

For Information

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

**Hong Kong Section of
Guangzhou-Shenzhen-Hong Kong Express Rail Link**

**Location of the West Kowloon Terminus
and its Supporting Facilities**

At the meeting of the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport on 22 October 2009, the Administration briefed Members on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project. In response to questions raised by some Members on the location of the West Kowloon Terminus (WKT) and its associated facilities, supplementary information is provided as follows –

Terminus of High Speed Rails should be Located in City Centre

2. The centre of a city is usually a place where population, employment, transport and economic activities are concentrated, with satisfactory transportation support, connecting travellers from their origin to their final destination. Such an arrangement should be most convenient to travellers, attracting even more travellers to use the XRL, and maximizing the economic benefit of the rail link. Making reference to global experience, termini of high speed rails are usually located in city centres.

3. Having analysed the actual locations of high speed rail termini in the Mainland (existing or planned), it is not difficult to observe that the

Mainland also inclines to locate such termini in the city centres, in order to give full play to the competitiveness of the high speed rails and their substantial economic benefits. Examples include Futian Station in Shenzhen; Beijing South Station which is located just outside Erhuan; Tianjin West Station which is located at the junction of Heping, Hedong and Hebei districts; Nanjing South Station inside Nanjing City, etc.

4. Although some termini are located in suburb areas when the high speed rails are at the early stage of their development and operation, these areas are normally planned as integrated transport hub and city centre, or as new city centre. And to cater for the future development of these areas, there will be different modes of transport connecting to the original city centre and the nearby city area or urban agglomerations. As far as the Mainland is concerned, examples of such developments include the New Guangzhou Terminus, Hangzhou East Terminus, Wuhan Terminus, New Changsha Terminus, Zhengzhou East Terminus, etc. (please refer to **Annex I** for details).

I

Terminus of the Hong Kong Section of the XRL to be located in West Kowloon

5. In Hong Kong, West Kowloon where the Hong Kong Terminus of the XRL is to be located, is in proximity to most of the commercial, retail, hotel and residential areas, and is well served by existing and planned railway and road networks. Around 30% of the Hong Kong population and almost half of the workforce are within five kilometres from the WKT. Departing from WKT, most commercial districts (e.g. Central) will be accessible in around 15 minutes, and most residential districts in the territory (e.g. Taikoo Shing, Shatin, Tsuen Wan and Yuen Long, etc.) will be accessible in around 30 minutes (please refer to **Annex II** for detailed plans).

II

6. In the “Hong Kong 2030 : Vision and Strategy” published in 2007 by the Planning Department, it was pointed out that together with the new office buildings built on top of the Kowloon Station, West Kowloon

District (including the area where the XRL Terminus will be built) has the potential to develop into a new cluster of high grade offices, thereby help sustain the development of the local financial and commercial service sector. From the strategic planning perspective, locating the XRL Terminus in West Kowloon will facilitate West Kowloon to develop into a new area for premium offices.

Associated traffic support in West Kowloon

Railway Hub

7. Upon the completion of the XRL, WKT Terminus will develop into a railway hub, with linkage to the Kowloon Station of the Airport Express and the Austin Station of the Kowloon Southern Link through at-grade areas, a number of footbridges and subways. We estimate that Kowloon Station will be some eight to ten minutes' walk from the XRL Terminus, while it will take about two to three minutes to walk from the terminus to Austin Station. Moving walkways, escalators and lifts will be installed for most of these footbridges and subways to provide barrier-free access for the public.

Road Improvement Works

8. To better tie in with the development of local districts, the Administration has conducted a traffic study in respect of the new development area of West Kowloon. The purpose of the study is to improve road and pedestrian connections, to tackle the congestion at some of the junctions in West Kowloon, and to provide direct road accesses to West Kowloon and adjacent areas, with a view to addressing the traffic need of the entire West Kowloon New Development Area (including the West Kowloon Cultural District (WKCD)) and the commissioning of WKT. Specific road improvement works suggested by the traffic study include the following (please refer to **Annex III** for the location map of the works) –

