

For discussion on
11 May 2018

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

Integration and connectivity of the
West Kowloon Cultural District with its neighbouring district

PURPOSE

This paper updates Members on the implementation progress of the transport infrastructure projects on linking the West Kowloon Cultural District (WKCD) with its neighbouring district, and briefs Members on the revised design and funding proposal of the Artist Square Bridge (ASB).

BACKGROUND

2. The West Kowloon Cultural District Authority (WKCDA) has briefed Members of the Legislative Council Joint Subcommittee to Monitor the Implementation of the WKCD Project (Joint Subcommittee) on the issues relating to the integration and connectivity of WKCD with its neighbouring district at various meetings since July 2013.

3. Since previous reporting to Members about Members' concerns and areas of interest on some of the issues related to connectivity of WKCD, considerable progress has been achieved. This paper updates Members the latest development on these issues, including both land and marine transport as well as other transport facilities.

4. At the Joint Subcommittee meeting held on 21 April 2017, Members were briefed the funding proposal on the proposed ASB linking the Artist Square Development Area (ASDA) and the

Elements and the proposed beautification works for the existing subway across the junction of Austin Road West and Canton Road. At the meeting, Members raised concerns about the design and estimated cost of the proposed ASB and requested a review on the ASB project. This paper will also brief Members the revised design and funding proposal of ASB. The funding proposal is at **Annex A**.

PROGRESS UPDATE ON TRANSPORT INFRASTRUCTURE PROJECTS

Public Transport Planning and Operation

Railway Connections

5. WKCDA has formulated a connectivity plan which makes WKCD accessible by various modes of transport. WKCD is connected to the other parts of Hong Kong through the extensive railway network with two nearby MTR Kowloon Station and Austin Station which are both within walking distance. Visitors are encouraged to use railway as the primary transport mode to access to and depart from WKCD. Based on WKCDA's experience, during major events, supplementary express feeder bus services to nearby MTR stations could help crowd dispersion. In future, WKCDA will maintain regular dialogue with MTR Corporation Limited on the event schedules and the estimated number of visitors to facilitate train service deployment.

Cross-boundary Connections

6. WKCD is accessible to various cross-boundary transport facilities. There are direct pedestrian linkages between WKCD and its adjacent public transport nodes including the West Kowloon Station (WKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), cross-boundary bus terminus at the Elements, Kowloon Station of the Airport Express, and China ferry terminal at the China Hong Kong City. By land, the Hong Kong Section of the XRL scheduled to open in the third quarter of 2018 tentatively will facilitate connection of WKCD to many cities in the Mainland via the National High-speed Railway Network. By air, WKCD is located within a five-hour flight radius reach of half of the world's population and by sea, the nearby cross-boundary ferry services provide linkages between WKCD and Macau as well as nine ports in Guangdong Province including Nansha and Zhuhai.

Road-based Traffic

7. WKCD is conveniently served by road-based transport. For visitors accessing the western part of WKCD where the existing Nursery Park (or the future Exhibition Centre and the Hong Kong Palace Museum (HKPM)), Art Park and Freespace are located, they can take the existing 20 day-time regular bus routes to/from the Hong Kong Island, Kowloon West and the New Territories with stops at the Western Harbour Crossing (WHC) Toll Plaza (see **Annex B**). Alternatively, they can choose to take the six bus routes and four green minibus routes at the Kowloon Station Public Transport Interchange (see **Annex C**) with destinations covering Kowloon East and New Territories East.

8. At the eastern part of WKCD where the Xiqu Centre is located, visitors are conveniently served by the existing 13 bus routes and four green minibus routes passing through Canton Road with stops near Austin Road West (see **Annex D**).

9. There is also a new bus terminus located north of WKS. To cope with the commissioning of the XRL, three new bus routes will be introduced. They will run between bus termini at Queensway and WKS, Kwun Tong Public Transport Interchange and WKS bus terminus and bus termini between Sheung Shui and WKS. In the vicinity of WKS, there is a new pedestrian footbridge and subway network linking WKS with adjacent developments, including the Xiqu Centre. Visitors can make use of the new bus services to access WKCD. Moreover, as part of the infrastructure works for WKCD, phase I – first construction package, an east lay-by of about 50 metres long has been built along Austin Road West near the Xiqu Centre and will be open soon. The lay-by is intended for use by public transport and the Government will work with public transport operators to divert some existing transport routes en-route this lay-by. Existing and planned bus/green minibus stops are shown in **Annex E**.

10. In the early phase when Freespace in the Art Park opens, a new green minibus en-route stop will be added on Nga Cheung Road to meet the traffic demand. Nevertheless, due to the overall limited passenger demand in the initial phase of development, it is difficult to support a separate regular public transport route. As an interim measure, WKCD is prepared to extend the current contract-hired shuttle bus service between the MTR Kowloon Station and the Nursery Park on Saturdays, Sundays and public

holidays during exhibition period at the M+ Pavilion to serve visitors. During mega events, WKCDA would liaise with relevant government departments and bus operators/service providers to extend more public transport routes and / or introduce special services as appropriate. WKCDA will closely monitor the demand for public transport and road traffic situation in WKCD in various development stages and timely review and adjust the public transport services with the relevant Government departments to cope with the increasing demand.

11. Sufficient taxi stands and taxi pick-up and drop-off facilities will need to be provided to tally with the development in WKCD. WKCDA plans to provide such facilities at the east and west lay-bys, Art Park, M+, HKPM and at the underground road in Zone 2 of the integrated basement. The proposed taxi stands/pick-up and drop-off points in WKCD are illustrated in **Annex F**.

Autonomous Vehicle Trial within WKCD

12. WKCDA is committed to providing cultural facilities that are accessible for everyone. As we move towards completing our venues, a new form of completely autonomous, zero-emission vehicle that will help visitors navigate the district has been on trial on a fixed route near the Nursery Park since July 2017, with a trained vehicle conductor who has overriding control of the vehicle at all times, including access to emergency buttons, stationed on board. Fully equipped with sensors to detect objects in its path, it offers an environmentally friendly mobility solution that interacts safely with pedestrians. As of April 2018, more than 2 000 visitors had participated in the trial ride and about 10% were surveyed. The survey results reveal that participants of the trials support WKCDA's proposal to use autonomous vehicle to serve visitors within WKCD. WKCDA plans to extend the autonomous vehicle trial in phases within WKCD to cover the waterfront promenade and Art Park before confirming details of its service for the whole district.

SmartBike

13. SmartBike is a bike sharing programme designed to complement the future provision of cycle paths in WKCD, and to encourage visitors to use bicycles as a sustainable means of getting around the Art Park and as an easy access to the cultural venues, cafes, restaurants and shops in the Park and along the harbourfront. The SmartBike service is operated by TWGHs

BiciLine Cycling Eco-Tourism Social Enterprise. About 50 bikes are provided for children and adults and two fixed automated bike rental service stations had been set up at the Nursery Park. The SmartBike service is well-received by the public. WKCD will continue to improve the service by extending the bike service to the Art Park and launching the SmartBike mobile app service in the later part of 2018. WKCD will also amend the bike route and locations of rental service stations to suit the development of the promenade, HKPM and Exhibition Centre.

