



西九文化區管理局  
West Kowloon Cultural District Authority

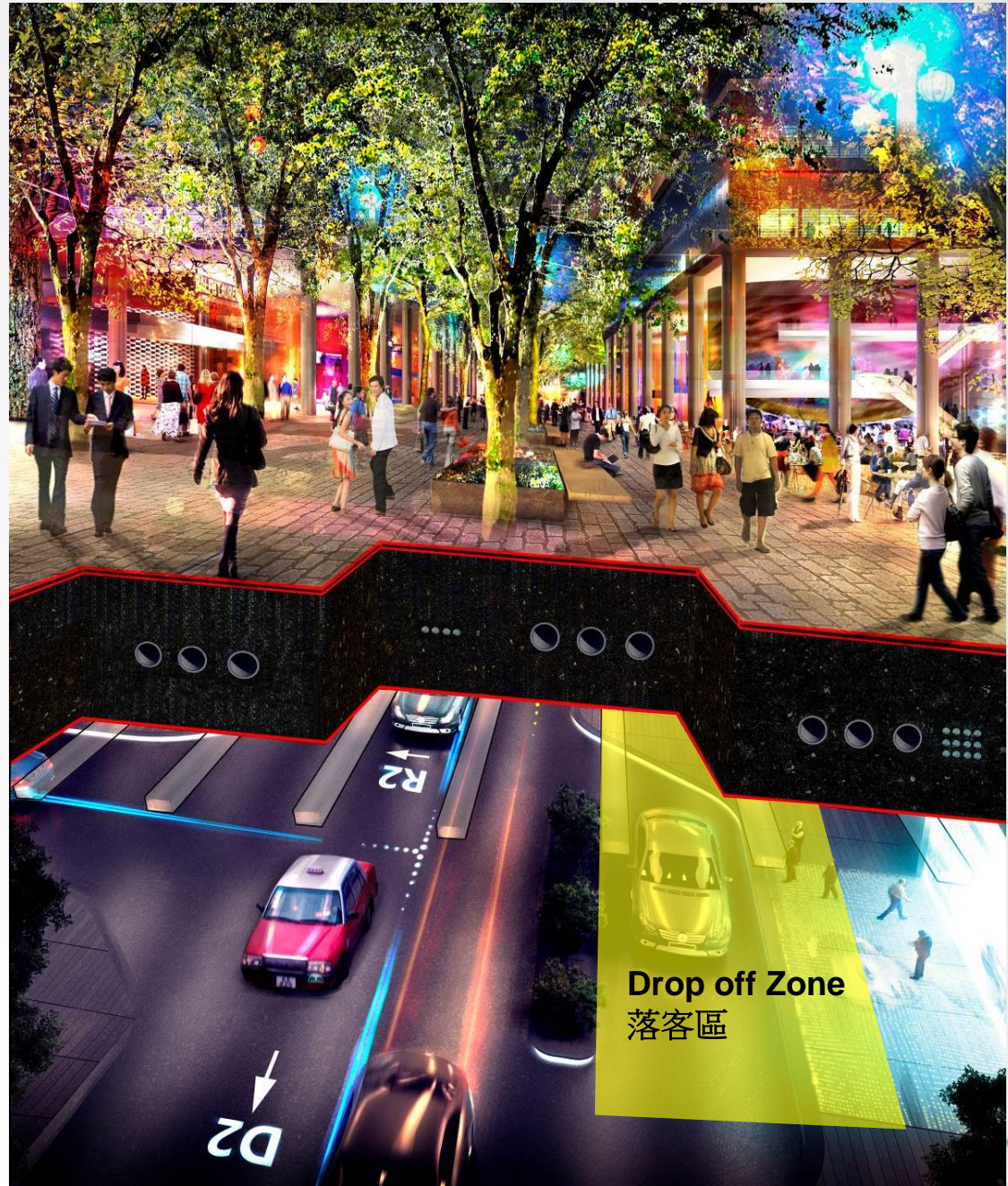
**Further Discussion on the Traffic Impact Assessment of  
the Planning Application for Minor Relaxation of  
Development Intensity of the  
West Kowloon Cultural District Site**

