

**For discussion  
on 21 November 2017**

**Legislative Council  
Panel on Development and Panel on Home Affairs  
Joint Subcommittee to Monitor the Implementation of the  
West Kowloon Cultural District Project**

**Implementation of the Infrastructure Works for  
the West Kowloon Cultural District, Phase 1  
Second Construction Package**

**PURPOSE**

This paper briefs Members on the funding proposal to upgrade part of **754CL** entitled “Infrastructure Works for West Kowloon Cultural District, phase 1” to Category A, at an estimated cost of about \$192 million in money-of-the-day (MOD) prices, to carry out the second construction package of public infrastructure works (PIW) for West Kowloon Cultural District (WKCD).

**PROJECT SCOPE AND NATURE**

2. The part of **754CL** which we propose to upgrade to Category A (the proposed works) comprises –

- (a) Austin Road Pedestrian Linkage System linking WKCD with Mass Transit Railway (MTR) Austin Station of about 40 metres(m) long and a clear width about 7m, with one lift, two escalators and two staircases;
- (b) beautification works for the existing pedestrian subway across the junction of Austin Road West and Canton Road;
- (c) ancillary works to (a) and (b) above, including footpaths, drainage, utilities and landscaping works; and environmental mitigation measures, as well as related monitoring and auditing works.

—— Plans and artist impressions of the proposed works are at **Enclosures 1 and 2**.

3. Subject to funding approval of the Finance Committee (FC), we plan to commence the proposed works in the first quarter of 2018 for completion in phases by the third quarter of 2020.

## JUSTIFICATION

### Progress Update

4. In July 2008, FC approved a one-off upfront endowment for the West Kowloon Cultural District Authority (WKCD) to implement the WKCD development covering the arts and cultural facilities, retail/dining/entertainment (RDE) facilities, public open space and certain transport facilities. As stated in the funding application approved by FC (vide PWSC(2008-09)31) in 2008, other communal and government facilities and related engineering works, such as roads, drainage, fire station, public pier and other ancillary facilities to support the whole WKCD (including residential, commercial and hotel developments) would be undertaken by the Government with funding approval for such works to be sought separately.

5. Members of the Legislative Council Joint Subcommittee to Monitor the Implementation of the WKCD Project (“Joint Subcommittee”) were previously informed that WKCD would, in view of its latest financial situation, adopt a pragmatic approach to implement the WKCD project in a timely and cost-effective manner with its facilities to be delivered in batches.

### *First Construction Package of PIW*

6. To tie in with the phased development of WKCD, the Government is in the process of implementing the PIW through different construction packages. The funding application for the first construction package of PIW which comprises, among others, an at-grade road, two lay-bys, associated drainage, sewage and water supply systems as well as ancillary works to support the commissioning of the Art Park, Xiqu Centre, M+ and other facilities in Artist Square Development Area (ASDA), was approved by FC in July 2015. The construction works were entrusted to WKCD in October 2015 for completion in stages by the end of 2018.

### *Xiqu Centre*

7. The Xiqu Centre will be the first major performing arts venue to be completed in the WKCD. Construction works for the Xiqu Centre commenced in late 2014, and is expected to open by late 2018. The Xiqu Centre is designed to be a world-class platform for the conservation, promotion and development of Cantonese opera and other genres of xiqu (Chinese traditional theatre). The prime objective of the Centre is to encourage robust development of all forms of Chinese opera in Hong Kong, with a particular focus on Cantonese opera. It is crucial to develop a locally-rooted Xiqu Centre that has a regional impact and plays a role in international arts development.

## Proposal

### *Second Construction Package of PIW*

#### Austin Road Pedestrian Linkage System (with respect to paragraph 2(a) and part of paragraph 2(c) above)

8. The existing pedestrian subway across the junction of Austin Road West and Canton Road (the existing subway) is currently the main pedestrian link connecting MTR Austin Station, the Xiqu Centre under construction and the existing developments in the vicinity of the road junction. The capacity of the existing subway, with width ranging from 3.6m to 6.5m, will be inadequate to cope with the estimated peak two-way pedestrian flow of about 5 200 pedestrians per hour in 2022.

9. To meet the forecast demand of pedestrian flow, we propose to provide a pedestrian linkage system (the proposed pedestrian link) between Exit F of the MTR Austin Station and the B2 level of the Xiqu Centre as shown in **Enclosure 1**. Upon its completion, the total capacity of the proposed pedestrian link and the existing subway will be able to cope with the estimated peak two-way pedestrian flow of about 6 900 pedestrians per hour in 2031. In addition, the proposed pedestrian link will provide a more direct and convenient linkage between WKCD and MTR Austin Station, thereby enhancing the connectivity of WKCD. It will also facilitate pedestrian movement to/from other Tsim Sha Tsui areas.

10. To provide a pleasant walking environment, the proposed pedestrian link will be air-conditioned during its opening hours which will tally with those of the MTR Austin Station and the Xiqu Centre. The works comprise mainly the construction of a passenger lift, two escalators, two staircases, access ramp, partitions, lighting, fire services installations, security shutter, ventilation, system-wide facilities<sup>1</sup> and other associated electrical and mechanical (E&M) works.

11. The Government will bear the capital cost of the proposed pedestrian link which is part of the PIW to support the WKCD development. In view of the high degree of integration between the Xiqu Centre and the MTR Austin Station operated by the Mass Transit Railway Corporation Limited (MTRCL), WKCD

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<sup>1</sup> System-wide facilities for the proposed pedestrian link include electrical system, control and communication systems, fire service installations, environmental control system, signages, other railways systems and necessary modifications to the relevant existing monitoring and controlling systems of the MTR Austin Station. To minimise impact to the normal operation of the MTR Austin Station, MTRCL will undertake the design, contract administration and site supervision of the system-wide facilities.

and MTRCL have agreed to be jointly responsible for the management, operation and maintenance of the proposed pedestrian link.

12. Subject to FC's funding approval, construction of the proposed pedestrian link will commence in the first quarter of 2018 for completion in the third quarter of 2020. To minimise impact on the normal operation of the Xiqu Centre, it is necessary to commence the construction of the proposed pedestrian link in the first quarter of 2018 such that construction activities with potential noise and vibration nuisances will have been completed before the soft opening of the Xiqu Centre in late 2018.

Beautification Works for Existing Pedestrian Subway (with respect to paragraph 2(b) and part of paragraph 2(c) above)

13. The existing pedestrian subway linking Austin Road and Canton Road was constructed back in 2001. To provide a more pleasant experience for visitors to WKCD, we propose to carry out beautification works for the existing subway to enhance the walking environment to match the ambience of WKCD as a vibrant cultural quarter in Hong Kong, which includes refurbishment of the finishing works, upgrading of the lighting, improved way-finding and removal of an existing subway cover. Subject to FC's funding approval, the proposed beautification works will commence in the first quarter of 2018 for completion in the first quarter of 2019.

