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**Joint Subcommittee to Monitor the Implementation of the  
West Kowloon Cultural District Project**

**Background brief prepared by the Legislative Council Secretariat  
for the meeting on 10 July 2013**

**Connectivity of the West Kowloon Cultural District  
with its neighbouring areas**

**Purpose**

This paper summarizes the major views and concerns of the joint subcommittees formed under the Panel on Home Affairs ("the HA Panel") and the Panel on Development ("the DEV Panel") in the Fourth and Fifth Legislative Council ("LegCo") to monitor issues relating to the implementation of the West Kowloon Cultural District ("WKCD") project on the subject of the connectivity of WKCD with its neighbouring areas.

**Background**

2. In March 2011, the Board of the West Kowloon Cultural District Authority ("WKCDA") announced the selection of "City Park" Conceptual Plan designed by Foster+Partners ("F+P") as the preferred Conceptual Plan Option ("CPO") for the development of WKCD. Based on F+P's City Park Conceptual Plan, WKCDA prepared a detailed Development Plan ("DP") for WKCD for consultation with the public in the Stage 3 Public Engagement ("PE") exercise conducted from 30 September to 30 October 2011.

3. The Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project formed under the HA Panel and the DEV Panel in the Fourth LegCo ("the former Joint Subcommittee") received a briefing by the Administration and WKCDA on the proposed DP at its meeting on 29 November 2011. Members noted that "connectivity" was one of the key

features of the proposed DP. According to the proposed DP, a web of at-grade connections, footbridges and subways were proposed to link WKCD with the Jordan and Tsim Sha Tsui areas to enhance the connection with the neighbourhood. Public transport interchanges/laybys, as well as at grade connections, footbridges and subways were also proposed to link WKCD with the MTR Kowloon Station and Austin Station, connecting WKCD with other parts of Hong Kong. To enhance connectivity to other districts and beyond, direct pedestrian linkages were proposed to connect WKCD to adjacent public transport nodes including the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"), Airport Express, and cross-border ferry and coach terminuses. Members were also advised that in addition to the provision of a 20-metre wide waterfront promenade in WKCD to enhance connectivity to the harbourfront, two piers and a floating arts pontoon were proposed, the provision of which was subject to technical feasibility and compliance with the Protection of the Harbour Ordinance (Cap. 531).

4. WKCD finalised the proposed DP and submitted it to the Town Planning Board for consideration on 30 December 2011. The draft WKCD DP was approved by the Chief Executive in Council on 8 January 2013.

### **Members' concerns**

5. While the former Joint Subcommittee had not discussed specifically the subject of the connectivity of WKCD with its neighbouring areas, members had expressed views on relevant issues in the context of considering the proposed DP, the outcome of the Stage 3 PE exercise, and the progress of the implementation of the WKCD project. Members' concerns are summarized in the ensuing paragraphs.

6. Members in general expressed concern about the pedestrian and vehicular accessibility to WKCD and the connectivity of WKCD with its surrounding areas. They considered that visitors should be encouraged to use public transport to visit WKCD to avoid adding pressure on the already heavy traffic in areas such as Tsim Sha Tsui and Yau Ma Tei. Noting that part of the underground space of WKCD was occupied by the works of the Hong Kong Section of XRL and the vehicle traffic would mainly be below ground level of the WKCD site, members were concerned whether WKCD would have sufficient underground space for underground traffic.

7. WKCD advised that it had been in discussion with relevant government departments, such as the Transport Department, on how to improve the external connections with the WKCD site. Members were assured that there would be

efficient vehicular and pedestrian links within WKCD and between WKCD and its neighbouring areas, such as at-grade pedestrian zones, footbridges and pedestrian subways. Given the scale of WKCD, WKCD was studying the feasibility of the provision of monorail and e-buses to enhance the connectivity of WKCD with the neighbouring districts. Taking into account the walking distance from the east to the west in WKCD, travellers would also be provided to enhance pedestrian connectivity within WKCD. In addition, to provide a green environment in WKCD, WKCD would encourage visitors to use public transport to visit WKCD. It was expected that some 2 000 car parking spaces would be available in WKCD, and consideration would be given to sharing the parking facilities with users in the nearby residential and commercial areas. WKCD also assured members that it would attach importance to the underground air quality of WKCD and encourage the use of electric and eco-friendly cars.

8. There was a view that to enhance the connectivity of pedestrian access to WKCD, the development of the park areas of WKCD should be integrated with the waterfront planning of the Victoria Harbour. Consideration should be given to providing water taxi/ferry service to enhance the connectivity of WKCD with its vicinity. WKCD undertook to ensure an effective integration of the harbourfront planning (including transport) with WKCD, as this was crucial for realizing the preferred CPO of WKCD and would bring long-term benefits to WKCD and improve the public life. WKCD also stressed that it had all along attached importance to the linkage of WKCD with various districts through underground and marine traffic, and would endeavor to keep the site vibrant both in day time and at night.

