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**Translation**

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30 April 2018

Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms Doris Lo)

Dear Ms Lo,

**Public Works Subcommittee  
Supplementary Information on Three Open Space Projects  
PWSC(2017-18)32**

At the Public Works Subcommittee meeting on 11 April 2018, some members requested additional information related to the following three projects:

- (i) 436RO— Avenue Park at Kai Tak;
- (ii) 452RO— Waterfront promenade adjacent to the Hong Kong Children's Hospital; and
- (iii) 466RO— Improvement of Hoi Bun Road Park and adjacent area.

The relevant information is attached in Annex for Members' reference.

Yours sincerely,

(Original signed)

( Ivan Wong )  
for Secretary for Home Affairs

**Public Works Subcommittee  
Supplementary Information on Three Open Space Projects  
PWSC(2017-18)32**

**Follow-up item 1(a): Please provide justifications for the inclusion of three separate works projects (i.e. 436RO, 452RO and 466RO) in one discussion paper by the Government for discussion by the Public Works Subcommittee (the Subcommittee) and explain whether the approach will become a norm; and**

**Follow-up item 1(b): Please indicate whether the three works projects can be arranged for voting one by one at the Finance Committee (FC) meeting upon request by Members.**

The Avenue Park at Kai Tak, the waterfront promenade adjacent to the Hong Kong Children's Hospital (HKCH) and the improvement to the Hoi Bun Road Park and its adjacent area all are long-awaited and livelihood-related projects that can help enhance the provision of district recreational and sport facilities as well as open space. The planning for the three projects has been completed, and support has been obtained from District Councils (DC) and the relevant Panels of the Legislative Council. In view of the urgency of the projects and the aspirations of the public, the three projects were submitted together to the Subcommittee for approval so that they can be taken forward as soon as possible. In the future, the Government may consider grouping different projects into one discussion paper for consultation with the Subcommittee as appropriate and in response to the actual circumstances at that time. Members may request to vote on the three works projects one by one at the FC meeting.

**Follow-up item 2: Please provide a breakdown of the amount of expenditure (\$62.9 million) on external works in the capital cost of 466RO (i.e. improvement to Hoi Bun Road Park and its adjacent area).**

2. A breakdown of the amount of expenditure on external works under 466RO (i.e. improvement to Hoi Bun Road Park and its adjacent area) is provided in Appendix I.

**Follow-up item 3: Please indicate what measures the Government will take to improve the external traffic connectivity of the proposed parks/promenade and their adjacent areas under the above three works projects, and whether improvements will be made to the roads along Hoi Bun Road and in Kowloon Bay (near the HKCH).**

3. When planning for the Kai Tak Development Area (KTDA), the Government has already considered the connectivity between the KTDA and its surrounding areas, as well as the connectivity among development projects within the KTDA.

4. During the Kai Tak Planning Review, the Government has recommended an open space network to link closely various sub-districts within Kai Tak in order to create a pedestrian-friendly environment. The Government has also proposed the inclusion of “GreenWay” which is for shared use by pedestrians and cyclists in the KTDA. Its alignment will pass through major open spaces in the KTDA, such as the Station Square and the waterfront promenade adjacent to the HKCH.

5. Apart from providing green open space and recreational facilities for public enjoyment, the Avenue Park at Kai Tak will also serve as a convenient pedestrian link for surrounding developments and as a connection between these developments and the future Kai Tak Station. As for the waterfront promenade adjacent to the HKCH, it is part of the waterfront promenade of the entire KTDA. Currently, the public has to get access to the HKCH via Cheung Yip Street and Shing Fung Road in Kowloon Bay. To enhance the connectivity, the Civil Engineering and Development Department (CEDD) is now working on the design for the Road D3 (Metro Park Section) project to provide another vehicular access to the HKCH and its adjacent waterfront promenade.

6. The above two open space projects are adjacent to important developments in the district, such as Kai Ching Estate, Tak Long Estate and the HKCH. Members of the public can access the two open spaces by making use of roads and public transport for these developments, as well as the “GreenWay” under planning.