***Implementation Agents***

(a) Austin Road Pedestrian Linkage System

14. As mentioned in paragraph 9 above, the proposed pedestrian link serves to provide a direct underground link between MTR Austin Station and Xiqu Centre. In view of the high degree of integration between the two structures, the Government proposes to entrust the construction of the proposed pedestrian link to WKCDA. Moreover, given the severe site constraints such as limited working space and difficult accessibility where construction access to the site can only be provided through the Xiqu Centre, it will significantly increase the cost and time required for implementing the proposed pedestrian link, and create serious interfacing problems if the construction of the proposed pedestrian link is carried out by the Government's contractors separately. We therefore consider it necessary and cost-effective to entrust to WKCDA the construction of the proposed pedestrian link for implementation in conjunction with the construction of the Xiqu Centre.

(b) Beautification works of existing subway

15. The proposed beautification works mentioned in paragraph 2(b) and part of paragraph 2(c) above will be undertaken by the Government departments. The Civil Engineering and Development Department (CEDD), with technical support from the Architectural Services Department (ArchSD), has completed the design of the proposed beautification works. CEDD will implement the works with supervision by ArchSD's in-house resources.

## FINANCIAL IMPLICATIONS

16. We estimate that the capital cost of the proposed works, as set out in paragraph 2 above, to be about \$192 million in MOD prices<sup>2</sup>.

## PUBLIC CONSULTATION

17. We consulted the Food, Environmental Hygiene and Public Works Committee of the Yau Tsim Mong District Council on the proposed pedestrian link and the proposed beautification works on 21 July 2016 and 16 March 2017 respectively. Members supported the proposed works.

18. At various Joint Subcommittee meetings when integration and connectivity of WKCD with the neighbouring districts was discussed, Members urged the Government to enhance the connectivity of WKCD as soon as possible including the provision of a direct pedestrian link between WKCD and MTR Austin Station, and enhancing the existing subway at Austin Road West.

19. Members may recall that the Government consulted the Joint Subcommittee on 21 April 2017 on the funding proposal to upgrade part of 754CL entitled "Infrastructure Works for West Kowloon Cultural District, phase 1" to Category A. The proposal comprised the proposed Artist Square Bridge (ASB) linking the ASDA and the Elements, as well as the proposed beautification works for the existing subway across the junction of Austin Road West and Canton Road (i.e the proposal in paragraph 2(b) above). At the meeting, Members raised concerns about the design and estimated cost of the proposed ASB. The Joint Subcommittee did not support submission of the funding proposal to the Public Works Subcommittee pending a review of the ASB project. While we are reviewing the ASB project with WKCD, to avoid delaying the beautification works of the existing subway, we propose to separate the two projects and seek FC's approval for the beautification works first together with the proposed pedestrian link (paragraph 2(a) above). We will consult the

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<sup>2</sup> This figure represents the latest estimates of capital cost. We will finalise the cost estimates before making submission to the Public Works Subcommittee.

Joint Subcommittee on the revised funding proposal for the ASB at a later stage, so that it will tie in with the implementation of the ASDA scheduled for completion in around 2022.

20. We have consulted the Advisory Committee on the Appearance of Bridges and Associated Structures<sup>3</sup> on the aesthetic design of the proposed beautification works. The Committee accepted the aesthetic design.

## ENVIRONMENTAL IMPLICATIONS

21. The engineering feasibility study of the WKCD development is a designated project under Schedule 3 of the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO), requiring an Environmental Impact Assessment (EIA) report to be approved under the EIAO. The proposed works are not designated projects under Schedule 2 of the EIAO but form part of the WKCD development. In November 2013, the EIA report for the WKCD development (which includes the proposed works) was approved under the EIAO. The EIA report has concluded that the environmental impact of the proposed works can be controlled to within the criteria under the EIAO and the Technical Memorandum on EIA Process. We shall implement the mitigation measures as recommended in the approved EIA report. The mitigation measures recommended for the construction phase mainly include adoption of quieter equipment and movable noise barriers or noise insulating fabric to minimise construction noise impact, and regular watering of the site and provision of wheel-washing facilities for dust control.

22. At the planning and design stages, we have considered the design and construction method of the proposed works to reduce generation of construction waste where possible. In addition, we will require the contractors to reuse inert construction waste (e.g. excavated soil and broken concrete) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>4</sup>. We will encourage the contractors to maximise the use of recycled or recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

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<sup>3</sup> Advisory Committee on the Appearance of Bridges and Associated Structures comprises representatives of the Hong Kong Institute of Architects, Hong Kong Institute of Engineers, Hong Kong Institute of Planners, academic institutions, Architectural Services Department, Highways Department, Housing Department, and Civil Engineering and Development Department. It is responsible for vetting the design of bridges and other structures associated with the highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

<sup>4</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

23. At the construction stage, we will require the contractors to submit for approval plans setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plans. We will require the contractors to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

## **HERITAGE IMPLICATIONS**

24. The proposed works will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

25. The proposed works do not require any private land acquisition.

## **BACKGROUND INFORMATION**

26. The WKCD development is one of the ten major infrastructure projects included in the Chief Executive's 2007-08 Policy Address for promoting the long-term development of arts and culture, and supporting Hong Kong as a creative economy and Asia's World City.

27. In January 2013, FC approved the upgrading of **753CL**, entitled "Infrastructure Works for West Kowloon Cultural District, phase 1 – design and site investigation" to Category A at an estimated cost of \$478.0 million in MOD prices.

28. We upgraded **754CL** to Category B on 11 September 2013. In July 2015, FC approved the upgrading of part of **754CL** "Infrastructure Works for West Kowloon Cultural District, phase 1 – first construction package" to Category A at an estimated cost of \$840.5 million in MOD prices.

29. We have entrusted to WKCDA the design and site investigation of part of the PIW under **753CL** including among others the design and site investigation of the proposed pedestrian link. We have also entrusted to WKCDA the first construction package under **754CL**. The entrusted design, site investigation and construction works are proceeding in stages to suit the phased implementation of WKCD.