**進一步討論就略為放寬西九文化區用地發展密度的  
規劃申請所進行的交通影響評估**

25.4.2014

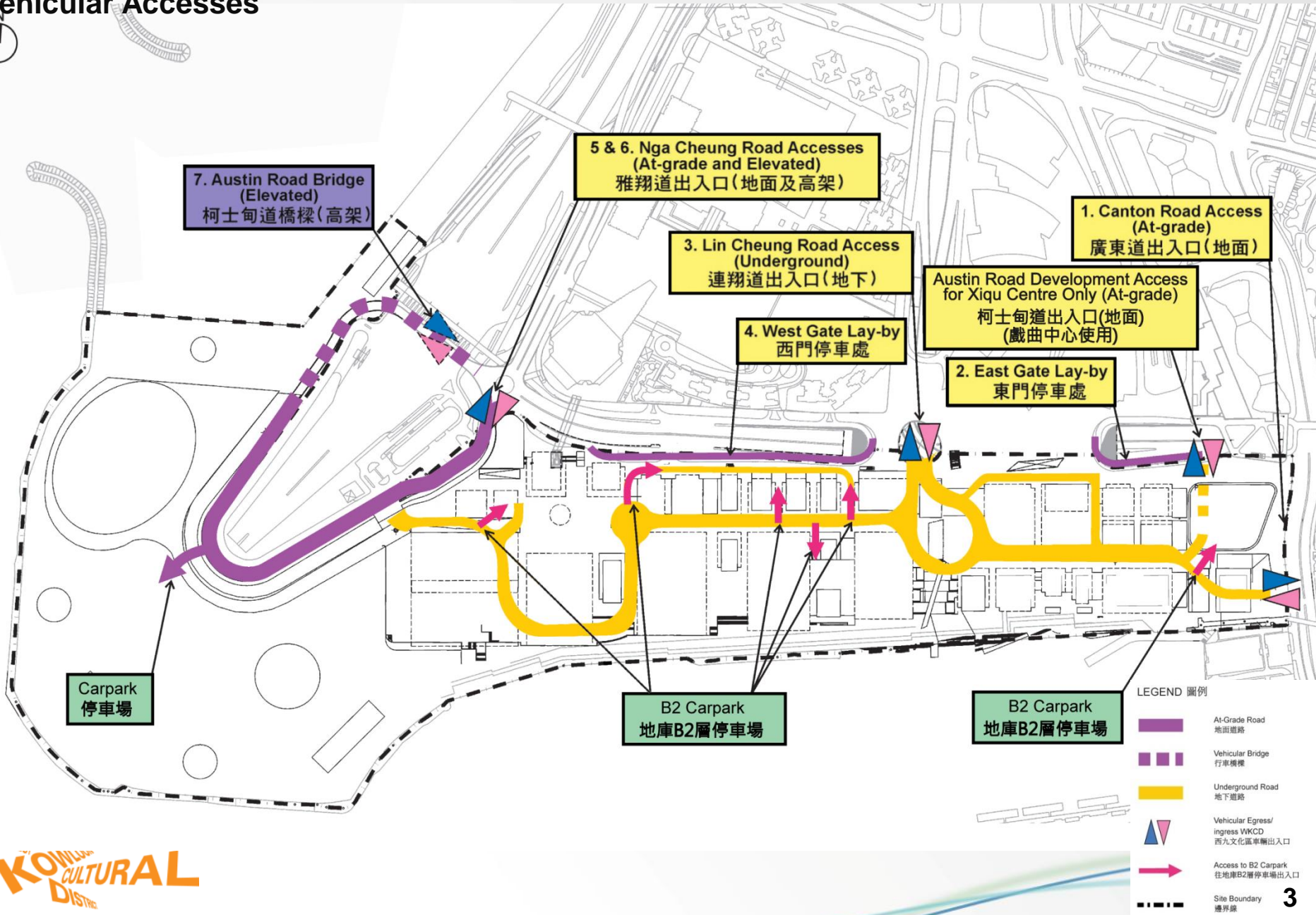
# 交通設置於地面下層

Traffic is kept below ground



# 行車通道/出入口

## Vehicular Accesses

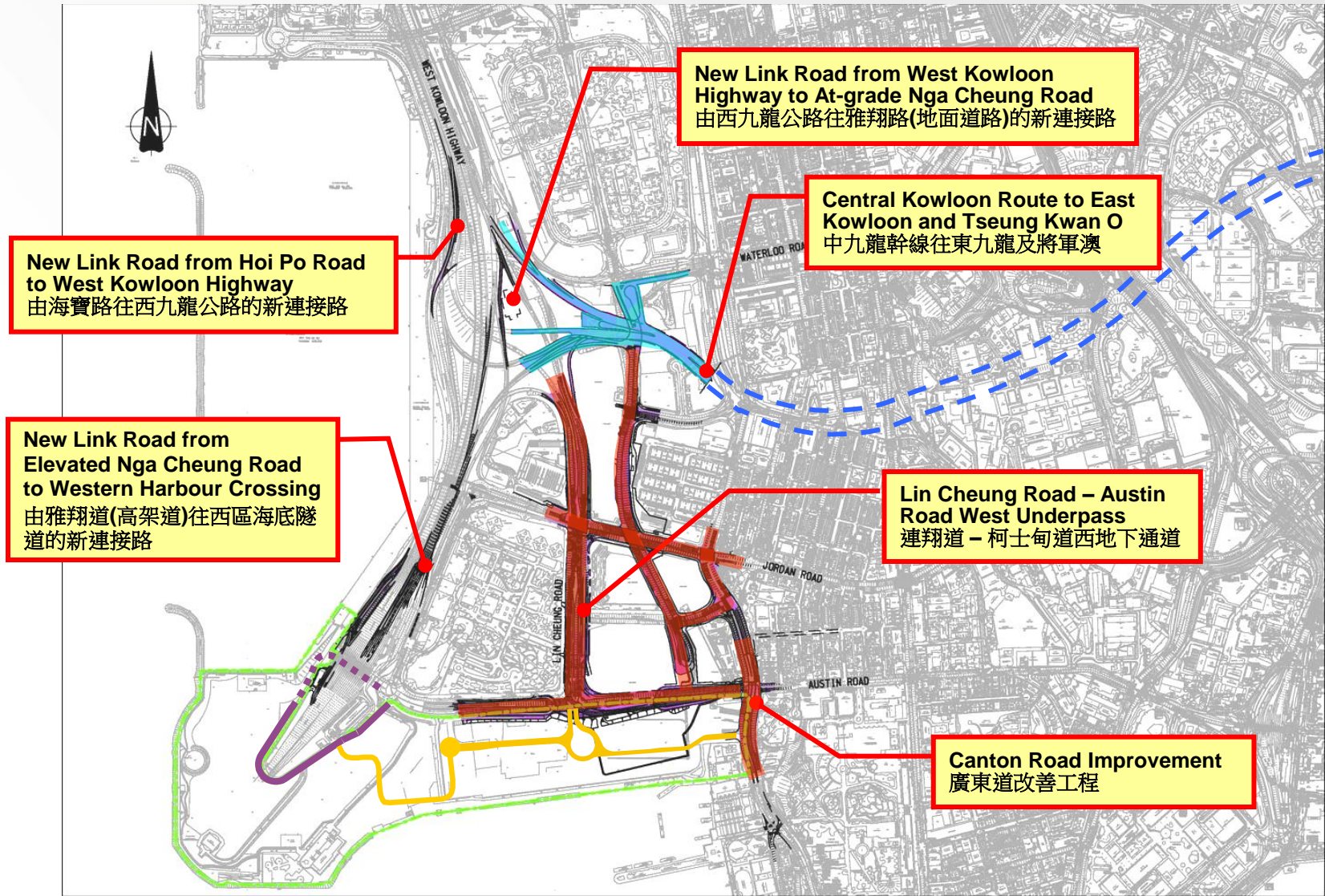