Private Car and Coach Parking Provision

14. According to the Development Plan of WKCD and the parking provision requirements stipulated in the Hong Kong Planning Standard and Guidelines, about 2 200 to 2 800 car parking spaces will need to be provided in WKCD. Distribution of the car and coach parking provision by areas is planned as shown in **Annex G**. Two new car parks will be open by the end of 2018 to meet the interim demand, i.e. about 50 parking spaces (temporary provision) adjacent to the Xiqu Centre and about 210 parking spaces below the Art Park adjoining the M+ building. To tie in with the development programme, another 2-level underground car park with about 150 parking spaces will be provided at Zone 3A by 2020, followed by about 50 and 230 car parking spaces (including temporary provision) to be provided at HKPM and Zone 3B respectively in 2022. For efficient management, WKCD plans to manage all the parking spaces in WKCD except for those at the Exhibition Centre which is a public-private partnership project.

15. To address the coach parking demand, 26 coach parking spaces will be provided at B1 level of the integrated basement serving the arts and cultural venues on the eastern and central portion of WKCD. An addition of 17 nos. of coach parking spaces will be provided at the Exhibition Centre and HKPM to serve the arts and cultural venues at the western end. Prior to the completion of the integrated basement and Exhibition Centre, temporary coach parking spaces will be provided near the Art Park to meet the interim demand.

Update on Provision of Marine Access Points at WKCD

16. Marine transport is considered the most direct and convenient means of transport to cross the harbour, and is an attractive transport alternative to visitors which is free from urban

traffic congestion. In the early development stage, there appears a genuine need for event-based marine transport service to serve large events held in the Art Park and other major performance venues in WKCD. Furthermore, if the water tour services currently cruising within the Victoria Harbour could add a new landing point at WKCD, we believe that it would help synergising Hong Kong's tourism development. WKCDA has consulted some water tour service providers and some of them have indicated their interest. Further study is required to ascertain if the existing landing facilities can accommodate such service.

17. In October 2017, the Government published the "Development Blueprint for Hong Kong's Tourism Industry" to set out four development strategies and various short-, medium- to long-term initiatives, with a view to achieving the vision and mission to develop Hong Kong into a world-class premier tourism destination. Among which, the Government is exploring the provision of water taxi serving major tourist attractions along both sides of the Victoria Harbour (such as Central, West Kowloon, Kai Tak and Tsim Sha Tsui), with a view to enhancing the tourism characteristics of Victoria Harbour and harbourfront promenades. To dovetail with the above-mentioned Government initiative, proper marine landing facilities will need to be provided at WKCD to make the waterfront a gateway to WKCD.

18. Apart from the existing landing steps at the New Yau Ma Tei Typhoon Shelter, two additional marine access points are being considered at the northern and southern parts of WKCD (as shown in **Annex H**). WKCDA is proceeding with a feasibility study of these two proposed marine landing facilities on the assumption that both will not trigger the test on overriding public need under the Protection of the Harbour Ordinance. The southern access point will be located at the curved alignment of the shoreline where the relatively calm water environment would minimise wave impact on passenger berthing. We propose to modify the slopping seawall adjacent to the main park area and utilise only the area above the High Water Mark for the landing facility to avoid reclamation. This southern marine access is intended to be a stopover point for water tour and possible water taxi.

19. The proposed northern marine access point is to be provided at the existing vertical seawall at the New Yau Ma Tei Typhoon Shelter, located north of the Salt Water Pumping Station. To minimise the extent of work and impact on the waterfront

promenade, subject to the recommendations of the feasibility study, the proposed access point may be in the form of a floating pontoon, which will be installed for major events. The design and operation of the northern marine access will be integrated with the Exhibition Centre development project. As the proposal may have implications on the users of the New Yau Ma Tei Typhoon Shelter, the Government and WKCD will consult relevant stakeholders before putting up the development proposal.

PROGRESS UPDATE ON PEDESTRIAN CONNECTIONS

20. Developments in the vicinity of WKCD are linked up through an extensive pedestrian network system comprising at-grade walkways, footbridges and subways, some of them are to be provided under the XRL project. In between WKS and WKCD is a pedestrian plaza deck which will be open in the third quarter of 2018 together with the XRL. Visitors may access the central part of WKCD easily through the planned Central Square and tour around in a safe and vehicle free environment. A plan showing the pedestrian network in the vicinity of WKS and WKCD is at **Annex I**.

21. To address the future pedestrian demand and enhance connectivity, a new pedestrian linkage system will be provided across Austin Road West (Austin Road Pedestrian Linkage System), linking the MTR Austin Station with the basement of Xiqu Centre. Details of this direct connection were presented to Members at the Joint Subcommittee meeting on 21 November 2017. Works will commence soon after the Finance Committee's approval of the funding application on 27 April 2018 for completion by 2020. In order to enhance the walking environment, the above-mentioned funding application also covers the beautification works for the existing pedestrian subway across the junction of Austin Road West and Canton Road. The beautification works are anticipated to be completed in phases from the first quarter of 2019.

Proposed Artist Square Bridge (ASB)

22. The proposed ASB will provide a convenient connection between the MTR Kowloon Station and ASDA. At the Joint Subcommittee meeting held on 21 April 2017, Members raised concerns about the design and estimated cost of the proposed ASB and did not support submission of the funding proposal to the

Public Works Subcommittee. The Government and WKCD have subsequently revisited the ASB design and reduced significantly the cost of the bridge. The new ASB design now proposed by WKCD would be an arch structure (with 'Vierendeel' truss). Detailed description of which, together with the revised funding application, is at **Annex A**. The Government will proceed with the new design for subsequent consultation and funding application to the Public Works Subcommittee (PWSC) of the Legislative Council (LegCo).

23. Based on the agreed land handover schedule with the MTR Corporation Limited, the land occupied for XRL project at Zone 2 area can be handed over to WKCD in phases in 2018. WKCD plans to open up a strip of the waterfront promenade for public use. Pedestrians from Canton Road can walk through the Xiqu Centre ground level and access the waterfront for enjoyment.

24. In the Explanatory Statement of the approved WKCD Development Plan (No. S/K20/WKCD/2), an "Anchorage Bridge" is proposed as an indicative future possible connection between The Elements Shopping Centre and the northern tip of WKCD subject to agreement with various stakeholders and future demand justifications. Having reviewed the demand forecasts for pedestrian connection for WKCD, our consultants concluded that such connection would not be required from traffic demand point of view. The Exhibition Centre, HKPM, Art Park, ASDA and other facilities at the western side of WKCD can be adequately served by the existing footbridge across the toll plaza of WHC, the proposed ASB and at-grade footpaths.