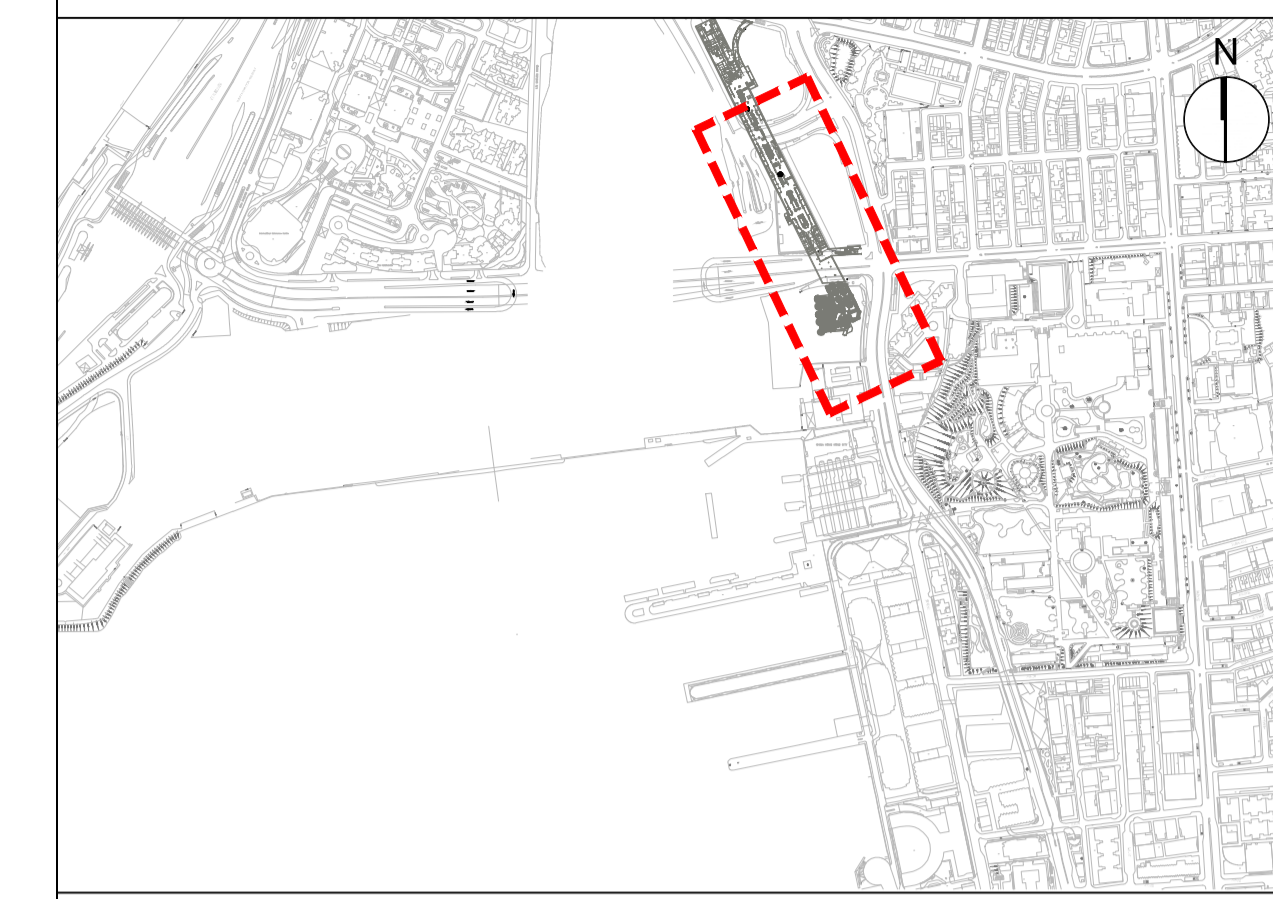
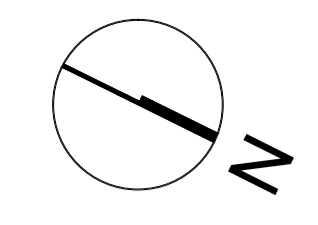
## **WAY FORWARD**

30. We plan to submit the funding application to the Public Works Subcommittee in December 2017 and then FC for approval to enable commencement of the proposed works in the first quarter of 2018.

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**Home Affairs Bureau**  
**Civil Engineering and Development Department**  
**November 2017**

