

# Harbourfront Commission

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For discussion  
on 29 April 2014

HC/06/2014

## **Progress Report from Task Force on Kai Tak Harbourfront Development**

### **REPORTING PERIOD**

This progress report covers the period from January to April 2014.

### **MEETING(S) HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS**

#### Fourteenth Meeting on 14 January 2014

2. The Task Force discussed the following items –

#### **(a) Multi-purpose Sports Complex at Kai Tak**

- The Home Affairs Bureau (HAB) and the Architectural Services Department (ArchSD) updated Members on the progress of the proposed Multi-purpose Sports Complex (MPSC) at Kai Tak.
- The Task Force noted that MPSC would be an important and iconic project in Kai Tak Development (KTD), and its implementation would substantially affect the vibrancy, sustainability and connectivity of the waterfront. Having regard to the relatively massive scope of MPSC and its strategic location, Members stressed the importance of the connectivity and interface between MPSC and the adjoining developments.

- Some Members opined that more street furniture should be added around the area and seamless interfaces between MPSC and the adjoining developments should be ensured. Being the works agent for both the MPSC and its adjoining open space areas, ArchSD assured Members that the interface between MPSC and the open space would be duly considered when implementing the projects, and a variety of street furniture would be incorporated in the design for public enjoyment.
- In conclusion, the Task Force had no objection to the project and suggested that HAB should gauge public views on the activities and facilities to be placed in different zones of MPSC and its connectivity with neighbouring areas.

## **(b) Connecting Kowloon East – Environmentally Friendly Linkage System Stage 2 Public Consultation**

- Kai Tak Office (KTO) of the Civil Engineering and Development Department (CEDD) briefed Task Force on the views collected during the Stage 1 public consultation on the proposed Environmentally Friendly Linkage System (EFLS), and sought Members' views on the proposed detailed feasibility study.
- While recognising the need for an elevated transport system to enhance the intra- and inter-district connectivity of KTD, the Task Force commented that the proposed monorail system would have substantial visual and noise impact to the surrounding environment, and could hardly be financially sustainable drawing from overseas experience.
- Members also expressed concern about the clearance of

about 21 metres above the Kwun Tong Typhoon Shelter (KTTS) for the proposed EFLS, which might affect the existing and potential uses of KTTS. Some Members also considered that the significant height of the bridge might discourage pedestrian traffic.

- In response to Members' comments, KTO advised that at-grade road transport could hardly fulfill the traffic needs of KTD in future and the need for an elevated EFLS was justified. A detailed feasibility study was proposed to look into the design of the stations and the financial aspects of the EFLS, as well as the connectivity in KTD at different phases before commencement of EFLS. The Task Force supported KTO to conduct the feasibility study and requested that the feasibility of alternative modes of transport apart from EFLS should be assessed in the study.

## **(c) Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway**

- KTO briefed Members on the proposed infrastructure works under Public Works Programme (PWP) Item No. 7711CL(part) to support developments at the Runway Precinct of KTD.
- The Task Force opined that there should be a holistic view of the developments in Runway Precinct, rather than taking the proposed Road D3 as a standalone project. Members were concerned about the pedestrian connectivity between the proposed landscaped deck above Road D3 and its adjacent developments, including the waterfront promenades on the two sides of the Runway Precinct, the Metro Park and the proposed Tourism Node. Some

Members suggested that there should be above-ground connection, such as footbridges, to link up the landscaped deck and the adjoining commercial and residential developments for a smooth pedestrian flow.

- While appreciating KTO's idea of an all-in-one landscaped deck which served as a noise barrier, a public open space and part of a pedestrian movement system, Members also considered it crucial for KTO to integrate the design of EFLS into the landscaped deck to minimise visual impact.
- On the suggestion of the Chair, a separate working session was conducted on 20 February 2014 at which KTO presented an integrated approach to address Members' concerns over connectivity issues between the landscaped deck above Road D3 and the adjoining developments. Members agreed with the revised proposal.

## **(d) Extension of Cycle Track Network at Kai Tak Development**

- KTO briefed Members on the cycle track network extension proposal at KTD and the proposed implementation approach.
- The Task Force generally welcomed the proposed extension of cycle track network within KTD, which to an extent realised public's aspiration for cycle tracks along Victoria Harbourfront. Nevertheless, there were also concerns over the detailed design of the cycle track, for instance a dedicated cycle track might segregate the open space along the harbourfront and discourage other vibrant activities. It was agreed that the Harbourfront Commission should

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contemplate on the issue of promoting shared use of promenades.

- In conclusion, the Task Force supported the proposed extension of cycle track within KTD, and asked KTO to proceed with the cycle track study and respond to Members' concerns at the next stage.

**Secretariat**

**Task Force on Kai Tak Harbourfront Development**

**April 2014**