- a) construction of an underpass connecting Austin Road West (near Canton Road) and Lin Cheung Road (north of Jordan Road), separating the inter-district traffic from and local traffic, thus providing smooth access to and from WKCD, WKT and Kowloon Station;
- b) undertaking the improvement works at the Canton Road/Austin Road junction, including exploring the construction of the Canton Road Underpass and extending the existing subway system;
- c) implementation of other network improvement works, linking the WKCD directly to the nearby highways, so as to alleviate the burden on local transport network. These works include:
 - ◇ to modify the Public Transport Interchange at the Kowloon outlet of the Western Harbour Crossing (WHC), to allow vehicles to pass through the elevated passageway of Jordan Road for direct connection to the West Kowloon New Development Area;
 - ◇ to construct a new elevated road link from the elevated Nga Cheung Road (NCR) to WHC (Hong Kong bound);
 - ◇ to construct direct connection from NCR to West Kowloon Highway (northbound) passing through Hoi Po Road;
 - ◇ to construct direct road link from West Kowloon Highway (southbound) to NCR;
 - ◇ to widen sections of Austin Road West, Jordan Road and Lin Cheung Road;
 - ◇ to widen and enhance Wui Man Road between WKT

and Austin Station, and to extend and connect to Yan Cheung Road and Hoi Wang Road, to provide additional north-south routes; and

- ◇ to implement other improvement measures of a smaller scale, such as road widening.

9. Local traffic management schemes will also be implemented to address the current traffic congestion problems along Jordan Road and Canton Road.

10. The improvement works described above should be able to cater for the traffic growth in the area up to 2031. Upon completion of the above road network, the traffic pressure on a number of major road junctions in the West Kowloon area – including Jordan Road/Lin Cheung Road, Jordan Road/Ferry Street/Canton Road, Lin Cheung Road/Austin Road West, etc. – should be relieved (please refer to **Annex IV** for the reserve capacities of major junctions¹ before and after the improvement works).

IV

11. Apart from making the integrated railway transport more convenient, efficient and allowing the development of railway transportation, the improvement works can also expand the capacity of the road network in the West Kowloon District, thus addressing future needs. Apart from the proposed underpass along Canton Road, most of the road improvement works are expected to be completed by 2015 or earlier, to tie in with the commissioning of the XRL and the completion and commissioning of WKCD².

12. During the construction of the WKT, temporary traffic management schemes will be implemented. The additional traffic flow

¹ Five of the six existing junctions are congested with reserved capacity of less than 5%. With the completion of the road improvement projects, all the junctions in the area will have reserved capacity of no less than 5%.

² Road connections for WKCD are dependent upon the future layout of WKCD. We will work closely with the WKCD Authority in examining the integration of the relevant road improvement works with the adjacent WKCD frontage.

generated by the construction of WKT and the road works is expected to pose only slight impact on the road traffic in the vicinity of the work sites. We will cooperate closely with the Transport Department and the Police to reduce the impact of the XRL works on the traffic in the area.

Pedestrian Facilities

13. To strengthen the connectivity of the XRL Terminus with the neighbouring railway stations, the WKCD and other development areas, we are going to link up the whole district with at-grade pedestrian zones, footbridges and pedestrian subways. Improvement will also be made to the existing pedestrian subway at the junction of Canton Road and Austin Road. We are also considering the expansion of the pedestrian subway to connect the XRL Terminus to the MTR Jordan Station and Canton Road shopping area, so as to further enhance the pedestrian walkway system. This will not only provide convenience to road users of the new development area, but will also facilitate integration of the pedestrian walkways in both the old and new areas. (Please refer to **Annex V** for the location plan of the projects.)

V

14. To create a comfortable walking environment for pedestrians, pedestrian flow heading south of the West Kowloon Terminus will be segregated from the vehicular traffic. Since the Lin Cheung Road-Austin Road Underpass will be built underground, a large-scale at-grade cultural plaza connecting the ground level of the XRL Terminus, Kowloon Station, Austin Station and the WKCD will be provided for the pedestrians. The plaza of approximately 8 900 square metres in area will have a substantial amount of plants and vegetation to create a green space. The spacious pedestrian environment will not only cater for the needs of the development needs of West Kowloon and the need arising from a large pedestrian flow, but will also provide quality open space for the public.

