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29 November 2018

Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road, Central  
Hong Kong  
(Attn: Ms Anita SIT)

Dear Ms Sit,

**Re: 702CL – Kai Tak Development – Remaining Infrastructure Works for  
Developments at the Former Runway and South Apron**

I refer to your email of 23 November 2018 relaying the questions raised by Hon CHU Hoi-dick on the captioned FC Item. The Government's response is at **Annex**.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Victor F Y Chan', written in a cursive style.

(Victor F Y CHAN)

for Secretary for Development

c.c. Director of Civil Engineering and Development (Attn: Mr George MAK)

## Annex

With respect to the letter dated 23 November 2018 from Hon CHU Hoi-dick to the Chairman of the Finance Committee, Development Bureau and Civil Engineering and Development Department (CEDD) regarding questions on the infrastructure works for developments at the former runway and south apron in the Kai Tak Development (KTD), our reply is set out below:

### (I) Landscaped deck

We provided supplementary information to the Public Works Subcommittee on 13 November 2018 for PWP Item 702CL – Kai Tak development – remaining infrastructure works for developments at the former runway and south apron, explaining that the development of the KTD area attaches utmost importance to its connections to surrounding neighbourhood, activating the harbourfront, as well as creation of a pedestrian friendly environment and of a diversified community.

Our responses to Hon CHU's questions on the landscaped deck are as follows:

<b>Questions</b>	<b>Government's Responses</b>
(1) provide the estimated pedestrian flow of the landscaped deck.	<p>The elevated landscaped deck currently under construction under PWP Item 711CL is the roof-top structure of the semi-noise enclosure. Its main function is to mitigate the traffic noise impact of Road D3 on nearby residential developments. Moreover, to tie in with the planning intention of the KTD, we, at the same time, use this roof-top structure as a landscaped deck to provide a public open space, with a view to enhancing the environment of the former runway, offering a pedestrian-friendly environment and creating pleasant walking experience for better regional connections. The cost-effectiveness of the landscaped deck is also enhanced through its dual uses</p> <p>Since the landscaped deck is mainly functioning as a roof-top structure of the semi-noise enclosure, pedestrian flow is not a consideration in its planning and design. Therefore, there is no estimation on such flow.</p>

Questions	Government's Responses
(2) illustrate with drawing the connection points of the landscaped deck.	To enhance the connections of the elevated landscaped deck above Road D3 to its surrounding areas, we will provide a series of lifts and stairways leading to ground level. In addition, we will, via lease conditions, require the relevant developments on both sides of the former runway to construct footbridges, lifts and escalators, etc., with connection to the elevated landscaped deck, in order to provide round-the-clock barrier-free access between the elevated landscaped deck and ground level, hence enhancing public accessibility to the promenade on both sides of the former runway and vibrancy of the adjoining areas. Details of the connections of the landscaped deck to its surrounding areas are at <b><u>Annex 1</u></b> .
(3) whether additional connections to the landscaped deck would be provided upon completion of land sales and the Environmentally Friendly Linkage System (EFLS) for Kowloon East (i.e. the "mono-rail system" mentioned in Hon CHU's letter)?  (4) the impact of the current EFLS proposal on pedestrian flow on the landscaped deck.  (5) illustrate with drawing the impact of the current EFLS proposal on the landscaped deck.  (6) will the construction of the landscaped deck	The CEDD is conducting the second stage detailed feasibility study of the EFLS to explore the scope, alignments, and location of stations, etc. of the system and to carry out the associated technical and financial assessments, so as to ascertain the feasibility of the project and ways to avoid adverse impact on the surrounding environment. Thereafter, the Government will, base upon the study findings, consider the way forward for the EFLS.  As the detailed feasibility study of the EFLS has not yet completed, we are unable to provide the relevant information at this stage.

Questions	Government's Responses
increase the building height of the EFLS?	

(II) Development sites at the former runway

Questions	Government's Responses
<p>(1) the specific land sale programmes and anticipated dates of occupation of the nine residential sites in Areas 4A, 4B and 4C of the former runway, and the additional pedestrian flow on the landscaped deck arising from these residential developments.</p>	<p>All of the nine residential sites in Areas 4A, 4B and 4C of the former runway have been included in the 2018/2019 Land Sale Programme announced in March 2018. Among these nine residential sites, Area 4B Site 3 and Area 4B Site 4 were sold on 7 and 14 November 2018 respectively. Tender for Area 4B Site 2 is being invited and will close on 21 December 2018. Tender for Area 4C Site 3 is forecast to be invited in the third quarter of 2018/2019. In light of the actual land sale programme, we anticipate that the residential developments at the above two sold sites would be completed by phases and ready for occupation by around 2024 or earlier, depending on the development progress by the developers. The Government will timely announce details on the sale of the remaining residential sites at the former runway, including Area 4A Site 1 and Site 2, Area 4B Site 1 and Area 4C Site 1 and Site 2.</p> <p>For the question on pedestrian flow, please refer to response to question (1) of item (I) Landscaped deck above.</p>
<p>(2) the specific land sale programmes and anticipated dates of occupation of the commercial sites between the residential sites and the Kai Tak Cruise Terminal at the</p>	<p>Two of the three commercial sites at the former runway, namely Area 4C Site 4 and Site 5, have been included in the 2018/2019 Land Sale Programme announced in March 2018. Of these two sites, tender for Area 4C Site 5 is forecast to be invited in the third quarter of 2018/2019. The Government will timely announce details on the sale of Area 4C Site 4, and Area 4B Site 5 which</p>