PROGRESS UPDATE ON VEHICULAR CONNECTIONS

At-grade Road

25. Funded under PWP Item 7791CL, a U-shaped at-grade dual-2 lane carriageway around the portal of WHC is under construction for completion in the third quarter of 2018. This new public road will serve the Art Park, M+, HKPM and Exhibition Centre with proper access points for pick-up/drop-off facilities. The U-shaped road will have a single access point at Nga Cheung Road/Austin Road West and a roundabout at the far end section adjacent to the Exhibition Centre. To further enhance accessibility

of the western part of WKCD, the Government and WKCDA will carry out a feasibility study to explore further extension of the U-shaped road to the north and merging with the existing service road of West Kowloon Highway northbound. The feasibility study is expected to commence in the third quarter of 2018.

Basement Road

26. The basement road in Zones 3A is under construction, and the basement road in Zone 3B will be constructed under the main works contract of the integrated basement. Basement road within the remaining portion of the integrated basement in Zone 2 is in the design stage. The whole length of the basement road is about one kilometre with pick-up/drop-off lay-bys alongside for cars, taxis and coaches. Visitors will drop-off at the lay-bys and take the escalators or lifts at the adjacent communal lobbies to reach the main Avenue level. The preliminary design of the integrated basement at Zones 2A, 2B and 2C is in progress and target for completion by the end of 2018. The detailed design of the integrated basement at Zone 2A will be substantially completed by the end of 2019. We target to brief Members on the total estimated construction cost for the whole integrated basement in early 2019.

Traffic Improvement Schemes in the vicinity

27. To cater for the traffic need generated by the developments in the West Kowloon area including WKCD, WKS and its topside developments as well as other new developments in the vicinity, a series of road improvement schemes are being carried out by the Government. They include i) an elevated carriageway linking Hoi Po Road to West Kowloon Highway northbound; ii) an elevated carriageway connecting the elevated Nga Cheung Road to the toll plaza of the WHC; iii) an at-grade carriageway connecting West Kowloon Highway southbound to the elevated Nga Cheung Road; and iv) widening of the junction of Canton Road with Austin Road and Austin Road West, junction of Canton Road with Wui Cheung Road and junction of Canton Road with Jordan Road and Ferry Street. It is anticipated that the improvement works will be completed in phases from the second quarter of 2018 to 2019 and the traffic conditions will be greatly improved.

ADVICE SOUGHT

28. Members are invited to note the implementation progress of the transport infrastructure projects on linking WKCD with its neighbouring district, and the revised design of the proposed ASB for subsequent consultation and funding application to PWSC of LegCo.

West Kowloon Cultural District Authority
May 2018

**For discussion
on 11 May 2018**

**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
West Kowloon Cultural District, Phase 1 – Third Construction Package**

PURPOSE

This paper briefs Members on the revised funding proposal to upgrade part of **754CL** entitled “Infrastructure Works for West Kowloon Cultural District, phase 1 – third construction package” to Category A, at an estimated cost of about \$380 million, in money-of-the-day (MOD) prices, in which about \$300 million (equivalent to about \$250 million in September 2016 prices) accounts for the estimated construction cost of the proposed footbridge and associated works, for provision of public infrastructure works (PIW) for the West Kowloon Cultural District (WKCD). The new design of the footbridge has been worked out with an overall cost saving of approximately 30% as compared with its original design.

PROJECT SCOPE AND NATURE

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

- (a) a covered footbridge, namely the Artist Square Bridge (the proposed footbridge), of about 94 metres(m) long and a clear width of about 7 m, including two lifts, two escalators and two staircases across Austin Road West linking the Artist Square in WKCD, southern footpath of Austin Road West and the existing developments above MTR Kowloon Station;
- (b) associated road works, ancillary works (including drainage, utilities, electrical and mechanical) and landscaping works; and
- (c) necessary environmental mitigation measures, as well as related monitoring and auditing works.

Site 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 2019 for substantial completion by the fourth quarter of 2021.

JUSTIFICATION

Progress Update

4. In July 2008, FC approved a one-off upfront endowment for the West Kowloon Cultural District Authority (WKCDA) 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 WKCDA would, in view of its 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 the Artist Square Development Area (ASDA), was approved by FC in July 2015. The construction works were entrusted to WKCDA in October 2015 for completion in stages by the end of 2018.

Second Construction Package of PIW

7. The funding application for the second construction package of PIW¹, which comprises the proposed Austin Road Pedestrian Linkage System and the proposed beautification works for existing pedestrian subway across the junction of Austin Road West and Canton Road, was approved by FC at its meeting on 27 April 2018. We plan to commence the proposed works under the second construction package in the second quarter of 2018 for completion in phases by the third quarter of 2020.

Artist Square Development Area

8. The area around the Artist Square, which includes M+, Lyric Theatre Complex and some hotel/office/residential (HOR) sites (referred to as ASDA) presents a good opportunity for early development into a “mini-WKCD” (for layout plan see **Enclosure 3**). The ASDA is being implemented in phases for completion around 2022 to form a precinct supported by a balanced mix of land uses including core arts and cultural facilities, offices, other arts and cultural facilities and RDE facilities. The public open spaces in ASDA, including the interfacing area with the Art Park, the Artist Square and the waterfront promenade, will be developed to create a sense of place for the general public and to bring vibrancy to the area.

Proposal

Third Construction Package of PIW

9. At present, there is no grade-separated pedestrian linkage between WKCD and the MTR Kowloon Station. Public coming from MTR Kowloon Station and its topside developments have to use the at-grade crossing on Nga Cheung Road and then walk southward along the western footpath, follow the footpath at the roundabout before reaching the southern footpath of Austin Road West to access to WKCD. A direct, grade-separated pedestrian linkage between the MTR Kowloon Station and the future ASDA is imperative to improving the accessibility and connectivity of WKCD. The proposed footbridge seeks to provide such direct pedestrian linkage (see **Enclosure 3**).

10. The design capacity of the proposed footbridge will be able to cope with the estimated peak pedestrian flow (2-way) of about 4 600 pedestrians per 30 minutes in 2031. The proposed footbridge will provide a **direct, round-the-clock and barrier-free connection** between the developments above MTR Kowloon Station and ASDA, linking the at-grade public footpath on the northern

¹ PWSC(2017-18)27 for upgrading part of 754CL entitled “Infrastructure Works for West Kowloon Cultural District, phase 1 – second construction package” to Category A.

side of the existing Austin Road West through an existing lift inside the developments of the MTR Kowloon Station, and the at-grade public footpath on the southern side by two lifts of the proposed footbridge to be provided.

11. On 21 April 2017, the Government consulted the Joint Subcommittee on the funding proposal of the originally proposed footbridge². At the meeting, Members raised concerns on the design and estimated cost of the proposed footbridge and the Joint Subcommittee did not support submission of the funding proposal to the Public Works Subcommittee (PWSC).