Coordination with WKCD

15. Locating the XRL Hong Kong Terminus in the proximity to the WKCD will enable both projects to fully realize their economic benefits. Well served by the XRL and hence the advantage of transportation convenience, more visitors from the Pearl River Delta will be attracted to the WKCD to take part in arts and cultural activities; and the higher passenger volume brought by the WKCD will in turn enhance the cost-effectiveness of the XRL. These two projects, with coordination, will complement each other and achieve synergy, bringing even greater benefits to the Hong Kong economy. According to current plan, the Hong Kong section of the XRL will be completed in 2015 in tandem with Phase 1 development of the WKCD.

16. On the planning front, as the WKCD is in the process of drawing up its master layout plan, we have made allowance for sufficient flexibility in the design of the WKT to better cater for the future creative planning of the cultural district. For instance, necessary enabling works will be carried out when the terminus is constructed, allowing development of medium-rise buildings not more than 70 m above Principal Datum above the terminus; and in designing the roads and pedestrian facilities, we will endeavour to provide a variety of choices to allow the WKCD with more planning latitude.

17. Regarding the design and greening of public space, the design concept of the at-grade open space at the Terminus will be to encourage spontaneous or improvised activities, allowing the public to enjoy their leisure in an all-weather environment. Performing arts activities, cultural exhibitions and the like can also be held in the area to echo with the activities of the adjacent WKCD. We have been maintaining close contact with the WKCD Authority to ensure that the greening design of the open space can integrate seamlessly with the design of the WKCD, jointly creating a beautiful green space for the community.

18. For project implementation, we have had ample communication with the WKCD Authority to co-ordinate the works of both projects.

According to our programme, part of the land at the WKCD will be used as temporary works site for the XRL project from December 2009 to late 2014. The site concerned will be returned in phases starting from early 2012 for the commencement of works of the WKCD project, so that the Hong Kong section of the XRL and Phase 1 development of the WKCD can both be completed in 2015 as scheduled.

Transport and Housing Bureau
November 2009

Mainland Examples of facilitation of Suburb Development by High Speed Railway Terminus

Guangzhou

The New Guangzhou Terminus (i.e. the XRL Guangzhou terminus) will be located in Shibi. Shibi, though currently not at the city centre, is located in the “Northern Enhancement Area” of Panyu. According to the urban development strategy of Guangzhou, that area is a key “Southern Expansion” area of Guangzhou. With University Town Development Area, Guangzhou New Town Development Area, Nansha Economic and Technological Development Zone and Long Xue Dao Deep Water Harbour, etc. in the neighbourhood, Shibi will have great development potential.

2. Geographically, Shibi is at the centre of the Pearl River Delta (PRD) and will become a mega transport hub. According to the planning of the Ministry of Railways, the New Guangzhou Terminus located at Shibi, as well as the stations in Beijing, Shanghai and Wuhan, are designated as the four major national railway passenger hubs of the Mainland and will be extensively served by many railway and highways routes. Passengers can conveniently interchange, through the passageways, for the metro and other means of transport for other cities in the PRD.

3. As a matter of fact, the situation of Tianhe District in Guangzhou a number of years ago was similar to that of the present Shibi. With the location of Guangzhou East Station in the Tianhe District together with supporting town planning, Tianhe District has now become the centre area of Guangzhou. We believe that Shibi will become another new city area in time.

Other districts

4. There are quite a number of high speed rail termini in similar circumstances as the New Guangzhou Terminus in Shibi, for example –

- ◇ Hangzhou East Terminus – located in the Chengdong New Town which is under planning. Upon the completion of the Terminus, it will become the most important modern integrated transport hub in the Yangtze River Delta, and will be the largest modern integrated transport hub in Zhejiang Province and Hangzhou;
- ◇ Wuhan Terminus – located in the Yangchunhu District. According to planning, the district will become one of the three city centres in Wuhan;
- ◇ New Changsha Terminus – the neighbouring area, as planned, will become new town districts, with a high degree of integration with the existing Changsha city; and
- ◇ Zhengzhou East Terminus – located around 3 kilometres south-east from the commercial centre in the Zhengdong New District, it will be built on top of the Zhengzhou metro station. It will be planned as an integrated transport hub.