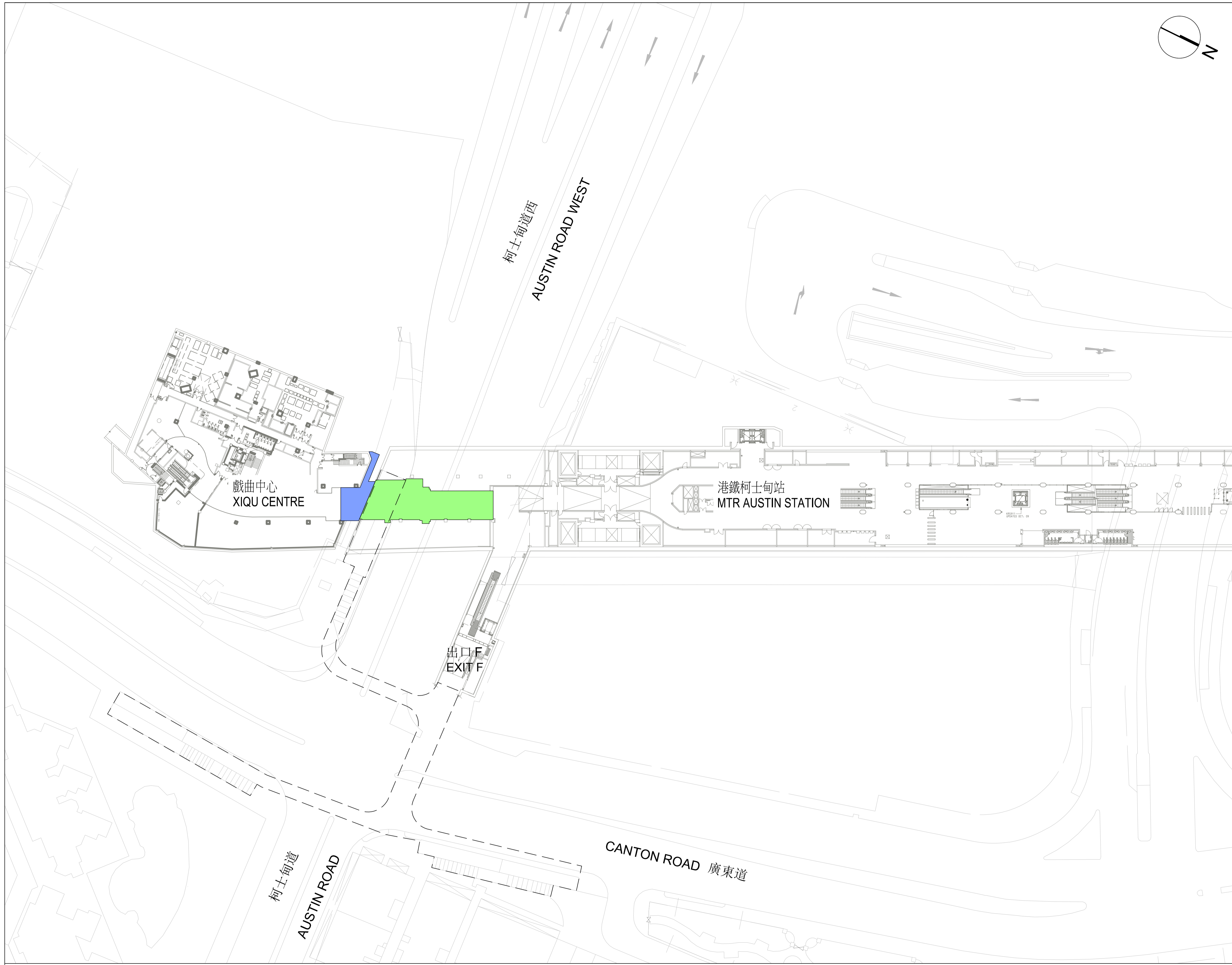




位置圖  
KEY PLAN

圖例 LEGEND:

- 連接港鐵柯士甸站大堂的擬議行人通道  
 PROPOSED PEDESTRIAN LINK  
 CONNECTING TO MTR AUSTIN STATION  
 CONCOURSE
- 連接戲曲中心的擬議行人通道  
 PROPOSED PEDESTRIAN LINK  
 CONNECTING TO XIQU CENTRE
- 現有橫過柯士甸道西和廣東道  
 交界處的行人隧道  
 EXISTING PEDESTRIAN SUBWAY  
 ACROSS THE JUNCTION OF AUSTIN  
 ROAD WEST AND CANTON ROAD

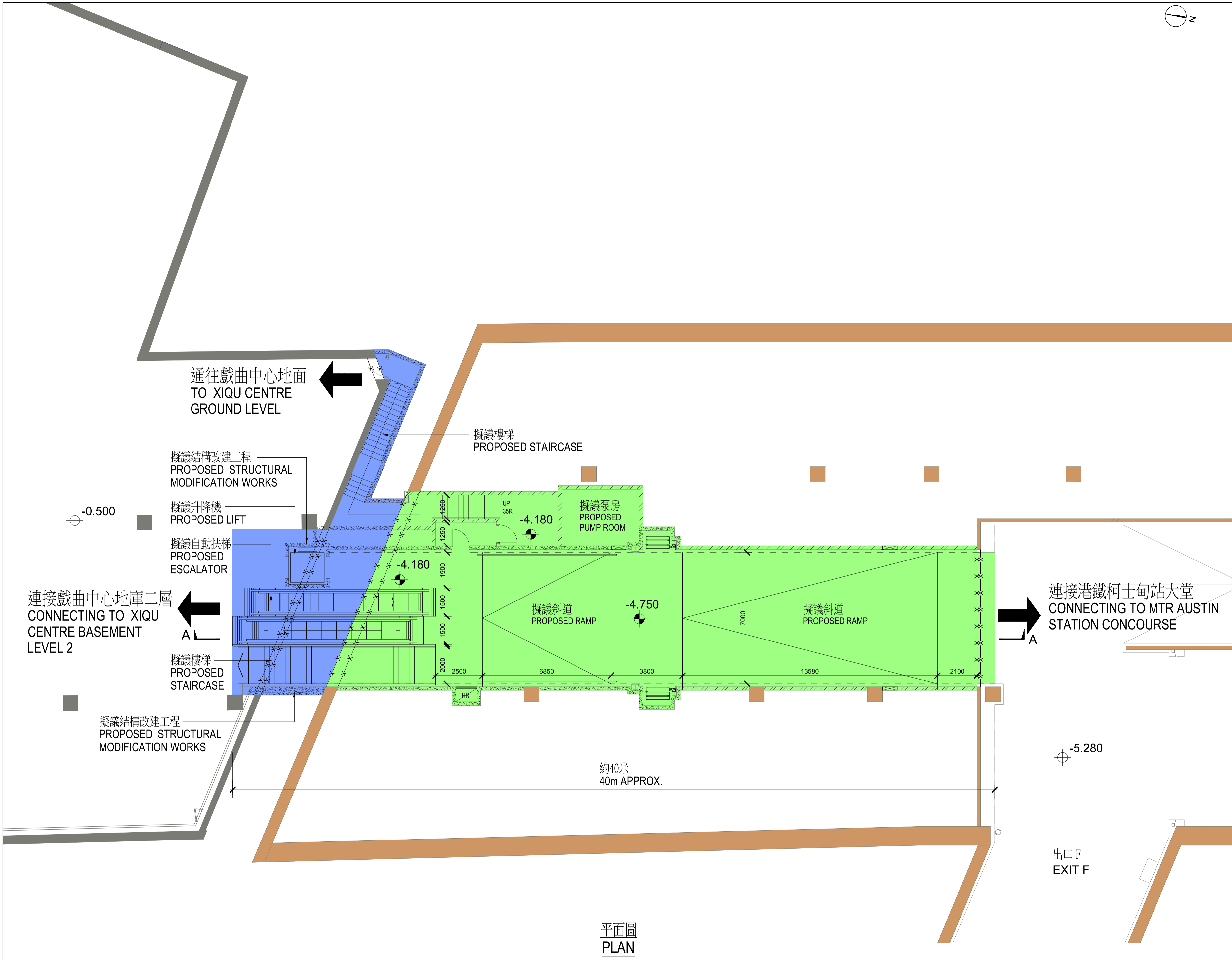


項目名稱 PROJECT TITLE  
 754CL號(部分)-西九文化區基礎建設工程第一期 - 第二組建造工程  
 754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,  
 PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統  
 AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM  
 工地位置圖  
 LAYOUT PLAN

圖例 LEGEND:

- 連接港鐵柯士甸站大堂的擬議行人通道  
PROPOSED PEDESTRIAN LINK  
CONNECTING TO MTR AUSTIN STATION  
CONCOURSE
- 連接戲曲中心的擬議行人通道  
PROPOSED PEDESTRIAN LINK  
CONNECTING TO XIQU CENTRE
- 港鐵柯士甸站現有結構  
EXISTING STRUCTURE OF MTR AUSTIN  
STATION
- 戲曲中心現有結構  
EXISTING STRUCTURE OF XIQU CENTRE
- 拆卸現有港鐵柯士甸站及戲曲中心牆  
壁以提供擬議行人通道  
EXISTING WALLS OF MTR AUSTIN STATION  
AND XIQU CENTRE TO BE REMOVED FOR  
PROPOSED PEDESTRIAN LINK
- +0.00  
擬建水平 (香港主水平基準, 約數)  
PROPOSED LEVEL (ABOVE HONG KONG  
PRINCIPAL DATUM, APPROXIMATE)
- +0.00  
現有水平 (香港主水平基準, 約數)  
EXISTING LEVEL (ABOVE HONG KONG  
PRINCIPAL DATUM, APPROXIMATE)