12. The original design of the proposed footbridge adopted a semi-enclosed form and an artistic design that added an element of visual delight to the identity of WKCD, thereby providing visitors with a welcoming entry. The proposed footbridge was planned to be implemented in two phases. The phase 1 works mainly comprises the construction of the main section with two supporting piers of the proposed footbridge, spanning across Austin Road West and linking the existing developments above the MTR Kowloon Station and the northern boundary of the Artist Square, was planned for completion by the fourth quarter of 2020.

13. To enhance the sense of arrival of visitors to WKCD, the phase 2 works mainly comprises the construction of the remaining section with one supporting pier which seeks to extend the proposed footbridge into the central area of the Artist Square. The implementation programme of the phase 2 works was dependent on the construction programme of the basement structure of Zone 3³ which would provide structural support to the pier of the remaining section. The phase 2 works was planned to be completed by the fourth quarter of 2021 prior to the completion of the ASDA in 2022.

14. In view of Members' concerns on the construction cost, the Government and WKCDA have critically reviewed the design of the proposed footbridge through a value engineering exercise with a view to reducing the construction cost. The new design of the proposed footbridge is shown in **Enclosures 1 and 2**. Compared to the original design, the new design has trimmed down the scope of the phase 2 works substantially so that the overall length of the proposed footbridge is reduced by about 18m, resulting in saving to the construction cost. In the new design, the landing location of the footbridge has been shifted from the central area to the northern side of the Artist Square.

² To upgrade part of 754CL entitled "Infrastructure Works for West Kowloon Cultural District, phase 1" and part of 763CL entitled "Integrated Basement for West Kowloon Cultural District to Category A vide LC Paper No. CB(1)819/16-17(01) and LC Paper No. CB(1)819/16-17(03) respectively.

³ Following FC's funding approval obtained on 5 January 2018, the construction of the 3rd stage of construction works of the integrated basement in Zone 3B commenced in early January 2018.

In addition, as opposed to the originally proposed phased implementation approach, the proposed footbridge will be constructed in one go so that the number of supporting piers has been reduced from three to two, i.e. one on the northern side of Austin Road West and the other to be supported by the integrated basement structure of Zone 3B, leading to further reduction of the construction cost. In addition, the Government and WKCDA are exploring the feasibility of deleting the supporting pier on the northern side of Austin Road West by direct bearing of the footbridge onto the building structure of Elements. If this proposal is materialised, it could reduce the construction risk and further enhance the programme.

15. To provide a cost-effective solution for the bridge deck with a long span length of about 75m, the new design emphasises simplicity. The adoption of clear expression of structural form with open-sided bridge deck will reduce the construction cost.

16. As compared to the original design, it is estimated that the new design of the proposed footbridge, in particular the simplification of the substructure, could achieve an overall cost saving of about 30%⁴.

17. Subject to FC's funding approval, to tie in with the implementation programme of the Artist Square for target opening in 2022, construction of the proposed works will commence in the first quarter of 2019 for completion in the fourth quarter of 2021.

Proposed Entrustment to WKCDA

18. In view of the high degree of integration between the proposed footbridge and WKCDA's facilities within ASDA, the Government proposes to entrust to WKCDA the construction of the proposed footbridge. Given that the design and construction of the proposed works and ASDA are highly integrated, it will significantly increase the cost/time required for implementing the proposed works, and create serious interfacing problems for the implementation programmes of WKCDA's facilities if the works concerned are carried out by WKCDA and the Government's contractors separately. We therefore consider it necessary and cost-effective to entrust to WKCDA the construction of the proposed footbridge in conjunction with the construction of the integrated basement structure in Zone 3B, which are entrusted to WKCDA as stated in the funding application approved by FC (vide PWSC(2017-18)12) in January 2018. WKCDA will be reimbursed for the actual costs incurred in relation to the management, supervision and construction of the proposed entrustment works by

⁴ The estimated construction cost of the new design of the proposed footbridge (about \$280 million in MOD prices, equivalent to about \$230 million in September 2016 prices) is about 70% of the estimated construction cost of the original design in constant prices (about \$400 million in MOD prices, equivalent to about \$350 million in September 2016 prices).

their consultants and contractors (i.e. third party costs), and separately for their actual in-house management cost incurred.

Funding Arrangement for the Advance Works

19. The new design of the proposed footbridge has triggered gazette amendments, which will defer submission of the funding application to PWSC. This will definitely cause deferment to the completion of the proposed footbridge to the fourth quarter of 2021. WKCD has conducted a programme analysis which indicates that there will be a significant time benefit, if some of the initial works of the proposed footbridge are brought forward to be constructed in parallel with the basement construction of Zone 3B. If the proposed approach of Advance Works is adopted, we anticipate that we could advance the completion date of the proposed footbridge by a few months to the second quarter of 2021.

20. The WKCD Board approved exceptional funding arrangement for the Advance Works at the meeting on 20 April 2018 on the premise that its commitment to fund the advance works is unconditional. Nevertheless, since the proposed works are regarded as PIW to be funded by the Government and in recognition of the works undertaken by WKCD on its behalf, the Government intends to seek FC's approval for the costs associated with the above Advance Works and transfer it to WKCD subject to funding approval.

FINANCIAL IMPLICATIONS

21. We estimate the capital cost of the proposed works, as set out in paragraph 2 above, to be about \$380 million in MOD prices⁴, in which about \$300 million (equivalent to about \$250 million in September 2016 prices) accounts for the estimated cost of the construction works.

PUBLIC CONSULTATION

22. At various Joint Subcommittee meetings when the integration and connectivity of WKCD with its neighbouring districts was discussed, Members had urged the Government to enhance the connectivity as soon as possible including, for example, the provision of a grade-separated pedestrian linkage between the MTR Kowloon Station and ASDA.

23. We plan to consult the Yau Tsim Mong District Council at its meeting in end of May 2018 and to gazette the proposed amendments under the Roads

⁴ This figure represents the latest cost estimate of the proposed works to be finalised before making submission to PWSC.

(Works, Use and Compensation) Ordinance (Cap. 370) in the second quarter of 2018.

24. We have consulted the Advisory Committee on the Appearance of Bridges and Associated Structures⁵ on the revised aesthetic design of the proposed footbridge. The Committee accepted in principle the aesthetic design.

ENVIRONMENTAL IMPLICATIONS

25. The engineering feasibility study of the WKCD development is a designated project under Schedule 3 of the Environmental Impact Assessment Ordinance (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 minimize construction noise impact, and regular watering of the site and provision of wheel-washing facilities for dust control.

26. At the planning and design stages, we have considered the design level and construction method of the proposed works to reduce the generation of construction waste where possible. In addition, we will require the contractor 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 facilities⁶. We will encourage the contractor 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.

⁵ 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.

⁶ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

27. At the construction stage, we will require the contractor to submit for approval a plan 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 plan. We will require the contractor 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

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

LAND ACQUISITION

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

BACKGROUND INFORMATION

30. 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.

31. In January 2013, FC approved the upgrading of **753CL** "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.

32. 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.

33. In April 2018, FC approved the upgrading of part of **754CL** "Infrastructure Works for West Kowloon Cultural District, phase 1 – second construction package" to Category A at an estimated cost of \$192 million in MOD prices.

