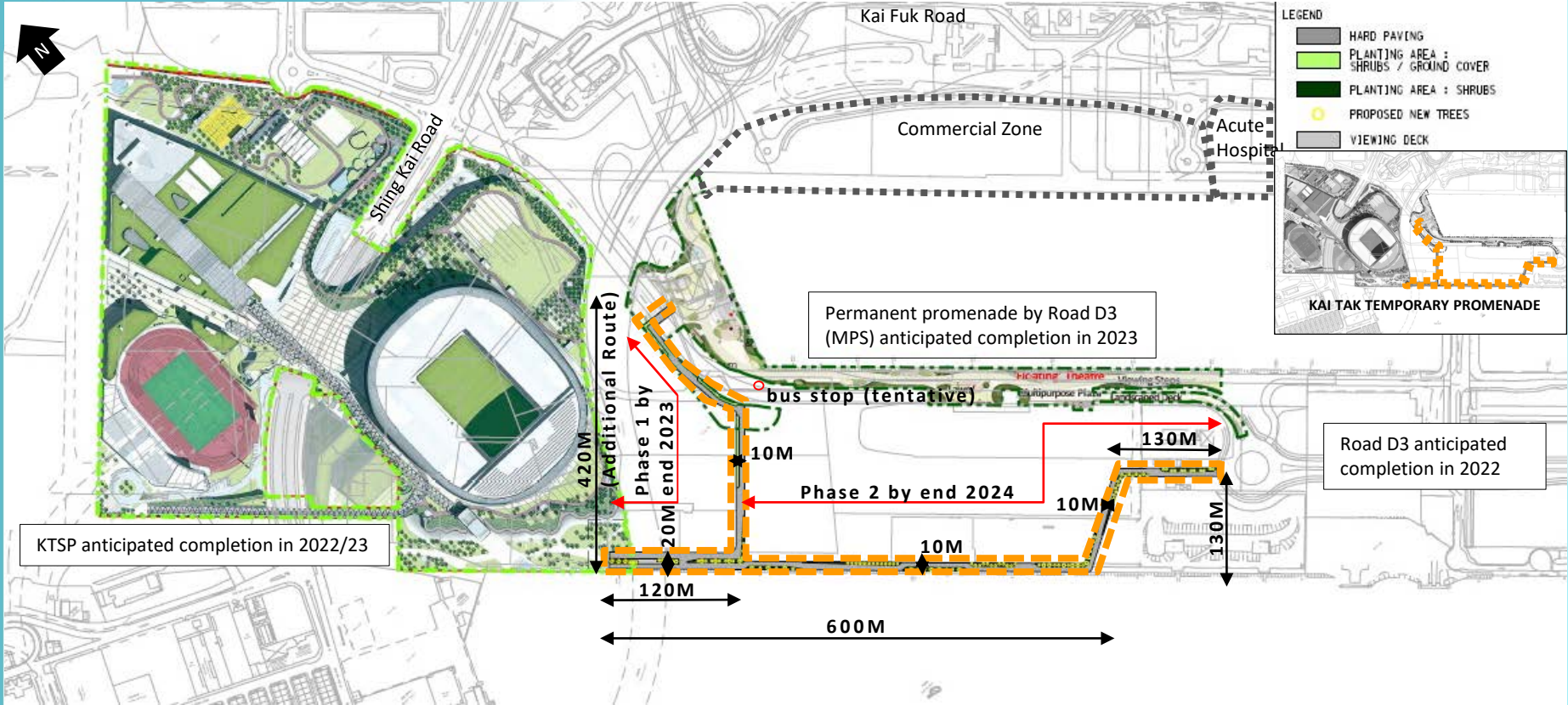


CKR
Proposed Replacement
Barging Facility

2024

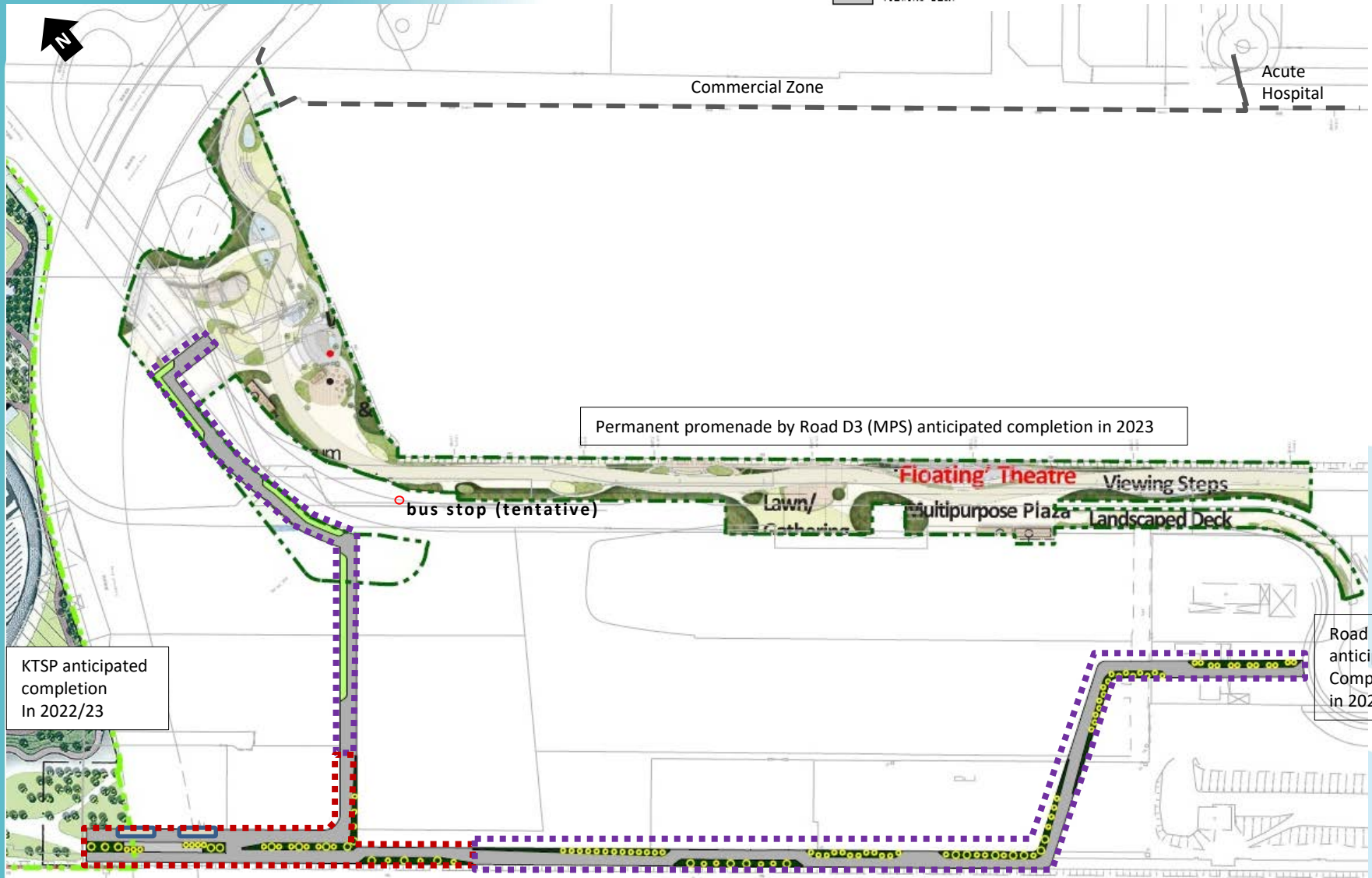


Kai Tak Temporary Promenade – Concept Master Plan



Kai Tak Temporary Promenade – Zoning Principle

- LEGEND
- HARD PAVING
 - PLANTING AREA : SHRUBS / GROUND COVER
 - PLANTING AREA : SHRUBS
 - PROPOSED NEW TREES
 - VIEWING DECK
 - Primary Passive Zone (Multi-Function Check Point)
 - Secondary Passive Zone