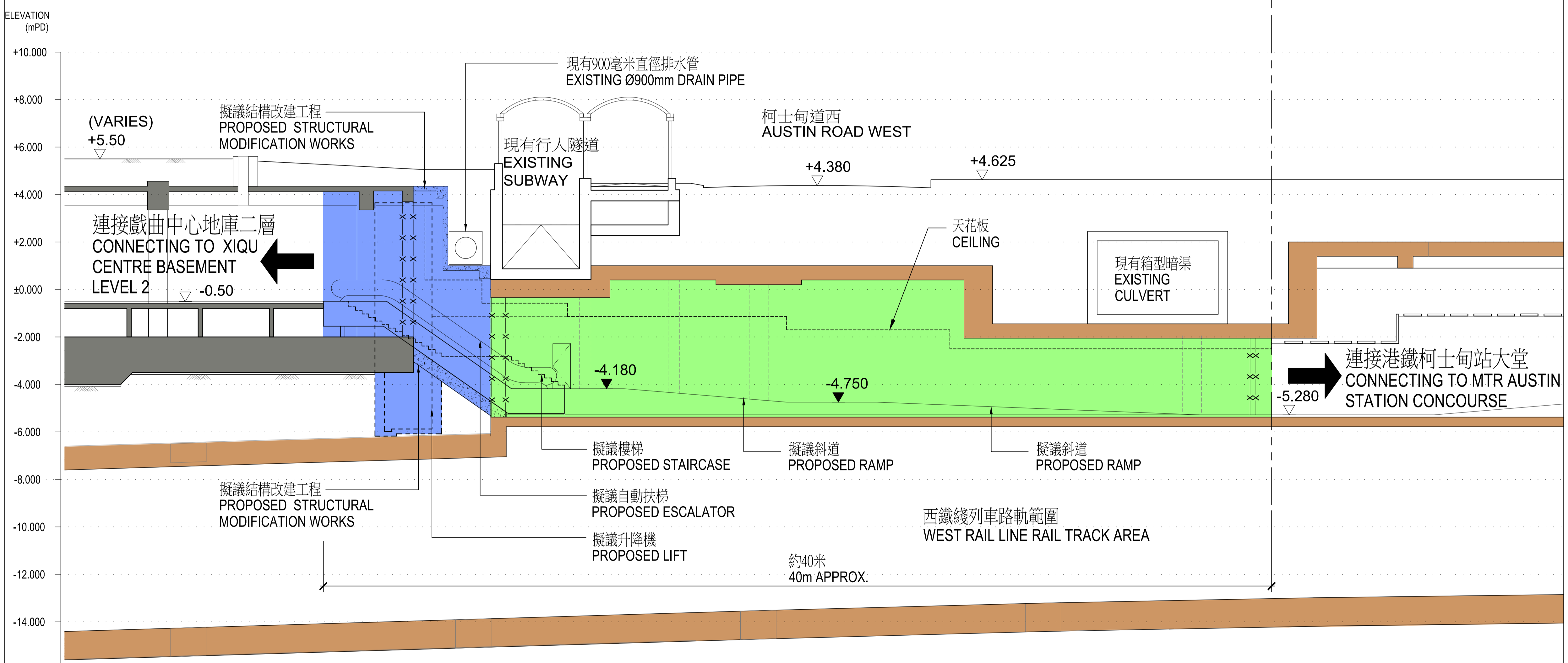
平面圖  
PLAN

項目名稱 PROJECT TITLE  
754CL號 (部分) - 西九文化區基礎建設工程第一期 - 第二組建造工程  
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,  
PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統  
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM  
平面圖  
PLAN

圖例 LEGEND:

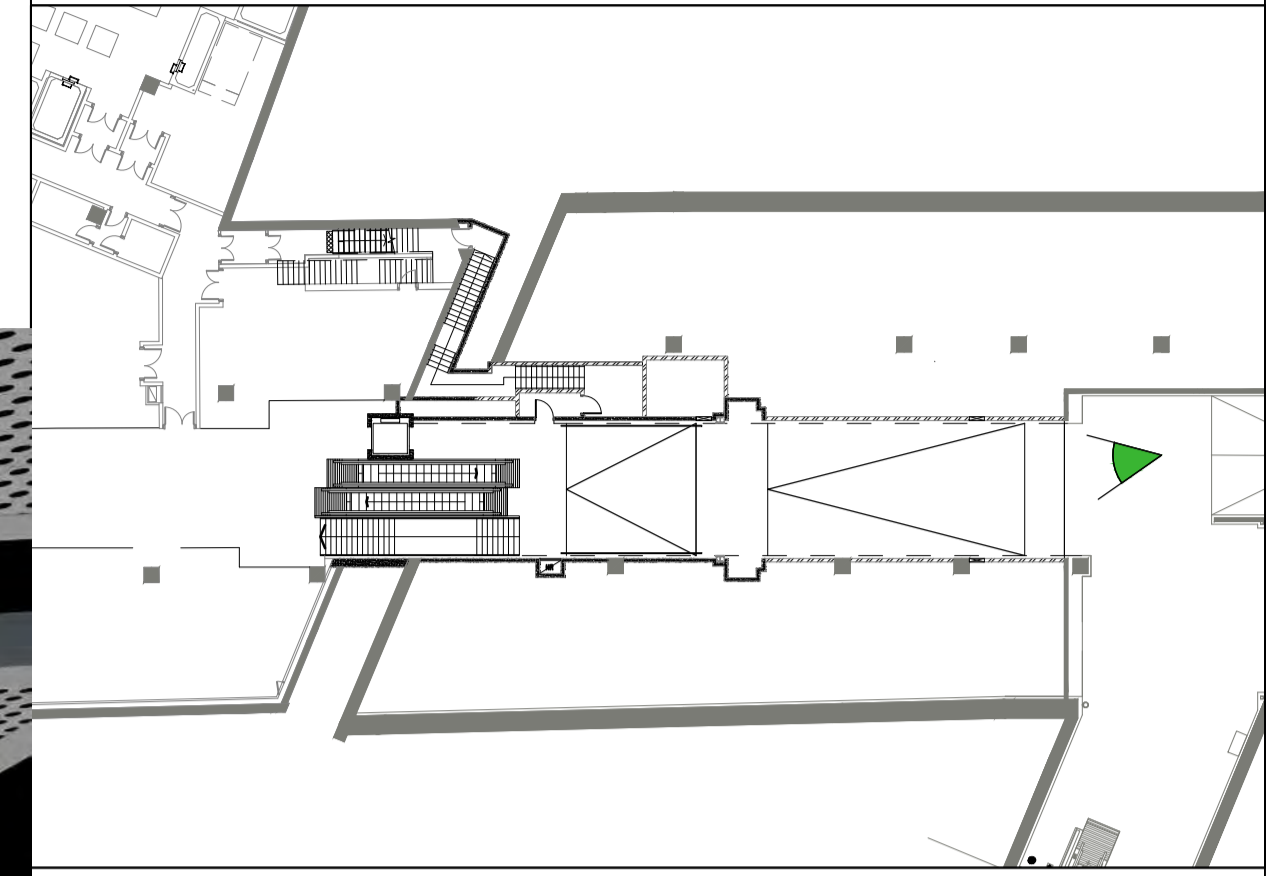
- 連接港鐵柯士甸站大堂的擬議行人通道  
PROPOSED PEDESTRIAN LINK  
CONNECTING TO MTR AUSTIN STATION  
CONCOURSE
- 連接戲曲中心的擬議行人通道  
PROPOSED PEDESTRIAN LINK  
CONNECTING TO XIQU CENTRE
- 港鐵柯士甸站現有結構  
EXISTING STRUCTURE OF MTR AUSTIN  
STATION
- 戲曲中心現有結構  
EXISTING STRUCTURE OF XIQU CENTRE
- 拆卸現有港鐵柯士甸站及戲曲中心牆  
壁以提供擬議行人通道  
EXISTING WALLS OF MTR AUSTIN STATION  
AND XIQU CENTRE TO BE REMOVED FOR  
PROPOSED PEDESTRIAN LINK
- 擬建水平 (香港主水平基準, 約數)  
PROPOSED LEVEL (ABOVE HONG KONG  
PRINCIPAL DATUM, APPROXIMATE)
- 現有水平 (香港主水平基準, 約數)  
EXISTING LEVEL (ABOVE HONG KONG  
PRINCIPAL DATUM, APPROXIMATE)