34. We have entrusted to WKCDA the design and site investigation of part of the PIW under **753CL**, as well as the first construction package under **754CL**, both of which are proceeding in stages to suit the phased implementation of WKCD.

WAY FORWARD

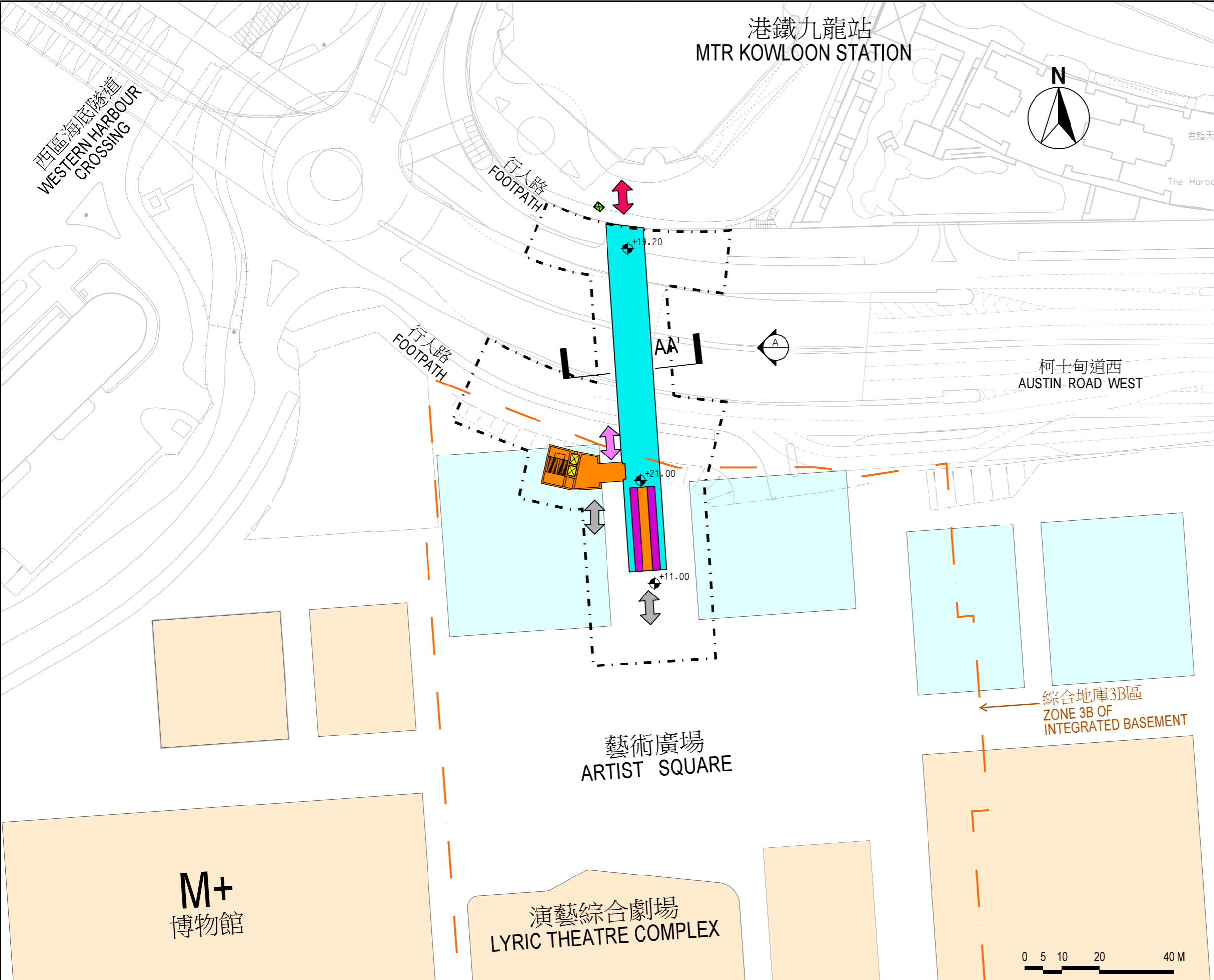
35. We plan to seek funding support of PWSC in the fourth quarter of 2018 and then FC's funding approval, after consultation with the Yau Tsim Mong District Council and completion of statutory gazetting procedures.

**Home Affairs Bureau
Civil Engineering and Development Department
May 2018**

港鐵九龍站
MTR KOWLOON STATION



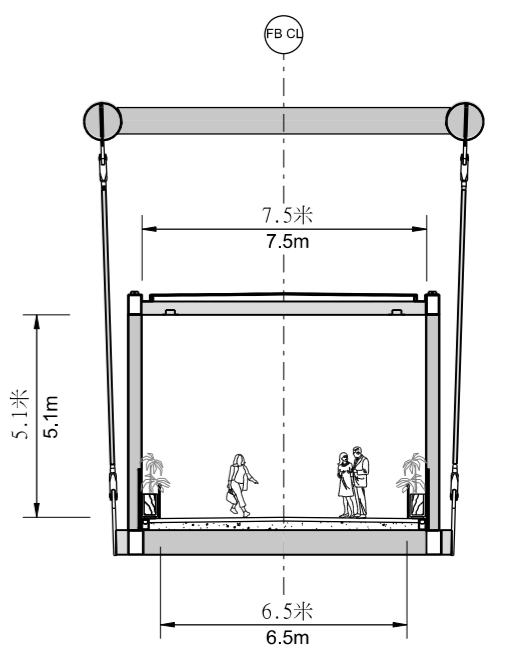
- 圖例 LEGEND :
-  施工區界限
LIMIT OF WORKS AREA
 -  酒店、辦公室及住宅發展項目
HOTEL, OFFICE AND RESIDENTIAL DEVELOPMENTS
 -  西九管理局設施
WKCD A'S FACILITIES
 -  擬建有蓋行人天橋
PROPOSED COVERED FOOTBRIDGE
 -  擬建有蓋自動扶梯
PROPOSED COVERED ESCALATORS
 -  擬建有蓋樓梯
PROPOSED COVERED STAIRCASE
 -  擬建升降機
PROPOSED LIFT
 -  +12.63
擬建水平(約數)
PROPOSED LEVEL (APPROXIMATE)
 -  現有發展項目連接
CONNECTION TO THE EXISTING DEVELOPMENT
 -  現有行人路連接
CONNECTION TO THE EXISTING FOOTPATH
 -  將來發展項目連接
CONNECTIONS TO THE FUTURE DEVELOPMENT
- 鄰近發展項目提供的現有24小時開放無障礙設施
EXISTING ROUND-THE-CLOCK BARRIER FREE FACILITY PROVIDED BY ADJOINING DEVELOPMENT
- 鄰近發展項目提供的現有升降機
EXISTING LIFT PROVIDED BY ADJOINING DEVELOPMENT