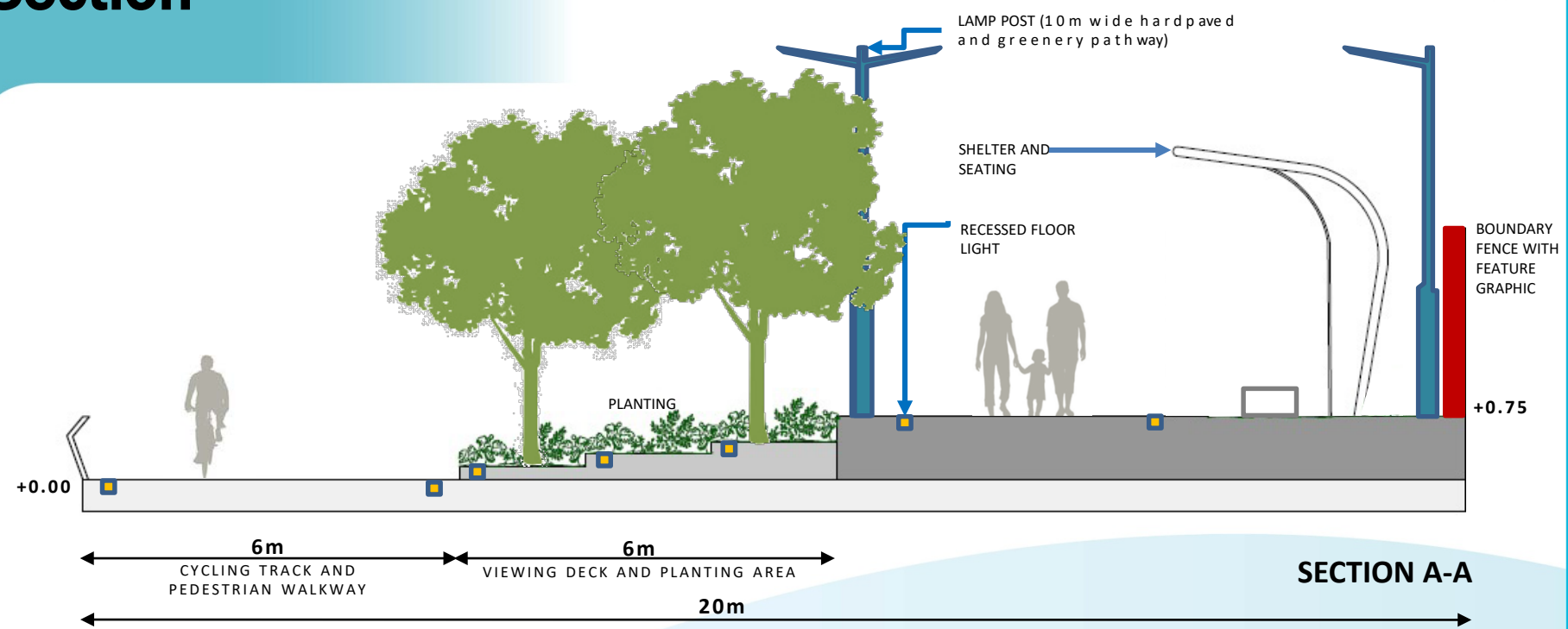


KTSP anticipated completion in 2022/23

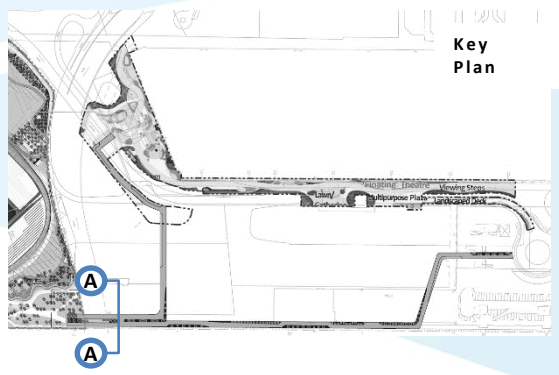
Permanent promenade by Road D3 (MPS) anticipated completion in 2023