# 已規劃的西九龍道路網絡

## Planned Road Network in West Kowloon

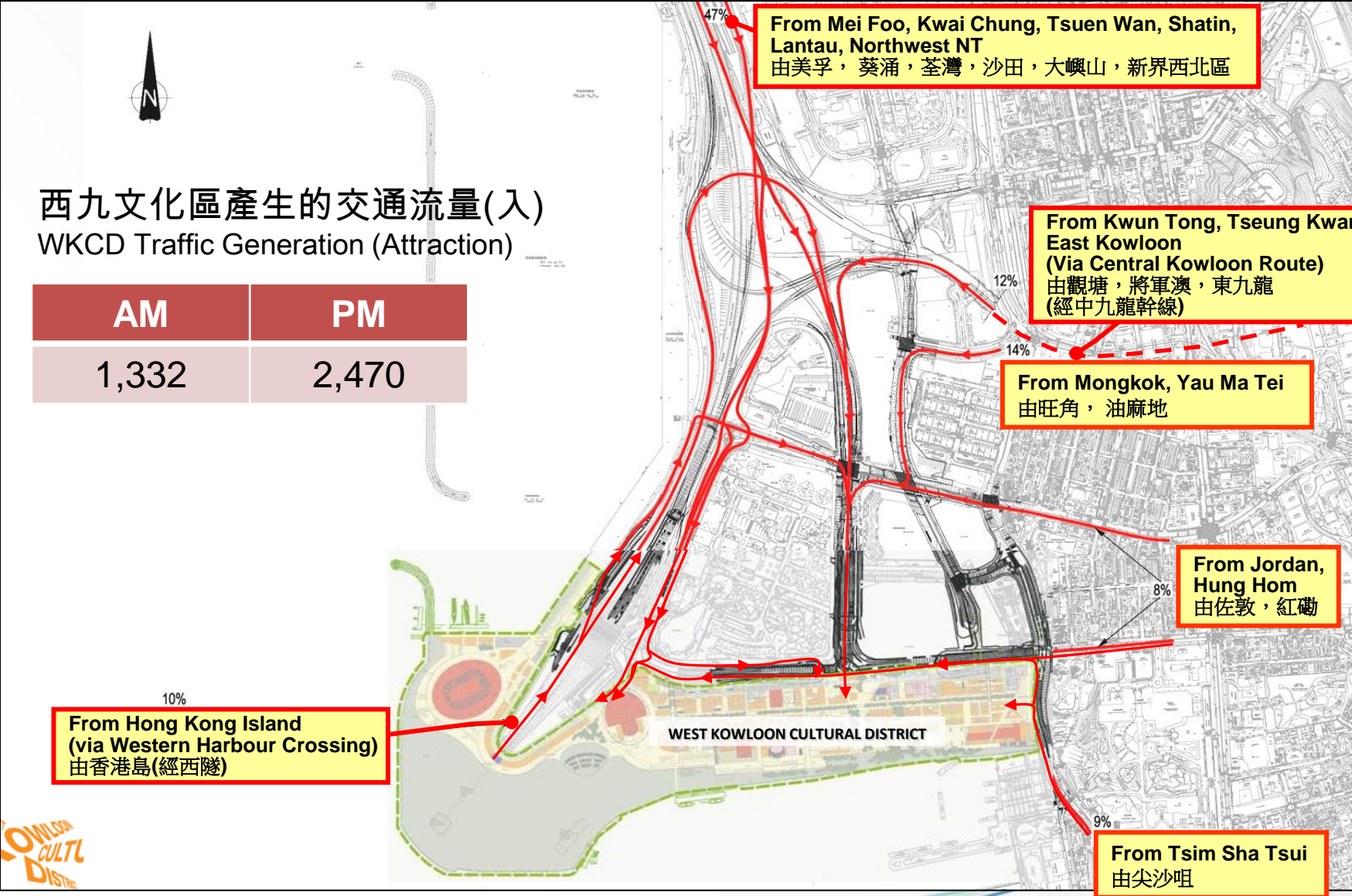
政府實施的道路改善工程

Road improvement projects implemented by Government