西九龍總站至香港各區交通時間

Travelling time from the West Kowloon Terminus to various districts in Hong Kong

附件二 Annex II



西九龍總站5公里半徑範圍內的居住及工作人口

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Population and working population within 5 km radius from the West Kowloon Terminus

2016

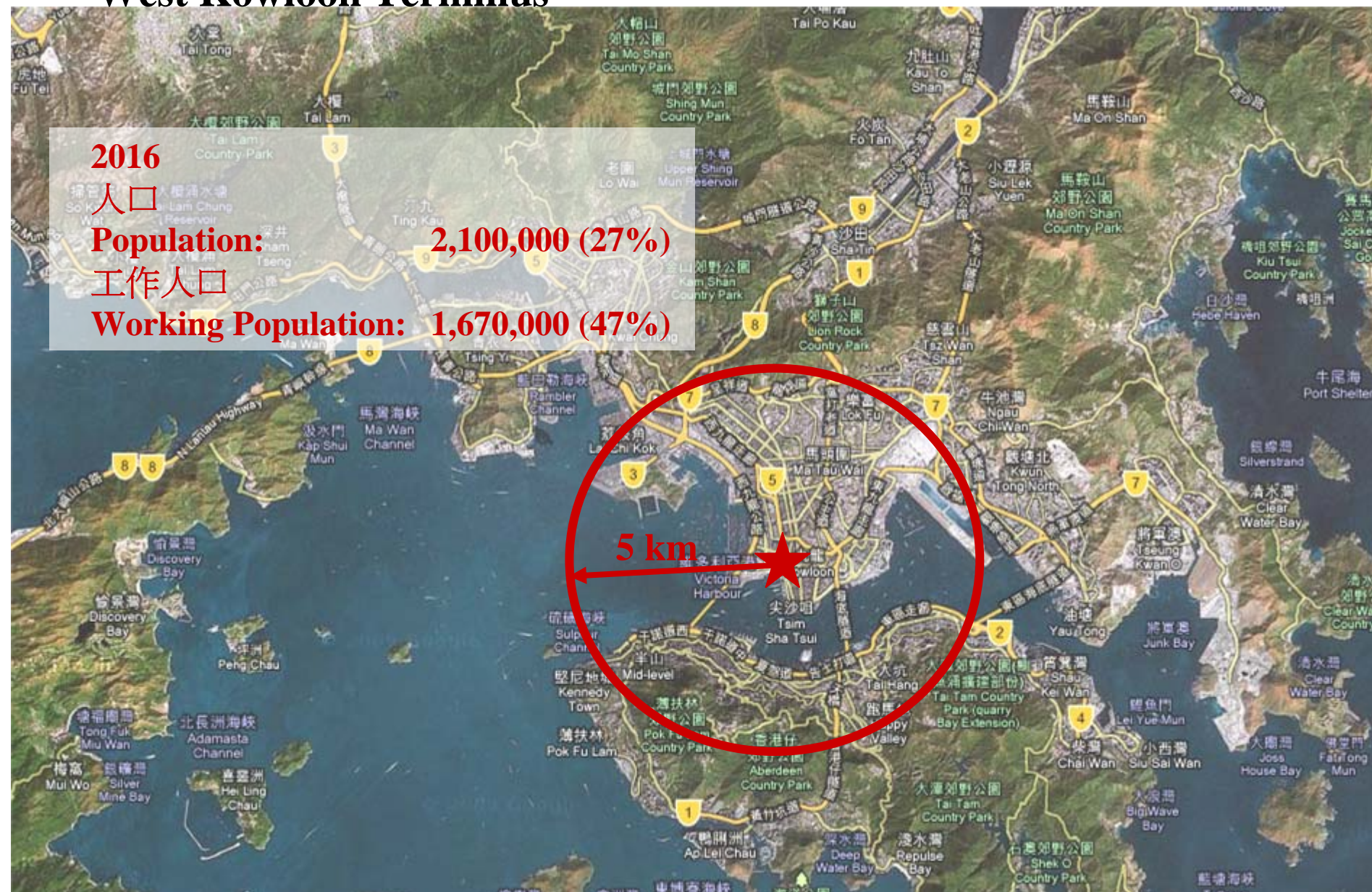
人口

Population: 2,100,000 (27%)

