

**Legislative Council Panel on Transport
Subcommittee on Matters relating to Railways
on 16 January 2009, Friday**

Pedestrian Connectivity of Austin Station with neighbouring areas

Introduction

The purpose of this paper is to inform the Subcommittee of the latest position in respect of the pedestrian connectivity of the Austin Station of the Kowloon Southern Link (KSL) with its neighbouring areas raised by the Subcommittee at the last meeting and the site visit held on 21 November 2008 and 13 December 2008 respectively.

2. Currently, the Transport Department and the MTR Corporation Limited (MTRCL) are studying the overall plan for the pedestrian connectivity in the West Kowloon Reclamation Area. It is intended to provide grade-separated pedestrian connections between different developments, including the KSL Austin Station, the Airport Express Kowloon Station, the future terminus for the Hong Kong Section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL), as well as the West Kowloon Cultural District (WKCD).

3. By the time when the KSL is commissioned in the second half of 2009, the Austin Station will be connected directly to the existing Austin Road Subway to its south (See Annex I), and the existing Jordan Road Footbridge to its north (See Annex II). Upon completion of the XRL terminus and the WKCD in future, much better pedestrian connectivity with the Austin Station will be provided.

Annex I
Annex II

Connectivity between Austin Station and the Canton Road Area

4. Passengers heading to the Canton Road area can leave the southern concourse of the Austin Station and access directly to the existing public pedestrian Austin Road Subway. A further walk from the subway exit to the China Hong Kong City along the footpath will take less than 5 minutes.

5. The Transport Department will widen the footpath linking the subway and the China Hong Kong City to 3.5 metres wide, whereas the Highways Department will improve the paving along the footpath to make

the walk for passengers with small baggage more pleasant. These works will be completed prior to the commissioning of the KSL.

6. The Administration is aware of the suggestion of providing a direct subway link between the Austin Station and the China Hong Kong City. Such a subway link will straddle the site which is now reserved for the WKCD. The Transport and Housing Bureau has been in touch with the WKCD Office, and will work closely with the latter in exploring the viability of a subway connection with different alignment options, having regard to possible development proposals for that part of the WKCD. In fact, an underground opening for a pedestrian subway connection to the WKCD area at the southern end of the Austin Station has already been built as part of the KSL Project.

7. Meanwhile, the MTRCL is working with the Transport Department to see if the existing GMB services could be enhanced or new services could be introduced with stops near the Austin Station and the China Hong Kong City with fare concessions provided for the railway passengers.

Connectivity between Austin Station and Kowloon Station

8. Passengers heading to the Airport Express Kowloon Station can make use of the existing Jordan Road Footbridge. Both stations provide barrier free accesses. Passengers can choose to use either lifts or escalators to travel from the platform level of the Austin Station to the footbridge level. The walking time from the Austin Station to station platforms of the Airport Express or the Tung Chung Line is about 10 minutes.

9. Better connections will be provided upon completion of the construction of the terminus for the XRL, which lies between the Austin Station and the Kowloon Station. The MTRCL is looking at a proposal to have the three railway stations interconnected by subways with travellers as well as footbridges at the podium level of the developments above the stations (See Annex III). The study result will be available when the design of the XRL terminus is finalized towards the end of 2009.

10. In the interim, in order to facilitate the interchange arrangement for KSL passengers heading toward or from the Hong Kong International Airport, the MTRCL also proposes to provide an additional

stop for the existing Airport Express Shuttle Bus Service at the Austin Station, and will submit an application to the Transport Department.

Transport and Housing Bureau
MTR Corporation Limited

January 2009

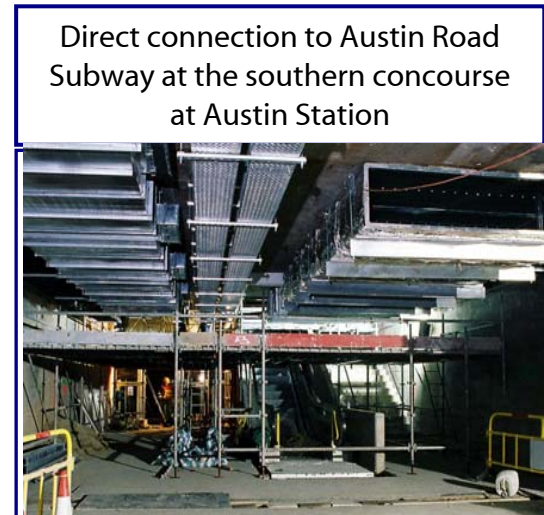
Connectivity between Austin Station and Austin Road Subway