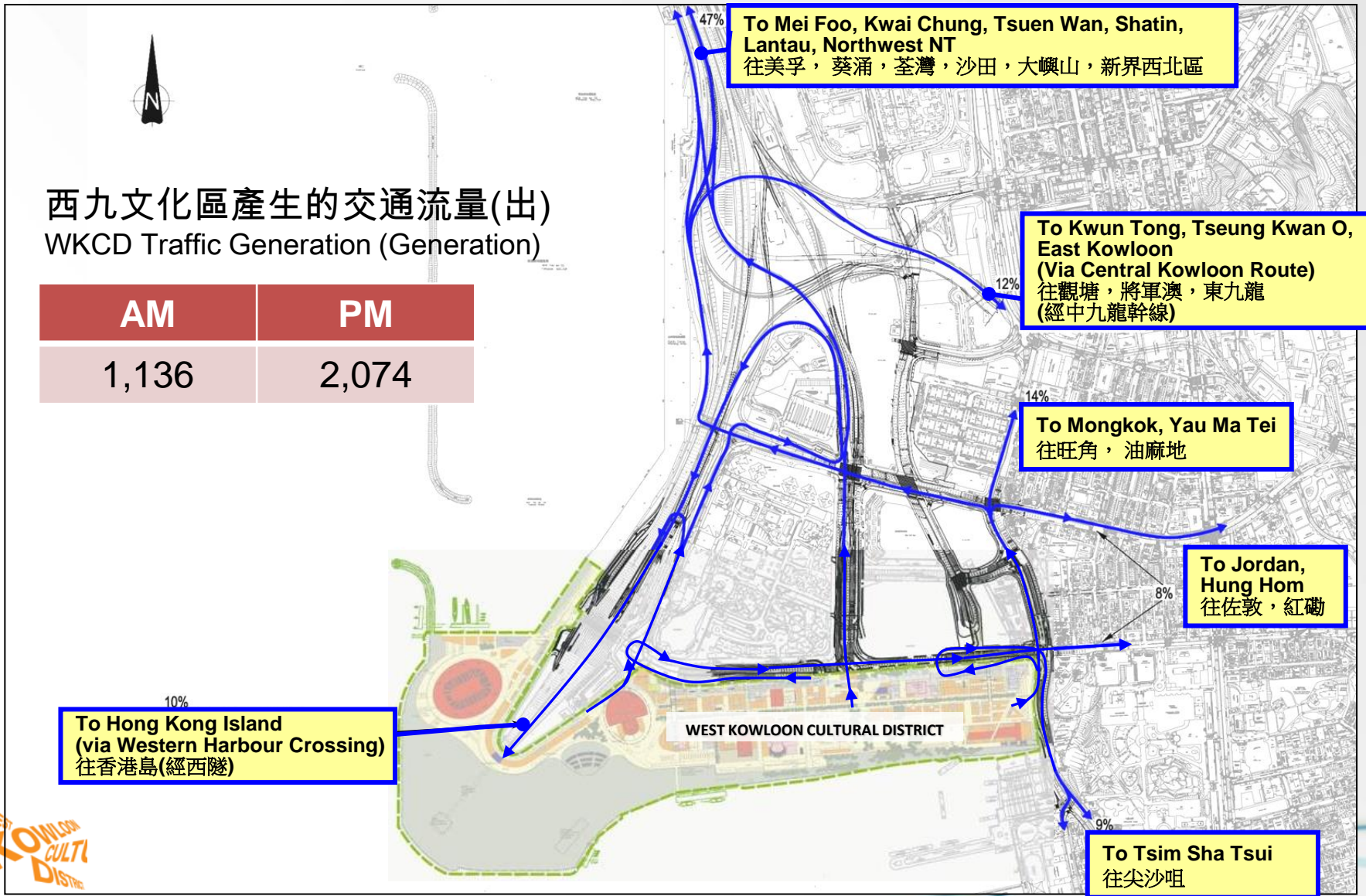
# 交通影響評估

## Traffic Impact Assessment



# 交通影響評估

## Traffic Impact Assessment



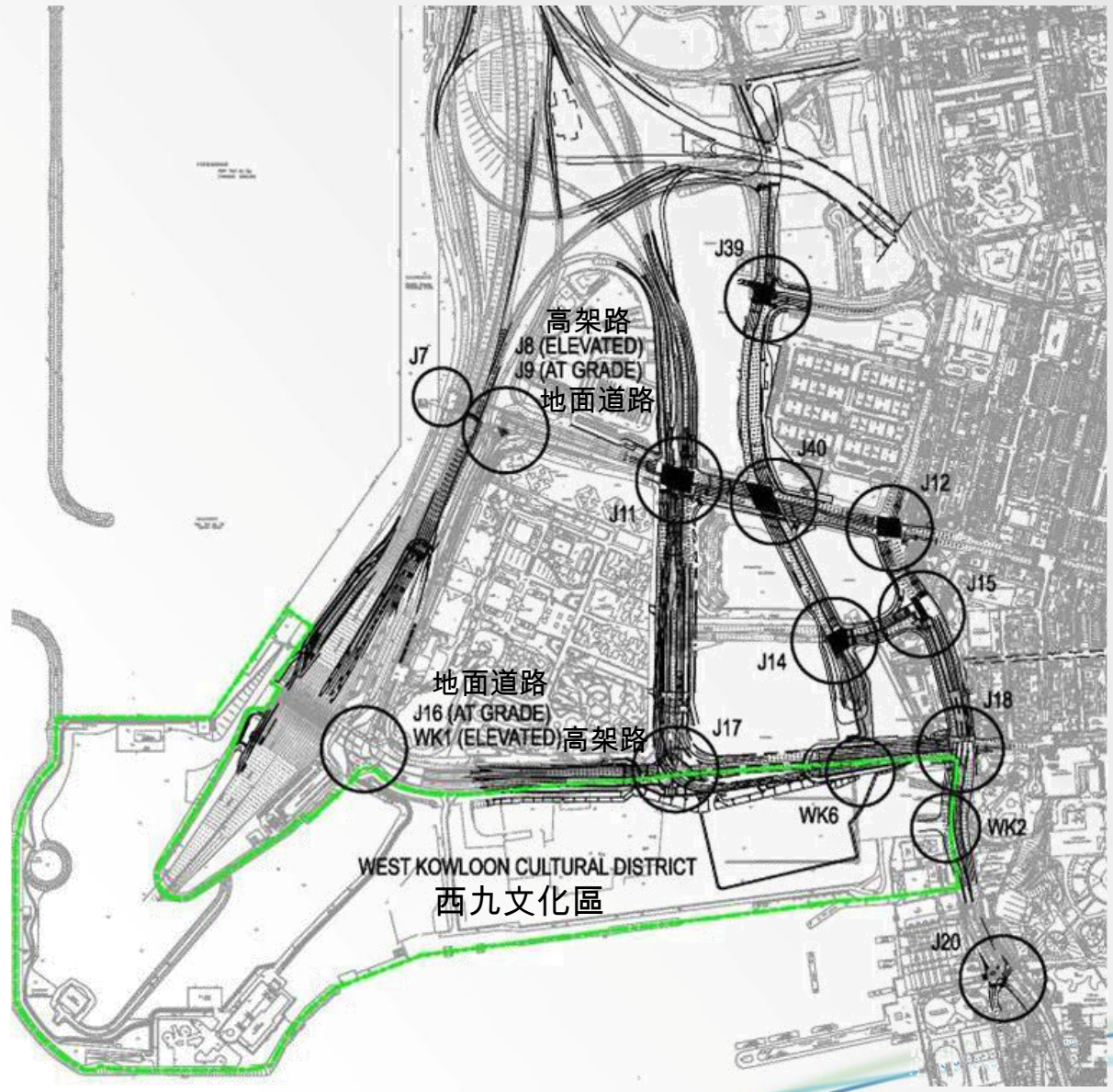
# 產生的交通流量

## Traffic Generation

	西九文化區產生的交通流量 (小客車單位/小時) WKCD Traffic Generation (pcu/hr)					
	上午繁忙時間 AM Peak			下午繁忙時間 PM Peak		
	出 Out	入 In	總計 Total	出 Out	入 In	總計 Total
發展圖則核准圖的方案 Scheme under Approved Development Plan (A)	944	1,068	2,012	1,853	2,262	4,115
現時略為放寬的方案 Current Scheme with Minor Relaxation (B)	1,136	1,332	2,468	2,074	2,470	4,544
交通流量相差 Difference (B) – (A)	+192	+264	+456	+221	+208	+429