工作人口

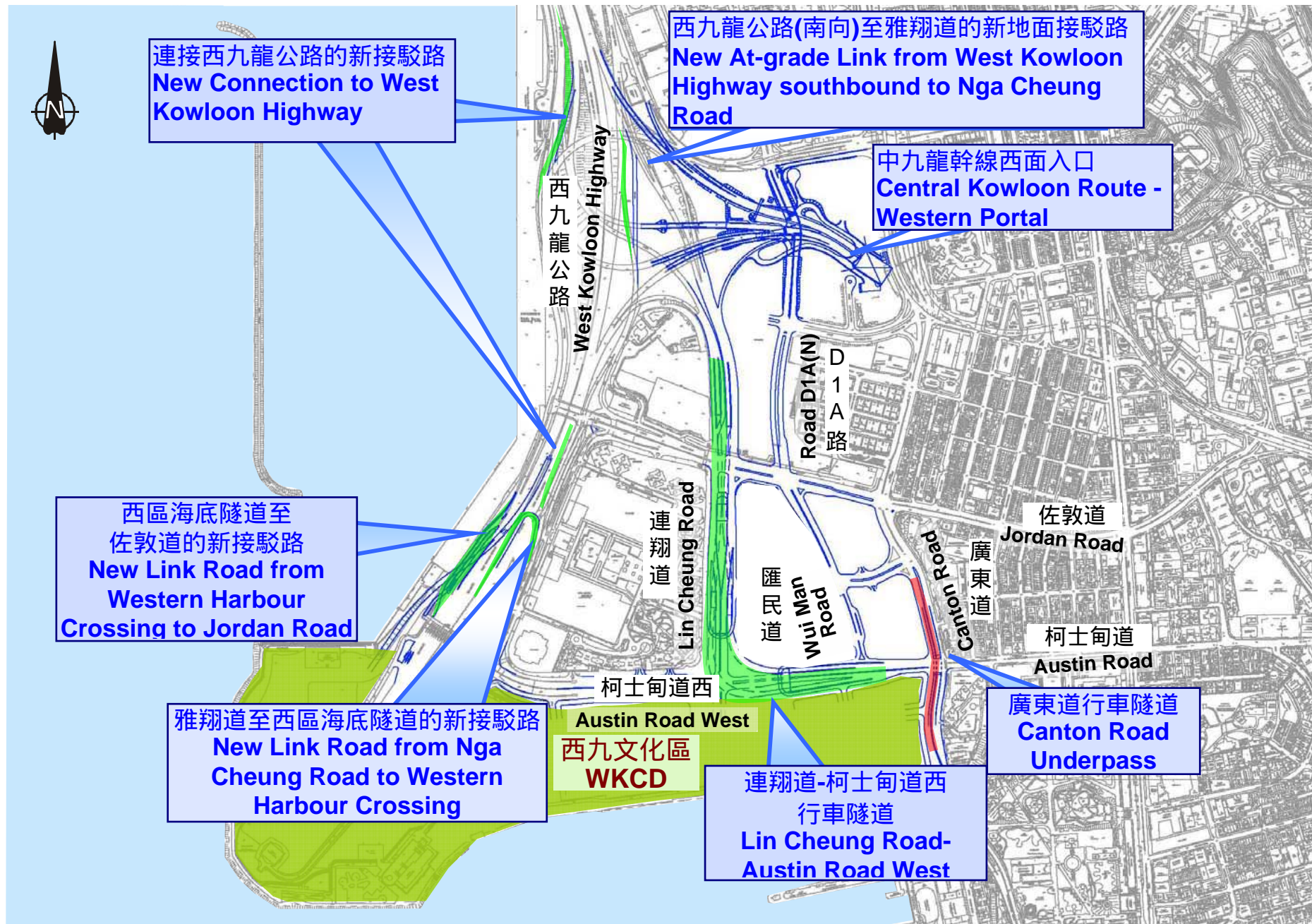
Working Population: 1,670,000 (47%)