7. In addition, the Government carries out a number of road improvement works as planned along Hoi Bun Road and Kowloon Bay near the HKCH. Some of the works have been completed. The relevant details are set out below:

- (i) the improvement works to widen the junction of Wang Chiu Road / Sheung Yee Road for an additional traffic lane were completed in April 2018;
- (ii) the works to improve the traffic condition on Hoi Bun Road by re-routing How Ming Street (the section between Hoi Bun Road and Wai Yip Street) to divert traffic from Hoi Bun Road to Wai Yip Street via that section of

How Ming Street are expected to complete in early 2019;

- (iii) the improvement works to widen the existing roads connecting the southern part of the former runway and Kowloon Bay, including parts of Cheung Yip Street, Shing Cheong Road and Shing Fung Road, and to realign Shing Fung Road are in progress and are expected to complete in 2019;
- (iv) the improvement works to widen the junction of Wang Chiu Road / Kai Cheung Road for an additional traffic lane are in progress and are expected to complete in mid-2019;
- (v) the improvement works to widen the junction of Wang Chiu Road / Lam Hing Street for an additional traffic lane are in progress and are expected to complete in mid-2019. Local consultation on the improvement works to widen the junction of Wang Chiu Road / Lam Fung Street for an additional traffic lane is on-going. The works are expected to complete in 2019;
- (vi) the improvement works to widen the junction of Wang Kwong Road / Lam Hing Street for additional traffic lanes are part of the Central Kowloon Route project. The Highways Department (HyD) is now preparing for the tendering exercise;
- (vii) the improvement works to widen the junction of Wang Kwong Road / Kai Cheung Road for additional traffic lanes are part of the Central Kowloon Route project. The HyD is now preparing for the tendering exercise; and
- (viii) riding on the opportunity of the Kowloon Bay Action Area development, the proposal for improving the junction of Hoi Bun Road / Cheung Yip Street is now under study.

**Follow-up item 4(a): Regarding the waterfront development between Cha Kwo Ling and Kai Tak, please advise us of the plan(s) in place by the Government to improve the connectivity of the waterfront area there.**

8. The planning for the KTDA includes the development of a waterfront promenade of about 11 km long between Cha Kwo Ling and Ma Tau Kok. This section of waterfront promenade will be developed and taken forward in phases to tie in with various factors such as the development schedule of surrounding areas. The CEDD has commissioned a consultant and formulated, with the involvement of the Development Bureau, the Architectural Services Department (ArchSD), the Leisure and Cultural Services Department (LCSD) and the Planning Department, a set of design guidelines for the waterfront promenade in the KTDA in order to enhance consistency in the design for different sections of the promenade and ensure accessibility and connectivity to be the essential considerations for the design. The

CEDD has consulted the Task Force on Kai Tak Harbourfront Development under the Harbourfront Commission on the draft design guidelines and is planning to brief the relevant District Councils on the issue.

**Follow-up item 4(b): Will the Government consider designating part of the multi-purpose lawn in Hoi Bun Road Park as a multi-purpose venue (e.g. to be a model car play area) to better utilise the park site?**

9. Upon completion of its renovation and enhancement works, the 5-a-side soccer pitch in the Hoi Bun Road Park can serve as a soccer pitch, as well as a multi-purpose venue where activities like radio-controlled model car races or those requiring a hard surface area can be held. The multi-purpose lawn in the Park is a green open space mainly for passive activities. The lawn, together with the covered multi-purpose open space next to it, can also be used as a performance venue.

**Follow-up item 5(a): Please describe the planning process of the proposed Avenue Park at Kai Tak, and explain the reason(s) for not submitting the relevant funding proposal to the Subcommittee until now despite the fact that the planning has begun in 2009. When and why was the decision made to cancel the original plan of developing the Avenue Park in two phases, and group the phases together instead?**

10. The Avenue Park at Kai Tak is a public works project where its planning has to be taken forward in accordance with the established mechanism for public works. During the various planning stages of the Avenue Park at Kai Tak project, the LCSD and relevant departments have consulted the Leisure and District Facilities Management Committee under the Kowloon City District Council and the Task Force on Kai Tak Harbourfront Development under the Harbourfront Commission on issues like the project scope and the conceptual layout plan.