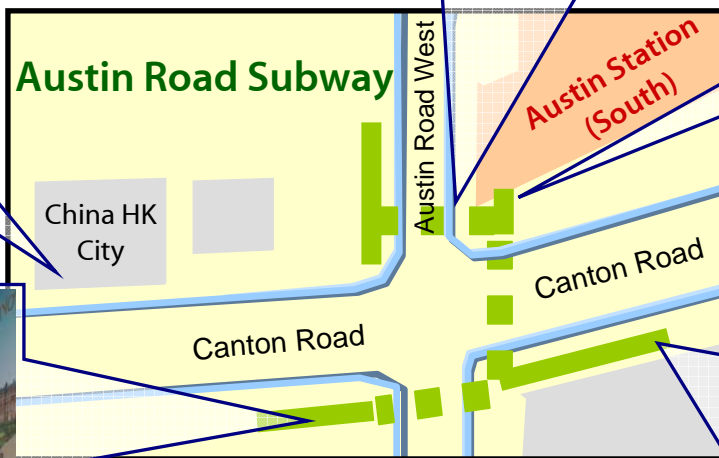
To China Hong Kong City and China Ferry Terminal via Canton Road



Austin Road Subway towards China Hong Kong City and China Ferry Terminal



Direct connection to Austin Road Subway at the southern concourse at Austin Station



Austin Road Subway heading to Austin Road, Victoria Towers and Kowloon Park

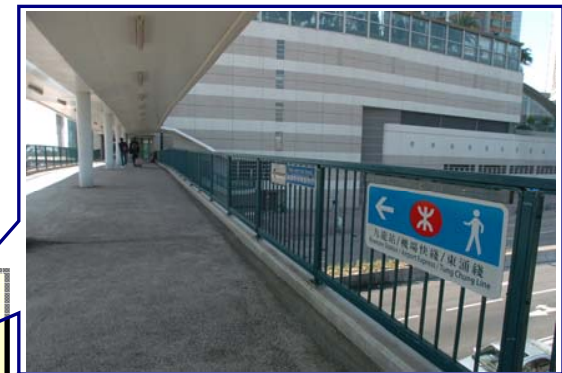
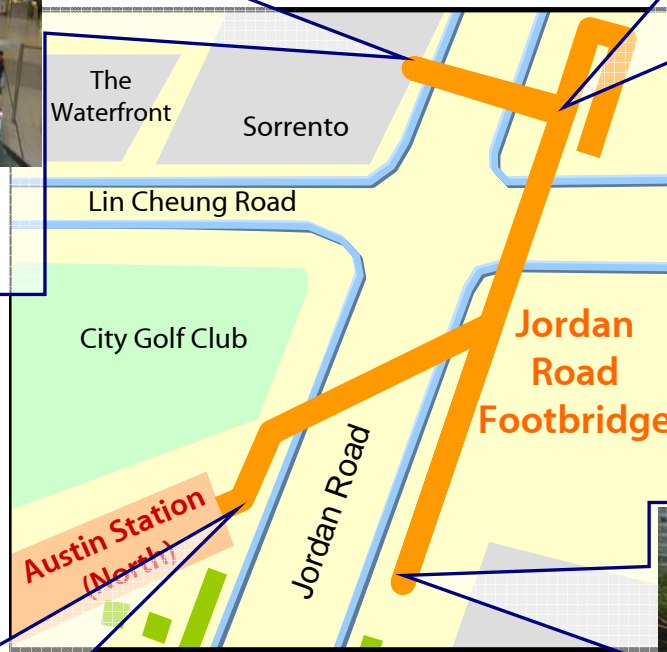


Exit to Bowring Street and MTR Jordan Station of Austin Road Subway

Connectivity between Austin Station and Kowloon Station via Jordan Road Footbridge



To Kowloon Station via Elements



Jordan Road Footbridge heading to Kowloon Station



The northern end of Austin Station is connected to Jordan Road Footbridge



Jordan Road Footbridge heading to Jordan Road

Existing and Proposed Pedestrian Facilities of West Kowloon New Development Area