Questions	Government's Responses
<p>former runway, and the additional pedestrian flow on the landscaped deck arising from these commercial developments.</p>	<p>was not included in the 2018/2019 Land Sale Programme.</p> <p>The estimated completion and occupation dates of these commercial developments are subject to the actual land sale programmes and pace of development by the developers. We have no such estimation at this juncture.</p> <p>For the question on pedestrian flow, please refer to response to question (1) of item (I) Landscaped deck above.</p>
<p>(3) the specific land use and land sale or requisition programme and the anticipated occupation date of the "Other Specified Uses" site opposite the cruise terminal, and the additional pedestrian flow on the landscaped deck arising from its development.</p>	<p>The Government is conducting the "Planning and Urban Design Review for Developments at Kai Tak Runway Tip" to formulate the master layout plan, planning and design briefs and implementation arrangements, etc. for the tip of the runway (including the "Other Specified Uses" site next to the Kai Tak Cruise Terminal) which is anticipated to be completed in the first half of 2019.</p> <p>For the question on pedestrian flow, please refer to response to question (1) of item (I) Landscaped deck above.</p>
<p>(4) Please state the construction programme of the EFLS, and the additional pedestrian flow on the landscaped deck arising from the system.</p>	<p>For the question on construction programme of the EFLS, please refer to response to questions (3) to (6) of item (I) Landscaped deck above.</p> <p>For the question on pedestrian flow, please refer to response to question (1) of item (I) Landscaped deck above.</p>

(III) Matters related to Artificial Intelligence (AI) video recording equipment

<b>Questions</b>	<b>Government's Responses</b>
<p>(1) What is the number of existing video recording equipment installed at the developments (including Metro Park) at the former runaway and south apron of KTD; the annual expenditure; the number of management personnel; as well as the number of future AI video recording equipment; the annual expenditure; the number of management personnel?</p> <p>(2) Please state the function and/or additional functions of the AI video recording equipment.</p>	<p>There is currently no video recording equipment installed in the developments at the former runway and south apron of the KTD.</p> <p>We believe the AI video recording equipment mentioned in Hon CHU's letter refers to the closed-circuit television (CCTV) system installed in Kwun Tong Promenade under the pilot scheme for shared-use pavement by pedestrians and cyclists or the Kai Tak Greenway which will run for about six months.</p> <p>The CEDD in association with the Leisure and Cultural Services Department launched on 14 July 2018 the above pilot scheme in Kwun Tong Promenade to gain experience in managing the Greenway and to promote its developments. Such experience can be reference for the full implementation of the Greenway in the KTD. During the pilot scheme, CCTV system was installed at the approximate one kilometre long Greenway, with a view to conducting a proof-of-concept of the real-time detection system using AI to provide on-site staff instantaneous notifications in case of incidents. Such proof-of-concept will also explore the feasibility of using AI to collect and analyse data on pedestrian and cyclist flow, with the hope of facilitating the future management of the Greenway in KTD. The proof-of-concept is only a preliminary study. The feasibility of its full implementation and relevant information are subject to further confirmation.</p> <p>The pilot scheme is a short term trial. The necessary expenses and staff resources have been included in the "Cycle Track Network in Kai Tak Development – Feasibility Study" and no additional departmental expenses and staff resources are required.</p>

<b>Questions</b>	<b>Government's Responses</b>
(3) Please state the guidelines on the uses and deletion of the present and future video clips, as well as information on displaying the guidelines on site.	During the pilot scheme for shared-use pavement by pedestrians and cyclists or the Kai Tak Greenway, we have, in accordance with the recommendation of the Office of the Privacy Commissioner for Personal Data, Hong Kong, posted notices of data collection in the vicinity of the video recording areas to inform the persons affected that they are under the surveillance of CCTV and the purpose of the surveillance, etc. The video images collected will generally be deleted two months after their analysis.

# 跑道休閒區高架園景平台的連接性

Connectivity of Elevated Landscaped Deck at Runway Precinct

附件一 Annex 1