5 km



道路改善計劃 Road Improvement Schemes

附件三
Annex III



現時路口容量 Existing Road Junction Capacity

附件四 Annex IV

圖例 Legend

研究範圍
Study Area

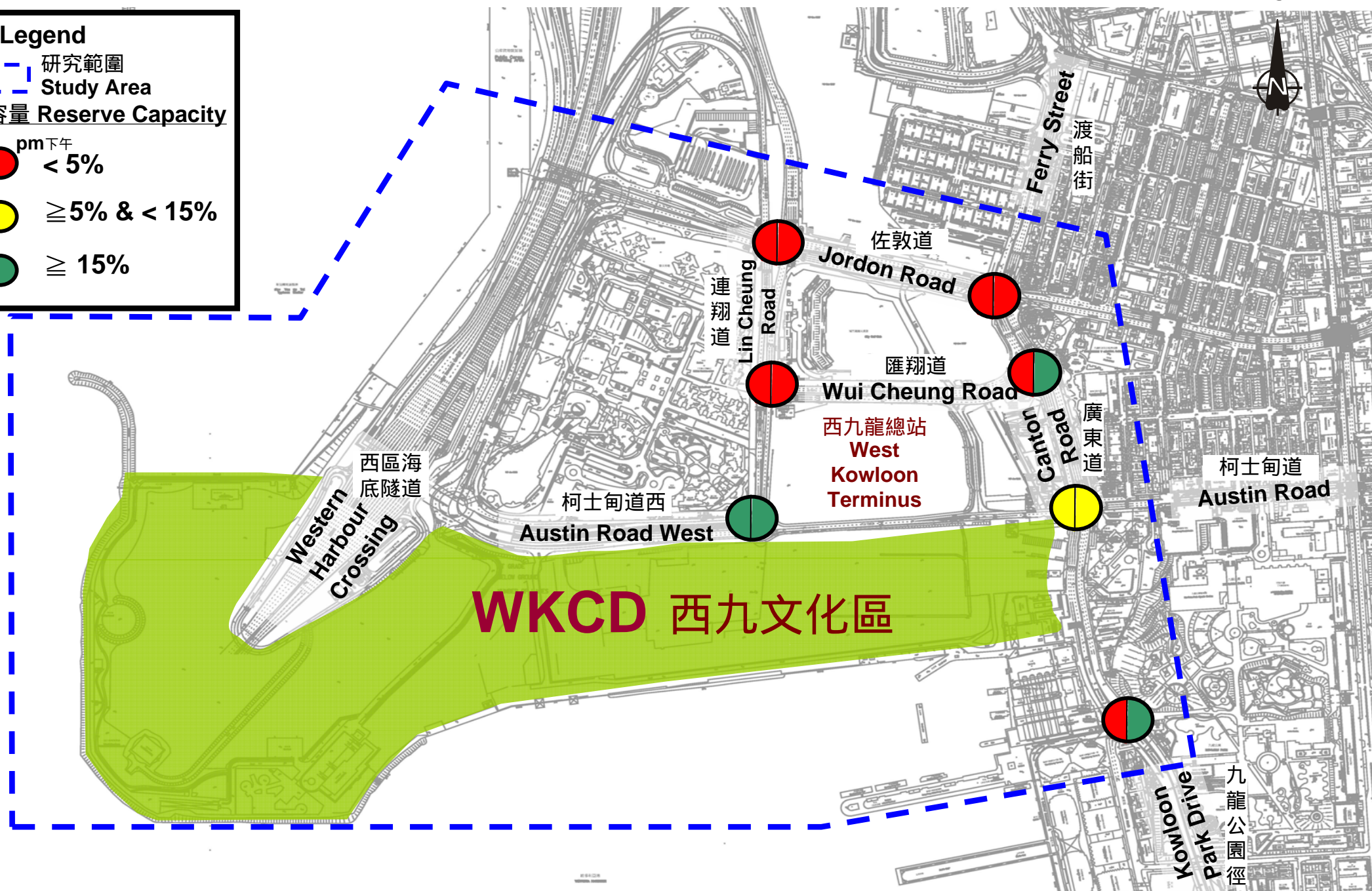
剩餘容量 Reserve Capacity

am 早上 pm 下午

● < 5%

● $\geq 5\%$ & < 15%

● $\geq 15\%$



日後路口容量 (道路改善工程實施後於2031年的情況)

Future Junction Capacity (with improved Road Network in 2031)