剖面圖 A-A  
SECTION A-A

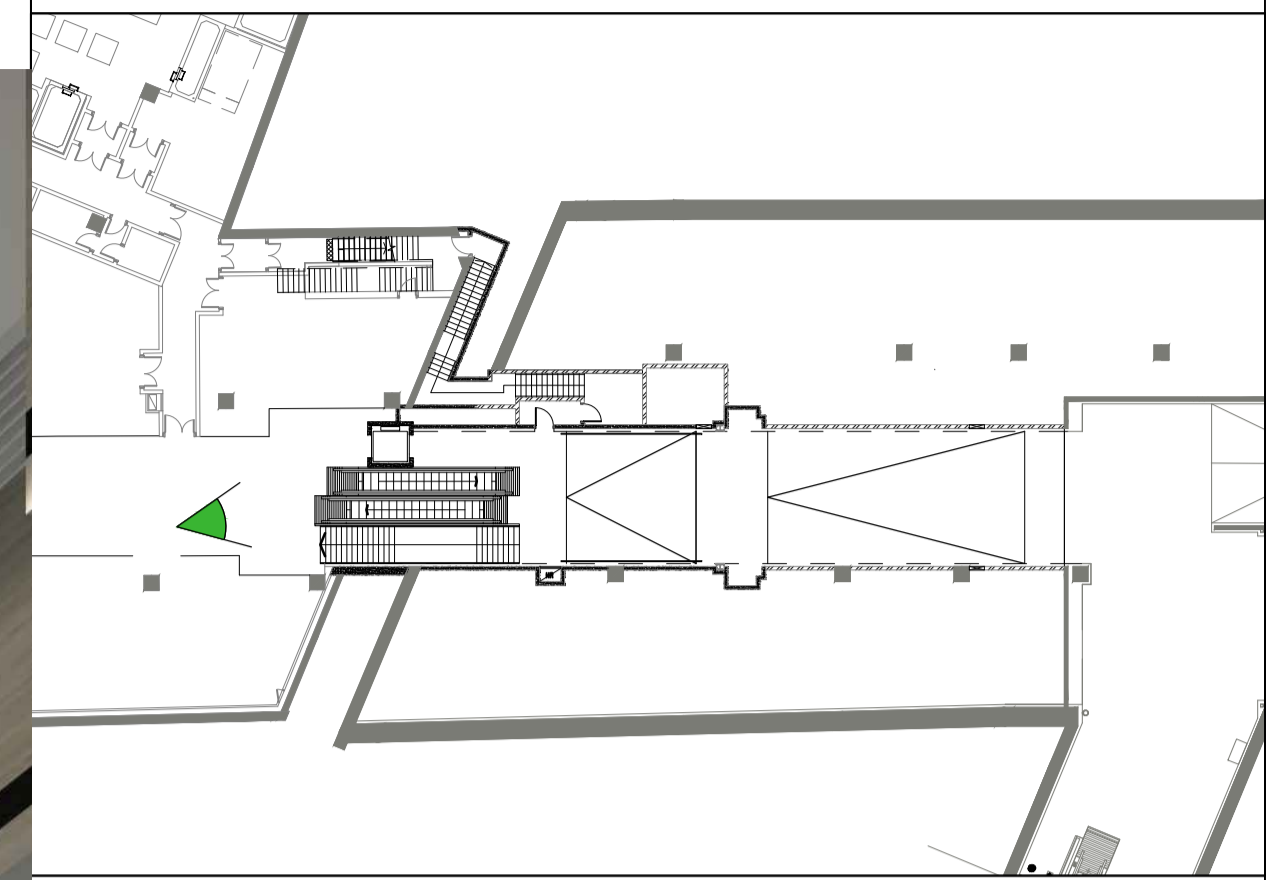
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PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統  
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM  
剖面圖 A-A  
SECTION A-A