鄰近發展項目提供的現有24小時開放無障礙設施
EXISTING ROUND-THE-CLOCK BARRIER FREE FACILITY PROVIDED BY ADJOINING DEVELOPMENT

鄰近發展項目提供的現有升降機
EXISTING LIFT PROVIDED BY ADJOINING DEVELOPMENT

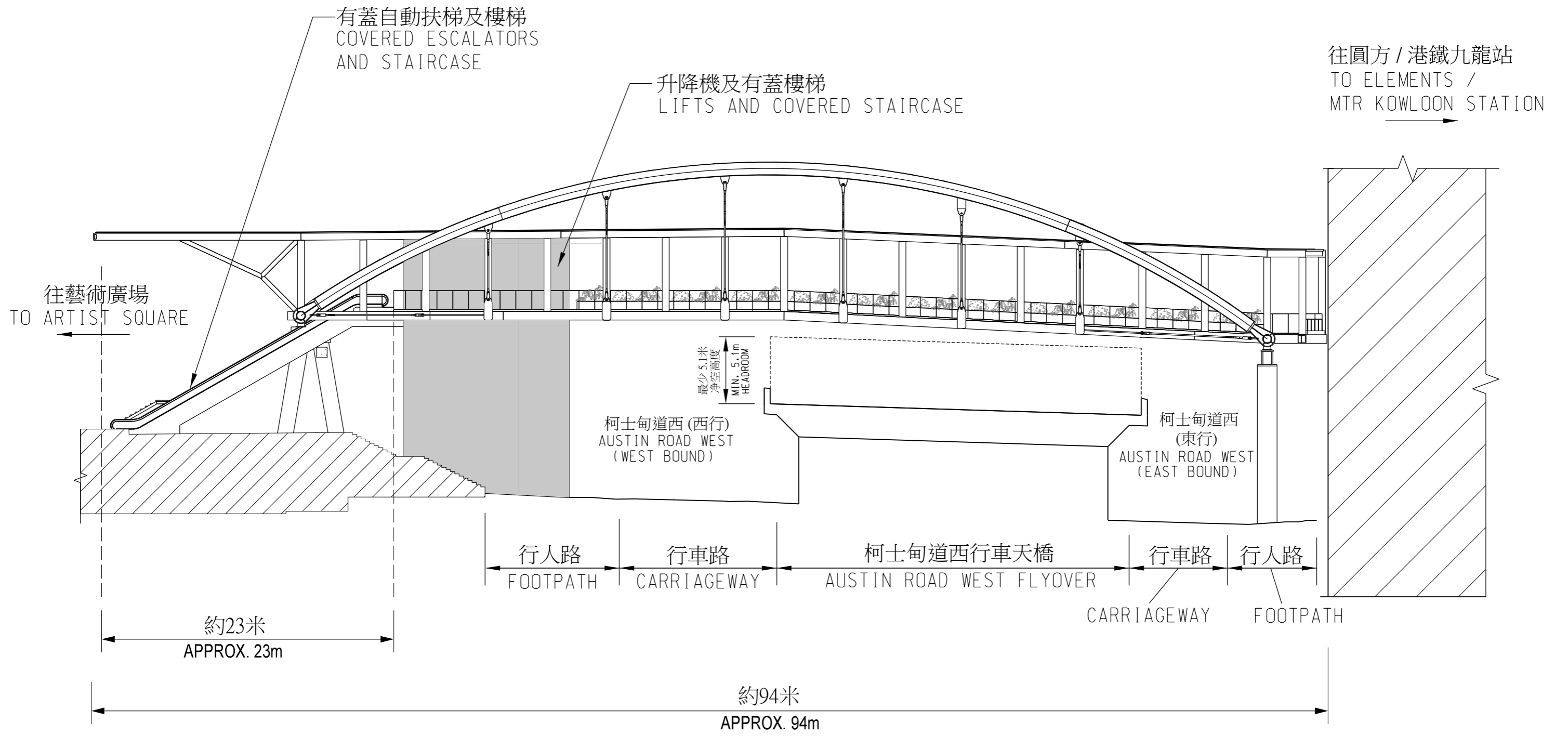
綜合地庫3B區
ZONE 3B OF INTEGRATED BASEMENT



項目名稱 PROJECT TITLE
7754CL號(部分) - 西九文化區基礎建設工程第一期 - 第三組建造工程
7754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - THIRD CONSTRUCTION PACKAGE

藝術廣場天橋
ARTIST SQUARE BRIDGE

剖面圖 AA'
SECTION AA'
不按比例
NOT TO SCALE



視角 A
VIEW A

項目名稱 PROJECT TITLE
 7754CL號(部分) - 西九文化區基礎建設工程第一期 - 第三組建造工程
 7754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
 PHASE 1 - THIRD CONSTRUCTION PACKAGE