### **Latest development**

9. When the Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project of the current LegCo ("the Joint Subcommittee") was briefed on the approved DP of WKCD at its meetings on 25 February and 8 April 2013, concern was raised about the measures and facilities to be put in place to enhance pedestrian accessibility to and within WKCD, as well as to improve the connectivity of WKCD with its neighbouring districts (in particular Yau Ma Tei and Jordan areas). In members' view, improved pedestrian access was vital for the revitalization of the nearby old districts. WKCD was also called on to ensure the provision of ferry service in WKCD so as to provide for marine connections between WKCD and other parts of Hong Kong.

10. According to WKCDA, accessibility and connectivity were two of the seven Planning and Design Principles for the development of WKCD. "Vehicle-free" design concept had been adopted for WKCD and all servicing facilities would be put underground, creating a safe and leisure environment for pedestrians and enhancing the air quality at ground level. Most of the buildings in WKCD would be interconnected with a tree-shaded avenue running from the east to the west. Pedestrian connections to the areas outside WKCD were primarily through the provision of grade-separated pedestrian deck, footbridges and subways. These connections would be completed progressively to dovetail with the commissioning of various arts and cultural venues in WKCD. Details of the proposed footbridge/subway connections between WKCD and its surrounding areas are set out in **Appendix I**.

11. The Administration also advised that the Transport Department had completed a traffic study on the pedestrian links for the West Kowloon Development Area<sup>1</sup> ("WKDA") and its connections with surrounding districts. The study findings were presented to the Traffic and Transport Committee of Yau Tsim Mong District Council in November 2012. According to the Administration, as the feasibility of the two preferred options of pedestrian links identified under the study (viz. proposed subway along Jordan Road via Shanghai Street and Bowring Street to connect WKDA and Jordan, and using/upgrading existing walkways within Kowloon Park to connect WKCD and Tsim Sha Tsui) could only be ascertained in the next stage of the study, there was no firm programme at the current stage.

12. The Administration and WKCDA will brief the Joint Subcommittee on measures to enhance the integration and connectivity of WKCD with its neighbouring areas at the meeting on 10 July 2013.

### **Relevant papers**

13. A list of the relevant papers with their hyperlinks on LegCo's website is in **Appendix II**.

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<sup>1</sup> Major developments in the West Kowloon Development Area include WKCD, the West Kowloon Terminus ("WKT") of XRL and the property developments above Austin Station, Kowloon Station and WKT.

**Proposed footbridge/subway connections between  
the West Kowloon Cultural District ("WKCD") and the surrounding areas**

- (i) Kowloon Park Bridge and China Ferry Terminal Bridge - upon relocation of the existing Tsim Sha Tsui Fire Station Complex and subject to future demand and investigation on feasibility, a footbridge can be provided over Canton Road to link WKCD and the Kowloon Park to facilitate pedestrian access to the Tsim Sha Tsui ("TST") district, including MTR TST Station. The footbridge will be phased with an initial connection to China Ferry Terminal and public transport interchange within the terminal;
- (ii) Extension of Existing Austin Road Subway - the existing Austin Road pedestrian subway which is already connected to MTR Austin Station will be extended and improved, to connect to the basement of Xiqu Centre;
- (iii) Landscape Deck Connection - subject to demand and justifications, a pedestrian connection will be formed by utilizing the planned landscape deck for noise mitigation over Austin Road West to link up WKCD and MTR Austin Station;
- (iv) The Elements West Connection (ICC Bridge) - this footbridge over Austin Road West will connect the Artist Square of WKCD and retail zone of the Elements shopping mall; and
- (v) Kowloon Station Connection (Anchorage Bridge) - this footbridge will link the northern tip of WKCD and the concourse of MTR Kowloon Station. It provides direct connection to the Elements shopping mall and linkage to the check-in area of the Airport Express Line.

*Source: Written responses of the Administration and the West Kowloon Cultural District Authority to issues raised at the meeting of the Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project on 25 February 2013 (LC Paper No.: CB(2)889/12-13(02))*

**Relevant papers on  
Connectivity of the West Kowloon Cultural District  
with its neighbouring areas**

<b>Committee</b>	<b>Date of meeting</b>	<b>Paper</b>
Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project formed in the Fourth LegCo	26.8.2011 Item I	<a href="#">Agenda</a> <a href="#">Minutes</a>
	29.11.2011 Item IV	<a href="#">Agenda</a> <a href="#">Minutes</a>
	13.2.2012 Item II	<a href="#">Agenda</a> <a href="#">Minutes</a>
Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project formed in the Fifth LegCo	25.2.2013 Item II	<a href="#">Agenda</a> <a href="#">Minutes</a>
	8.4.2013 Item III	<a href="#">Agenda</a> <a href="#">CB(2)889/12-13(02)</a>

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