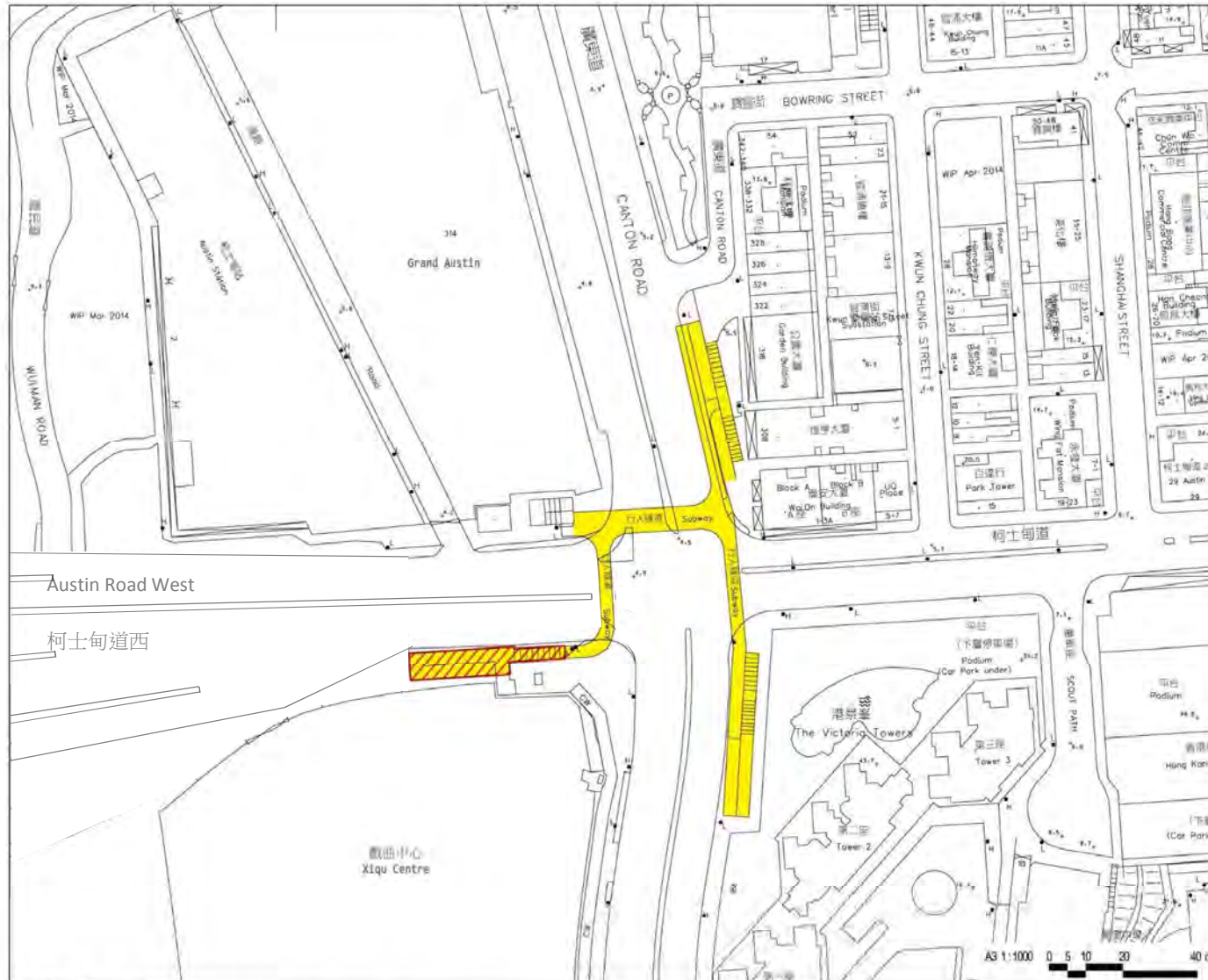
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PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統  
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM  
設計師預想圖  
ARTIST IMPRESSION



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柯士甸道行人連接系統  
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM  
設計師預想圖  
ARTIST IMPRESSION



圖例 LEGEND:

- 擬議現有行人隧道美化工程範圍  
PROPOSED EXTENT FOR THE  
EXISTING AUSTIN ROAD PEDESTRIAN  
SUBWAY BEAUTIFICATION WORKS
- 擬議移除的行人隧道出入口遮蓋  
PROPOSED REMOVAL OF SUBWAY  
COVER

項目名稱 PROJECT TITLE

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PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程  
EXISTING AUSTIN ROAD SUBWAY  
BEAUTIFICATION WORKS



柯士甸道行人隧道內 - 現時狀況  
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - EXISTING CONDITION