11. As part of the project site of the proposed Avenue Park has been occupied by the construction works of the Shatin to Central Link (SCL), our original plan was to first develop other parts of the site not affected by the SCL so as to make available those parts for public use as soon as possible. In the second half of 2016, in view of the progress of the SCL and upon confirmation of the site for temporary use to be returned to the Government, we decided to group the original two development phases into one.

**Follow-up item 5(b): Will the Government allocate part of the coastal area of the Kai Tak Approach Channel and the Kwun Tong Typhoon Shelter (including the site within the proposed scope of works) for the development of water sports facilities? What will be the types of water sports to be held there? Will such facilities be managed directly by the LCSD and not operated by relevant national sports associations? And,**

12. The Hong Kong Water Sports Council has submitted an application to the Lands Department for the construction of a temporary water sports centre on the former Kai Tak Fire Station site to provide facilities for different water sports activities including rowing, canoeing, dragon boat, etc. Relevant government departments are now processing the application from the organisation. Meanwhile, the Government is planning to provide an onshore ancillary facility for water sports activities near the Kai Tak Approach Channel. In the long term, the Government will explore a suitable location for the construction of water sports facilities in the KTDA.

**Follow-up Item 5(c): Details of the energy efficient features to be installed and the renewable energy technologies (e.g. solar photovoltaic system) to be adopted under the proposed works, including the number of those features, the technologies adopted, the adequacy of the power output generated by the photovoltaic system to meet the electricity demand in the proposed parks or the waterfront promenade, etc.**

13. Details of the energy efficient features to be installed and the renewable energy technologies to be adopted under the three proposed projects are as follows:

	<b>Avenue Park at Kai Tak (436RO)</b>	<b>Waterfront promenade adjacent to the HKCH (452RO)</b>	<b>Improvement to Hoi Bun Road Park and its adjacent area (466RO)</b>
Energy efficient features	<p>(1) Light-emitting diode (LED) type light fittings (totally about 141 bollard lights, 150 lamp posts, 158 downlights and 58 LED tubes)</p> <p>(2) LED feature light fittings (totally about 49 feature lights and a</p>	LED type light fittings (totally about 56 bollard lights, 11 lamp posts, 33 downlights and 30 LED tubes)	<p>(1) LED type light fittings (totally about 24 bollard lights, 19 lamp posts, 45 downlights and 48 LED tubes)</p> <p>(2) LED feature light fittings (totally about 18 feature lights and a 257 m long LED light strip)</p>

	<b>Avenue Park at Kai Tak (436RO)</b>	<b>Waterfront promenade adjacent to the HKCH (452RO)</b>	<b>Improvement to Hoi Bun Road Park and its adjacent area (466RO)</b>
	605 m long LED light strip)		
Renewable energy technologies	<p>(1) Photovoltaic system (totally about 6 solar photovoltaic panels and approximately 7 m<sup>2</sup> of building-integrated photovoltaic panel surface) (The system converts solar energy into electric power which will feed back into the electricity supply system.)</p> <p>(2) Solar-powered light fittings (totally about 43 solar-powered bollard lights) (Each bollard light is powered by a small solar photovoltaic panel integrated in it. The electric power generated will be stored in the built-in battery of the bollard light for its own use.)</p>	<p>Solar-powered light fittings (totally about 33 solar-powered bollard lights and 4 solar-powered lamp posts) (Each bollard light is powered by a small solar photovoltaic panel integrated in it. The electric power generated will be stored in the built-in battery of the bollard light for its own use.)</p>	<p>(1) Solar water heating system (totally about 10 solar collectors) (The system heats up water for ablutions with the solar energy collected.)</p> <p>(2) Photovoltaic system (totally about 21 solar photovoltaic panels) (The system converts solar energy into electric power which will feed back into the electricity supply system.)</p>

14. Based on the estimation at this stage, the power output generated from renewable energy technologies for the respective proposed projects can only fulfil part of their electricity demand. The remaining demand for electricity of the

projects will be met by the electricity supply network of the electricity company.