藝術廣場天橋
 ARTIST SQUARE BRIDGE

比例 SCALE
 不按比例
 Not to scale



擬建行人天橋西立面構想俯瞰圖 AERIAL VIEW OF WESTERN SIDE OF PROPOSED FOOTBRIDGE



擬建行人天橋東立面構想圖 VIEW OF EASTERN SIDE OF PROPOSED FOOTBRIDGE

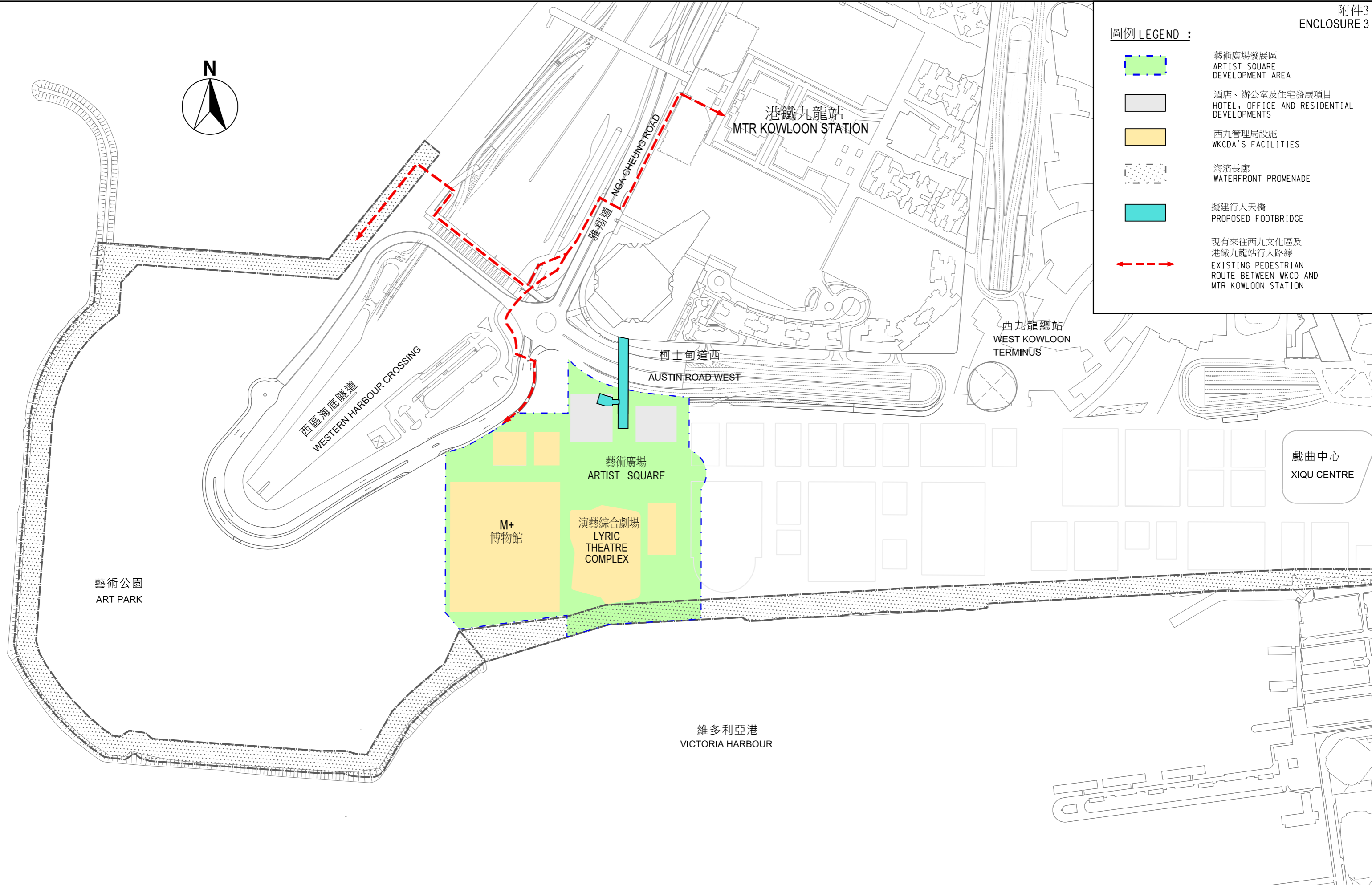


天橋內部構想圖 VIEW FROM DECK LEVEL

項目名稱 PROJECT TITLE

7754CL號(部分) - 西九文化區基礎建設工程第一期 - 第三組建造工程
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藝術廣場天橋
ARTIST SQUARE BRIDGE



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 7754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
 PHASE 1 - THIRD CONSTRUCTION PACKAGE

藝術廣場發展區
 ARTIST SQUARE DEVELOPMENT AREA

比例 SCALE
 不按比例
 Not to scale

途經西區海底隧道收費廣場的日間常規巴士路線

Day-time regular bus routes stopping at WHC Toll Plaza

路線號碼 Route No.	起點站 Origin	終點站 Destination
904	荔枝角 Lai Chi Kok	堅尼地城 (卑路乍灣) Kennedy Town (Belcher Bay)
905	荔枝角 Lai Chi Kok	灣仔北 Wan Chai North
914	海麗邨 Hoi Lai Estate	銅鑼灣 (天后) Causeway Bay (Tin Hau)
930	荃灣 (愉景新城) Tsuen Wan (Discovery Park)	灣仔北 Wan Chai North
960	屯門 (建生) Tuen Mun (Kin Sang)	灣仔北 Wan Chai North
961	屯門 (山景) Tuen Mun (Shan King)	灣仔 (會議展覽中心) Wan Chai (HKCEC)
962B	屯門 (置樂花園) Tuen Mun (Chi Lok Fa Yuen)	銅鑼灣 (摩頓台) Causeway Bay (Moreton Terrace)
962X	屯門 (龍門居) Tuen Mun (Lung Mun Oasis)	銅鑼灣 (摩頓台) Causeway Bay (Moreton Terrace)
967	天水圍 (天恩邨) Tin Shui Wai (Tin Yan Estate)	金鐘 (西) Admiralty (West)
968	元朗 (西) Yuen Long (West)	銅鑼灣 (天后) Causeway Bay (Tin Hau)
969	天水圍市中心 Tin Shui Wai Town Centre	銅鑼灣 (摩頓台) Causeway Bay (Moreton Terrace)
970	蘇屋邨 So Uk Estate	數碼港 Cyberport
970X	蘇屋邨 So Uk Estate	香港仔 Aberdeen
971	海麗邨 Hoi Lai Estate	香港仔 (石排灣) Aberdeen (Shek Pai Wan)
973	尖沙咀東 (麼地道) Tsim Sha Tsui East (Mody Road)	赤柱市場 Stanley Market
978	粉嶺 (華明) Fanling (Wah Ming)	灣仔北 Wan Chai North

路線號碼 Route No.	起點站 Origin	終點站 Destination
E11 / E11A	機場博覽館 AsiaWorld-Expo	銅鑼灣 (天后) Causeway Bay (Tin Hau)
A10	機場 Airport	鴨脷洲 (利樂街) Ap Lei Chau (Lee Lok Street)
A11	機場 Airport	北角碼頭 North Point Ferry Pier
A12	機場 Airport	小西灣 (藍灣半島) Siu Sai Wan (Island Resort)

總站設於九龍站公共運輸交匯處的巴士路線及綠色專線小巴路線

Bus routes and green minibus routes terminated at Kowloon Station Public Transport Interchange

路線號碼 Route No.	起點站 Origin	終點站 Destination
8	九龍站 Kowloon Station	尖沙咀碼頭 Star Ferry
11	九龍站 Kowloon Station	鑽石山站 Diamond Hill Station
203E	九龍站 Kowloon Station	彩紅 Choi Hung
215X	九龍站 Kowloon Station	藍田 (廣田邨) Lam Tin (Kwong Tin Estate)
281A	九龍站 Kowloon Station	沙田 (廣源) Sha Tin (Kwong Yuen)
296D	九龍站 Kowloon Station	將軍澳 (尚德) Tseung Kwan O (Sheung Tak)
綠色專線小巴 GMB 26	九龍站 Kowloon Station	土瓜灣 (浙江街) To Kwa Wan (Chi Kiang Street)
綠色專線小巴 GMB 74	九龍站 Kowloon Station	旺角 (聯運街) Mong Kok (Luen Wan Street)
綠色專線小巴 GMB 74S	九龍站 Kowloon Station	何文田山道 Ho Man Tin Hill Road
綠色專線小巴 GMB 77M	九龍站 Kowloon Station	尖沙咀東 East Tsim Sha Tsui