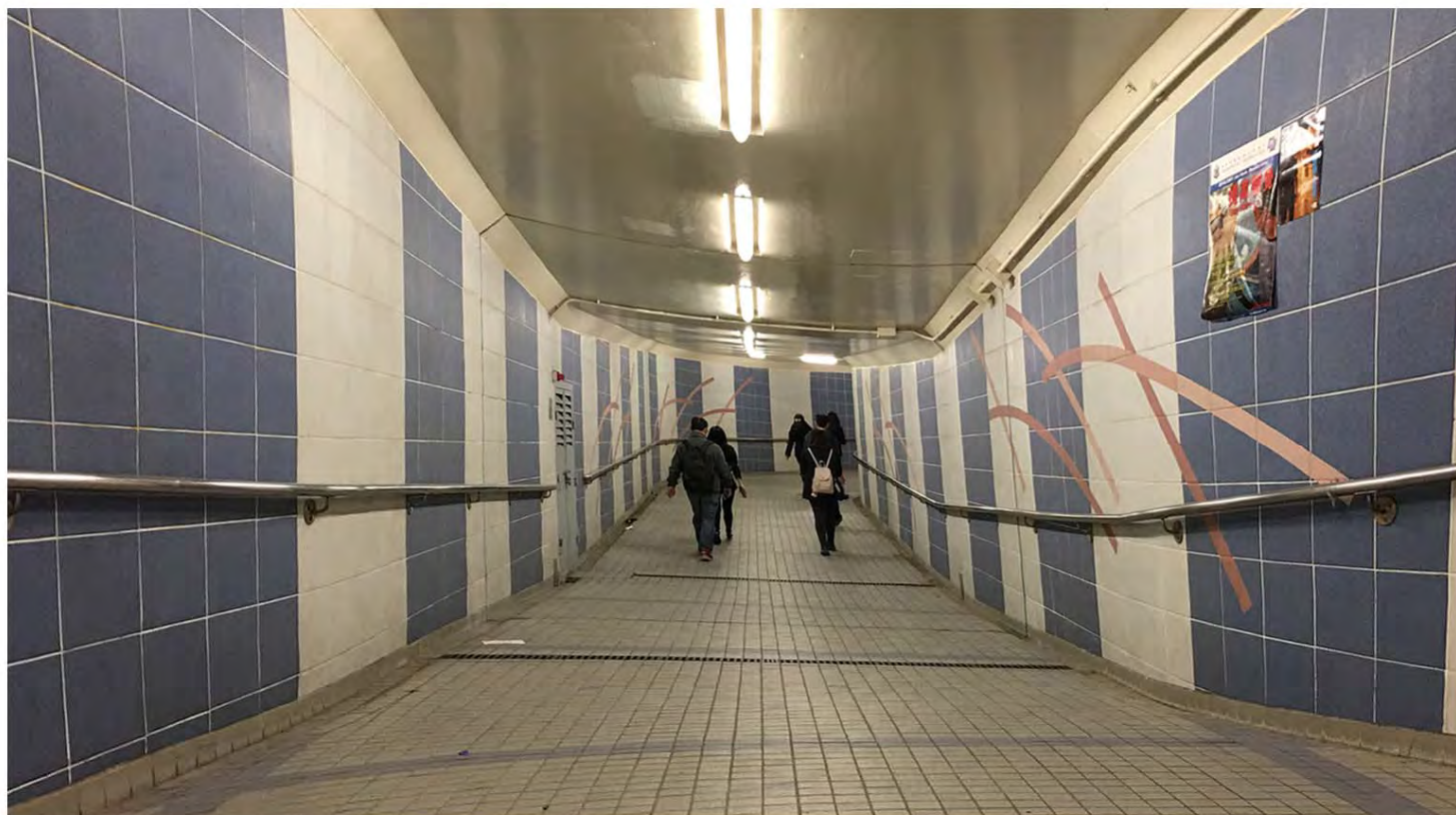


柯士甸道行人隧道內 - 美化工程完成後  
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - AFTER BEAUTIFICATION WORKS

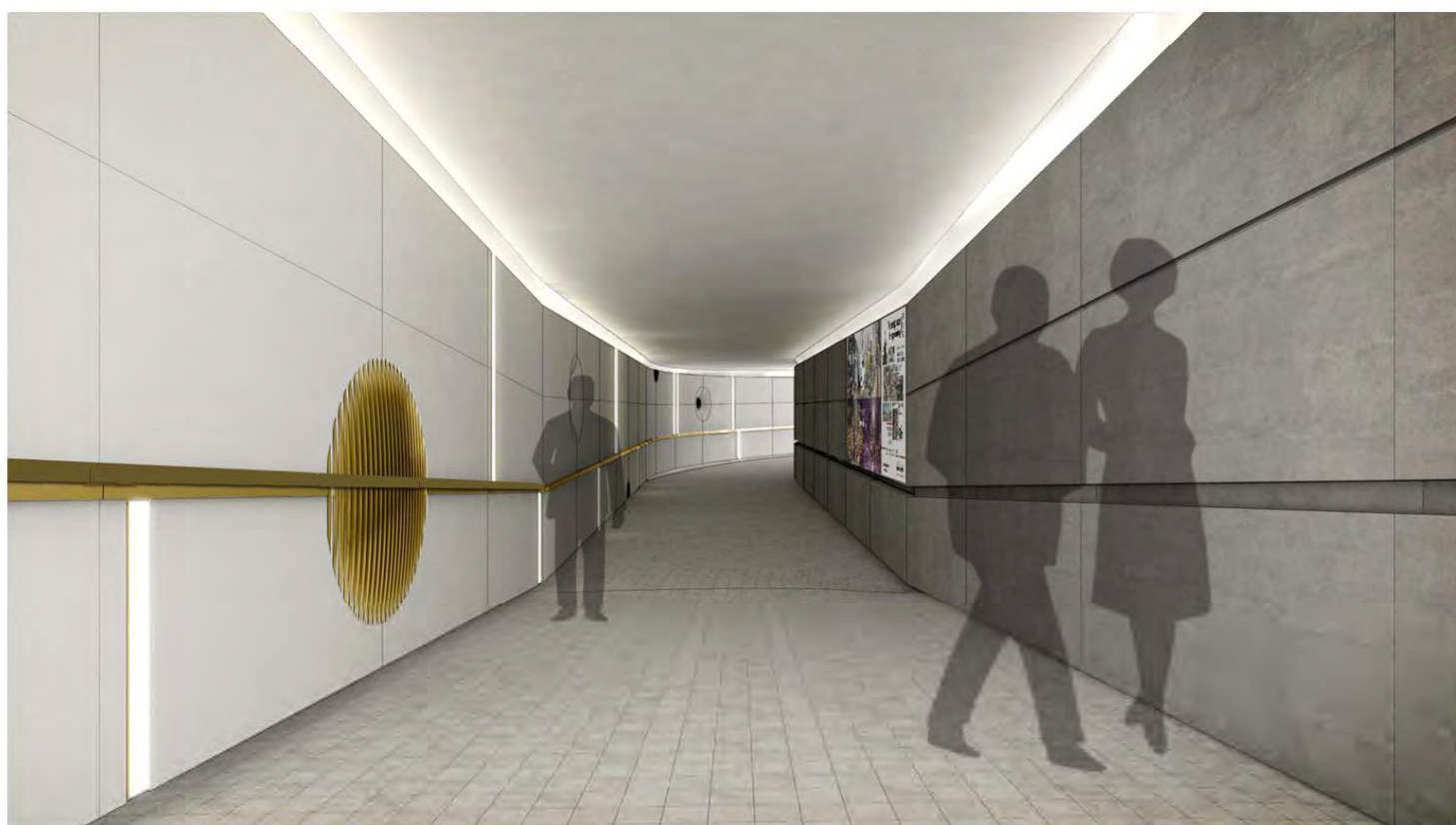
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PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程  
EXISTING AUSTIN ROAD SUBWAY  
BEAUTIFICATION WORKS



柯士甸道行人隧道內 - 現時狀況  
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - EXISTING CONDITION



柯士甸道行人隧道內 - 美化工程完成後  
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - AFTER BEAUTIFICATION WORKS

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現有柯士甸道行人隧道美化工程  
EXISTING AUSTIN ROAD SUBWAY  
BEAUTIFICATION WORKS





柯士甸道行人隧道近港景峰入口 - 現時狀況

AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE NEAR THE VICTORIA TOWER - EXISTING CONDITION



柯士甸道行人隧道近港景峰入口 - 美化工程完成後

AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE NEAR THE VICTORIA TOWER - AFTER BEAUTIFICATION WORKS

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PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程  
EXISTING AUSTIN ROAD SUBWAY  
BEAUTIFICATION WORKS



柯士甸道行人隧道戲曲中心入口 - 現時狀況  
AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE AT XIQU CENTRE - EXISTING CONDITION



柯士甸道行人隧道戲曲中心入口 - 美化工程完成後  
AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE AT XIQU CENTRE - AFTER BEAUTIFICATION WORKS

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現有柯士甸道行人隧道美化工程  
EXISTING AUSTIN ROAD SUBWAY  
BEAUTIFICATION WORKS