Road D3 anticipated Completion in 2022

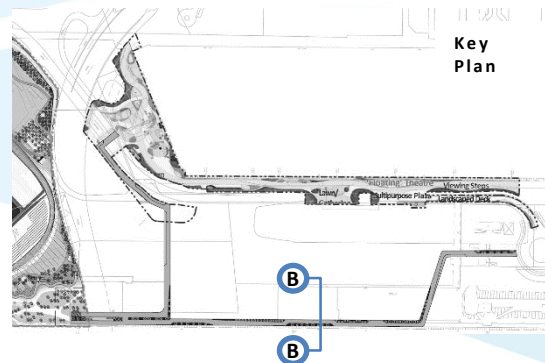
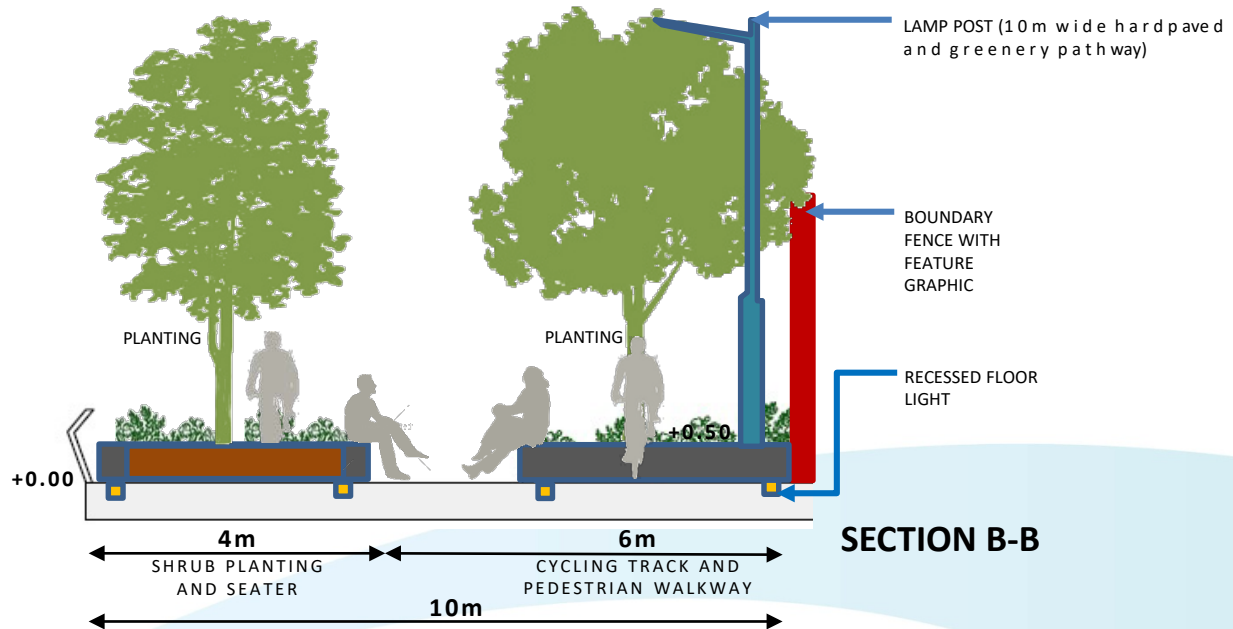
Kai Tak Temporary Promenade – Section



SECTION A-A



Kai Tak Temporary Promenade – Section



Kai Tak Temporary Promenade – Design Theme

Design Control and Guidelines for Kai Tak Promenade

sustainable connectivity

Provide a continuous greenway along Kai Tak harbourfront maximizing connections between focal points such as Kai Tak Sports Park and promenade by Road D3

Vibrancy and visibility

early public enjoyment

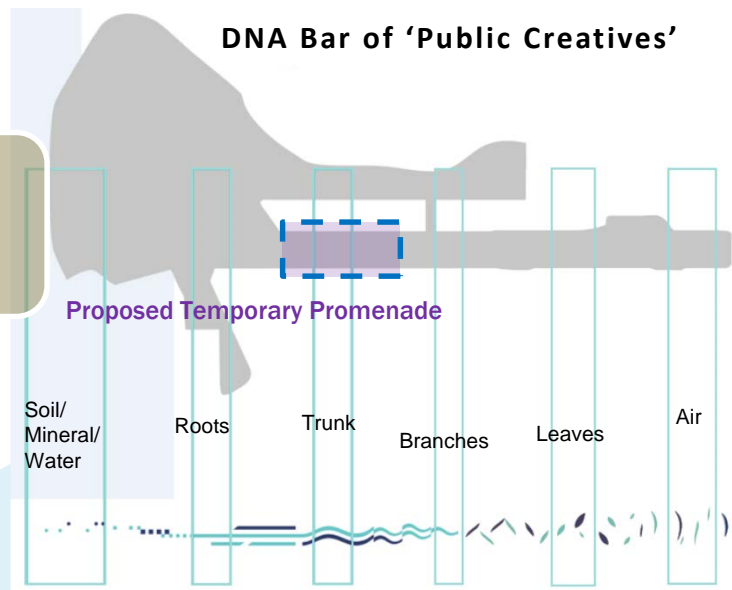
Provide a 10m wide hard paved and greenery pathway at the harbourfront to be shared-use by cyclists and pedestrians before completion of Metro Park

flexibility to align with Metro Park's design

Provide a simple and coherent design accordance to the "Design Control & Guidelines for Kai Tak Promenade" for future development of Metro Park

Provide a 20m wide multi function check point with seating, shelter and viewing deck along the harbourfront for different kinds of activities

DNA Bar of 'Public Creatives'



From "Design Control & Guidelines for Kai Tak Promenade"

THANK YOU

A decorative graphic at the bottom of the slide consisting of several overlapping, wavy, light blue bands that sweep across the page. On the left side, there is a cluster of small, semi-transparent squares and circles in various colors (blue, yellow, green, brown) that appear to be floating or scattered.