途經廣東道近柯士甸道的巴士路線及綠色專線小巴路線

Bus routes and green minibus routes pass through Canton Road near Austin Road

路線號碼 Route No.	起點站 Origin	終點站 Destination
3C	中港碼頭 China Ferry Terminal	慈雲山 (北) Tsz Wan Shan (North)
12	尖沙咀東 (麼地道) Tsim Sha Tsui East (Mody Road)	海麗邨 Hoi Lai Estate
14	中港碼頭 China Ferry Terminal	鯉魚門邨 Lei Yue Mun Estate
110	筲箕灣 Shau Kei Wan	尖沙咀東 (麼地道) Tsim Sha Tsui East (Mody Road)
215X	九龍站 Kowloon Station	藍田 (廣田邨) Lam Tin (Kwong Tin Estate)
238X	中港碼頭 China Ferry Terminal	荃灣 (海濱花園) Tsuen Wan (Riviera Gardens)
281A	九龍站 Kowloon Station	沙田 (廣源) Sha Tin (Kwong Yuen)
296D	九龍站 Kowloon Station	將軍澳 (尚德) Tseung Kwan O (Sheung Tak)
973	尖沙咀東 (麼地道) Tsim Sha Tsui East (Mody Road)	赤柱市場 Stanley Market
203C *	大坑東 Tai Hang Tung	尖沙咀東 (麼地道) Tsim Sha Tsui East (Mody Road)
260X *	屯門 (寶田) Tuen Mun (Po Tin)	紅磡站 Hung Hom Station
268B *	元朗 (朗屏站) Yuen Long (Long Ping Station)	紅磡碼頭 Hung Hom Ferry
269B *	天水圍市中心 Tin Shui Wai Town Centre	紅磡碼頭 Hung Hom Ferry
綠色專線小巴 GMB 3	尖沙咀 (亞士厘道) Tsim Sha Tsui (Ashley Road)	大角咀 (大同新邨) Tai Kok Tsui (Cosmopolitan Estate)
綠色專線小巴 GMB 6	尖沙咀 (漢口道) Tsim Sha Tsui (Hankow Road)	黃埔花園 Whampoa Garden

路線號碼 Route No.	起點站 Origin	終點站 Destination
綠色專線小巴 GMB 77M	九龍站 Kowloon Station	尖沙咀東 East Tsim Sha Tsui
綠色專線小巴 GMB 78	尖沙咀（北京道） Tsim Sha Tsui (Peking Road)	大角咀（維港灣） Tai Kok Tsui (Island Harbourview)

* 往尖沙咀／紅磡方向時會途經廣東道近柯士甸道的巴士路線。

* Bus routes pass through Canton Road near Austin Road on their Tsim Sha Tsui / Hung Hom bound trips.

Existing and Planned Bus / GMB Stops 現有及已規劃的巴士/專線小巴士

Annex E 附件 E

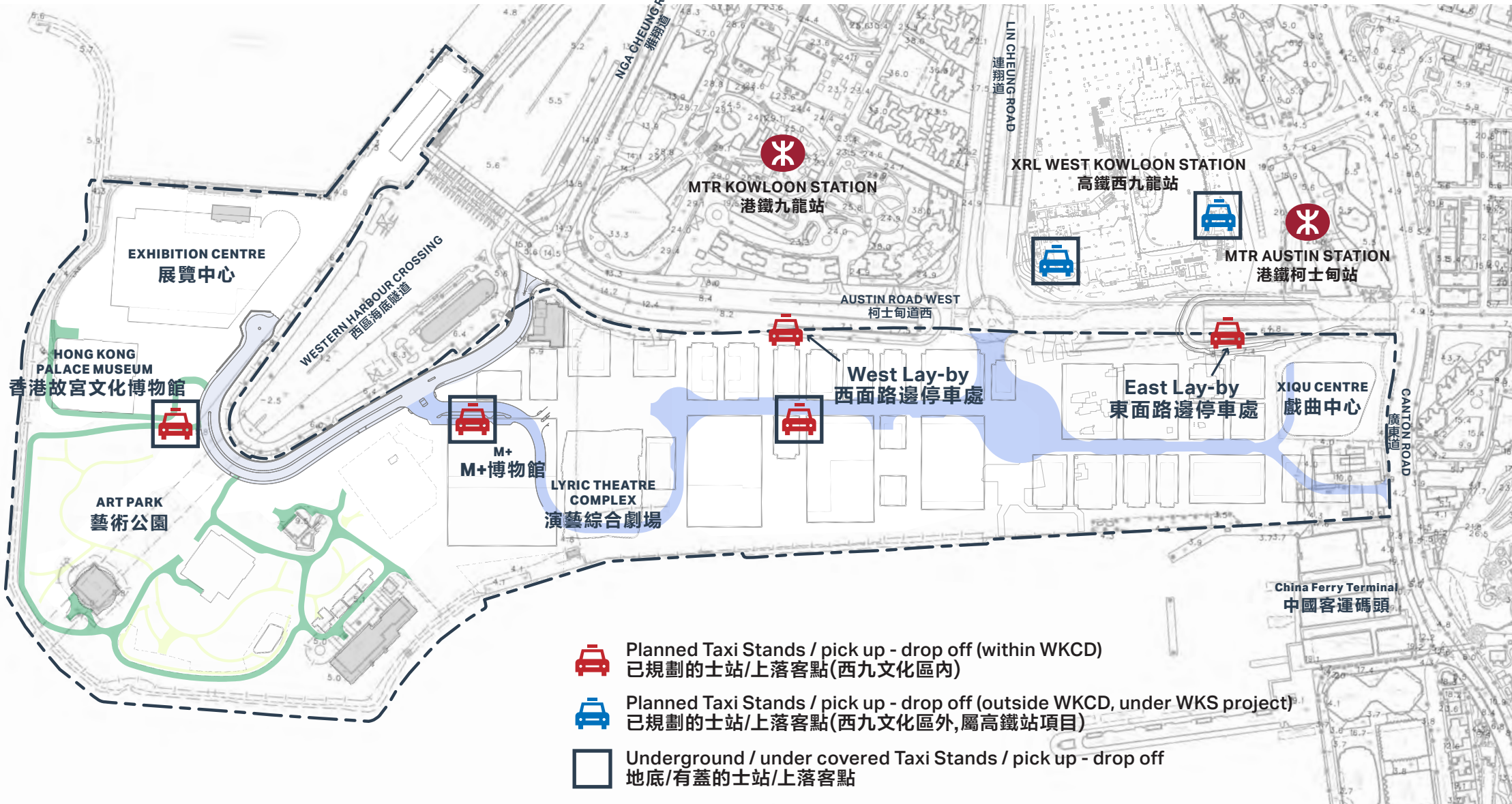


Planned Taxi Stands / pick up-drop off in WKCD

西九文化區已規劃的士站/上落客點

Annex F

附件 F



Car and Coach Parking Provision 私家車和旅遊巴士泊位供應

Annex G
附件 G






- Car Parking Spaces
私家車泊位
- Coach Parking Spaces
旅遊巴士泊位

*Car Parking provision in Zone 2 and Exhibition Centre is under study.
*2區及展覽中心的私家車泊位供應在研究當中

Proposed Marine Access Points 擬議船舶通道點

Annex H 附件 H



-  Southern Marine Access Point
南面船舶通道點
-  Northern Marine Access Point
北面船舶通道點
-  Existing Salt Water Pumping Station
現有海水抽水站

Pedestrian Connections Network 行人連接網絡

Annex I 附件 I