**Follow-up Item 6: Please provide the results of the discussion between the Government and the HKCH on whether animals (especially dogs) are allowed to enter the area of the proposed waterfront promenade adjacent to the HKCH.**

15. As the waterfront promenade is adjacent to the HKCH and in view of the fact that animals (including dogs) might cause noise nuisance to patients of the HKCH as well as other environmental hygiene problems, the LCSD considers that animals should not be allowed to enter that section of the promenade. Besides, there is a pet corner in Tai Yip Street Garden in Kwun Tong, which is about 15-minute walk away from the HKCH, for public use.

16. The LCSD has consulted the HKCH through the Food and Health Bureau on animal visit activities and access of pets to the waterfront promenade. The HKCH indicated that they would explore the feasibility of arranging animal visit activities upon its opening. All animal visit activities would be arranged in designated non-clinical areas (e.g. day rooms, gardens and communal areas) to minimise any relevant risks. All animals are restricted to designated areas only and not allowed to enter other premises of the hospital (including the outdoor lawn area).

**Follow-up item 7(a): Please provide details of the pedestrian-cyclist shared-use concept in the KTDA, including the alignment of the cycle track in the area, the adequacy of bicycle parking spaces, and whether bicycle rental facilities will be provided in the area.**

17. The proposed cycle track network of about 13 km long in the KTDA is mainly designed for leisure and recreational purposes. Most of the alignment will be arranged in the open space and to connect various major attractions in the KTDA including Station Square at Kai Tak, Kai Tak Sports Park, Kai Tak River, Lung Tsun Stone Bridge Preservation Corridor and Sung Wong Toi Park, as well as the waterfront promenade section on both sides of the Kai Tak Approach Channel and the Kwun Tong Typhoon Shelter. The proposed cycle track network is set out in Appendix II.

18. From September to October 2017, the CEDD, in collaboration with the LCSD, consulted and obtained general support from the respective committees of the Kowloon City DC, the Wong Tai Sin DC and the Kwun Tong DC, the Task Force on Kai Tak Harbourfront Development and the relevant cycling organisations on matters such as the proposed alignment of the cycle track.

19. In the course of the feasibility study on the cycle track network in the KTDA, the Government has made reference to various overseas experiences on the provision of a cycle path within an open space. It was noted that the shared-use



access approach (i.e. the same space for shared use by pedestrians and cyclists) was adopted in some overseas cities with positive results. Such an approach will allow better utilisation of open spaces and the waterfront area in the KTDA and facilitate the integration of a cycle track into the surrounding environment. It will also enhance the connectivity and the coherence of various open spaces there. The shared access is named "GreenWay" by the Government to highlight the convenience it provides for the public to get access to various open spaces in the KTDA.

20. For the provision of ancillary facilities for the cycle track, according to the recommendations in the feasibility study conducted by relevant departments, space will be reserved for bicycle parking and hiring facilities to align with the design and functions of the open space projects along the GreenWay. Meanwhile, the Government is actively considering the provision of self-service bicycle hiring within the GreenWay network for the public to hire and return bicycles at different scenic spots in the KTDA.

**Follow-up item 7(b): Please provide the alignment of the cycle track for cyclists to go to the proposed Avenue Park at Kai Tak and to the Station Square area via the Park.**

21. Part of the access road of the proposed GreenWay will be provided within the Station Square at Kai Tak. The LCSD and the ArchSD are actively exploring the further extension of the GreenWay from the Station Square to the area leading to the roundabout of Muk Chui Street within the Avenue Park at Kai Tak (i.e. in the vicinity of De Novo and Ching Long Shopping Centre) so that residents of Kai Ching Estate and Tak Long Estate can enter the Avenue Park at Kai Tak to the Station Square on their bicycles via Muk Chui Street in the future.

**Improvement to Hoi Bun Road Park and its Adjacent Area  
Breakdown of the Amount of Expenditure  
on External Works**

Item	\$ million (in money-of-the-day prices)
<b>(i) Provision of park facilities</b> (including shelters, benches, elderly fitness corner facilities and renovation of a soccer pitch)	20.9
<b>(ii) Provision of barrier-free facilities, signage and other external works</b> (including planters, outdoor builder's works, surfacing works, fences, drinking fountains, outdoor signage and decoration, etc.)	28.6
<b>(iii) Greening and relevant works</b> (including flowers, trees, lawns, etc.)	13.4
<b>Total:</b>	62.9

# Recommended GreenWay Network