圖例 Legend


研究範圍
Study Area

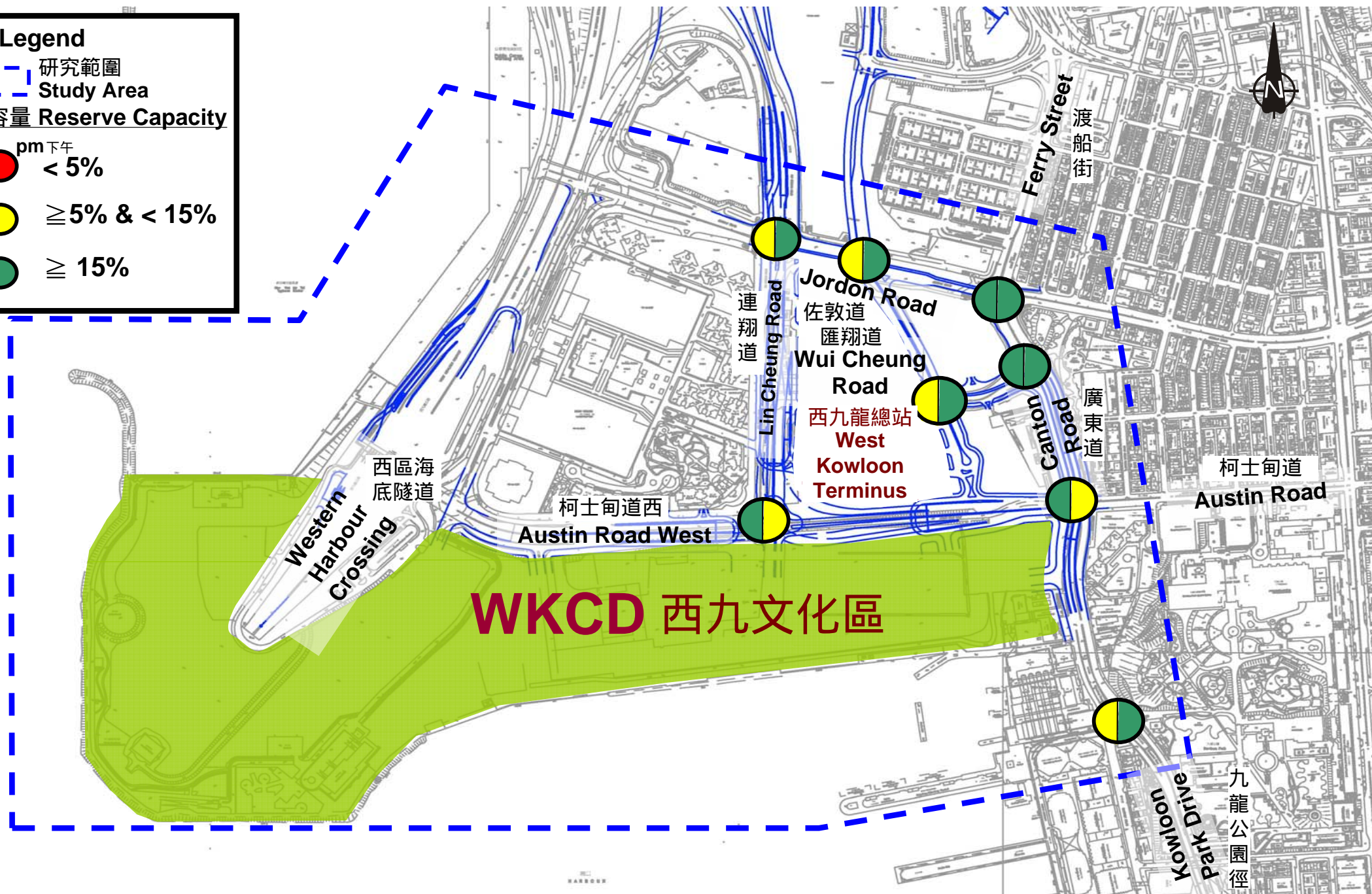
剩餘容量 Reserve Capacity

am 早上 pm 下午

 < 5%

 $\geq 5\% \text{ \& } < 15\%$

 $\geq 15\%$



西九龍總站的行人接駁 Pedestrian Connectivity at West Kowloon Terminus

附件五
Annex V