# 主要路口位置

## Location of Key Junctions





# 交通影響評估

## Traffic Impact Assessment

### 路口於繁忙時間的預留容量分析(2031年) Junction Reserve Capacity Assessment at Peak Hours (Year 2031)

路口 Junction	路口控制方法 Jcn Type	發展圖則核准圖的方案 Scheme under Approved DP		現時的方案 Current Scheme		
		2031年		Year 2031		
		上午 AM	下午 PM	上午 AM	下午 PM	
J5	欣翔道 / 渡船街 / 甘肅街 Yan Cheung Road/Ferry Street/Kansu Street	燈控 S	2%	5%	1%	2%
J7	佐敦道/海寶路 JOR/Hoi Po Rd	燈控 S	8%	10%	10%	11%
J8	佐敦道/雅翔路(高架路) JOR/NCR (Elevated)	燈控 S	10%	37%	22%	38%
J9	佐敦道/雅翔路(地面) JOR/NCR (At Grade)	迴旋處 R	0.73	0.64	0.89	0.83
J11	連翔道/佐敦道 LCR/JOR	燈控 S	11%	26%	10%	23%
J12	佐敦道/渡船街 JOR/Ferry St	燈控 S	29%	32%	28%	31%
J14	匯翔道/匯民道 WCR/WMR	燈控 S	59%	77%	59%	77%
J15	廣東道/匯翔道 (沒有廣東道行車隧道) CAR/WCR (w/o CAR underpass)	燈控 S	27%	21%	26%	20%
J15	廣東道/匯翔道(有廣東道行車隧道) CAR/WCR (with CAR underpass)	燈控 S	27%	15%	25%	12%

# 交通影響評估

## Traffic Impact Assessment

### 路口於繁忙時間的預留容量分析(2031年) Junction Reserve Capacity Assessment at Peak Hours (Year 2031)

路口 Junction	路口控制方法 Jcn Type	發展圖則核准圖的方案 Scheme under Approved DP		現時的方案 Current Scheme		
		2031年		Year 2031		
		上午 AM	下午 PM	上午 AM	下午 PM	
J16	柯士甸道西/雅翔路(地面) AURW/NCR (At-Grade)	迴旋處 R	0.28	0.33	0.31	0.39
J17	連翔道/柯士甸道西 LCR/AURW	燈控 S	23%	15%	15%	10%
J18	廣東道/柯士甸道/柯士甸道西 (沒有廣東道行車隧道) CAR/AUR/AURW (w/o CAR underpass)	燈控 S	17%	20%	16%	17%
J18	廣東道/柯士甸道/柯士甸道西 (有廣東道行車隧道) CAR/AUR/AURW (with CAR underpass)	燈控 S	37%	30%	35%	29%
J20	廣東道/九龍公園徑 CAR/Kowloon Park Drive	燈控 S	18%	27%	18%	21%
J39	欣翔道/公路D1A(北) /海泓道 YCR/Rd D1A(N)/Hoi Wang Rd	燈控 S	14%	25%	11%	23%
J40	佐敦道/公路D1A(南) /公路D1A(北) JOR/Rd D1A(S)/Rd D1A(N)	燈控 S	14%	11%	13%	10%
WK1	柯士甸道西/雅翔路(高架路) AURW/NCR (Elevated)	迴旋處 R	0.64	0.70	0.88	0.84
WK2	廣東道出入口 CAR Entrance	讓路 P	0.32	0.55	0.38	0.63

# 交通影響評估

## Traffic Impact Assessment

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- 評估結果顯示，在發展圖則核准圖所示已規劃的西九道路網絡將能應付由增加總樓面面積所引致的交通流量。

Assessment results demonstrate that the planned road network for WKCD presented in the approved DP could accommodate the induced traffic to be generated by the additional GFA.

- 鄰近道路網絡亦能容納西九施工期間帶來與建築工程相關的車輛流量。

The construction-related traffic generated during the construction of the WKCD can also be accommodated on the adjacent road network.

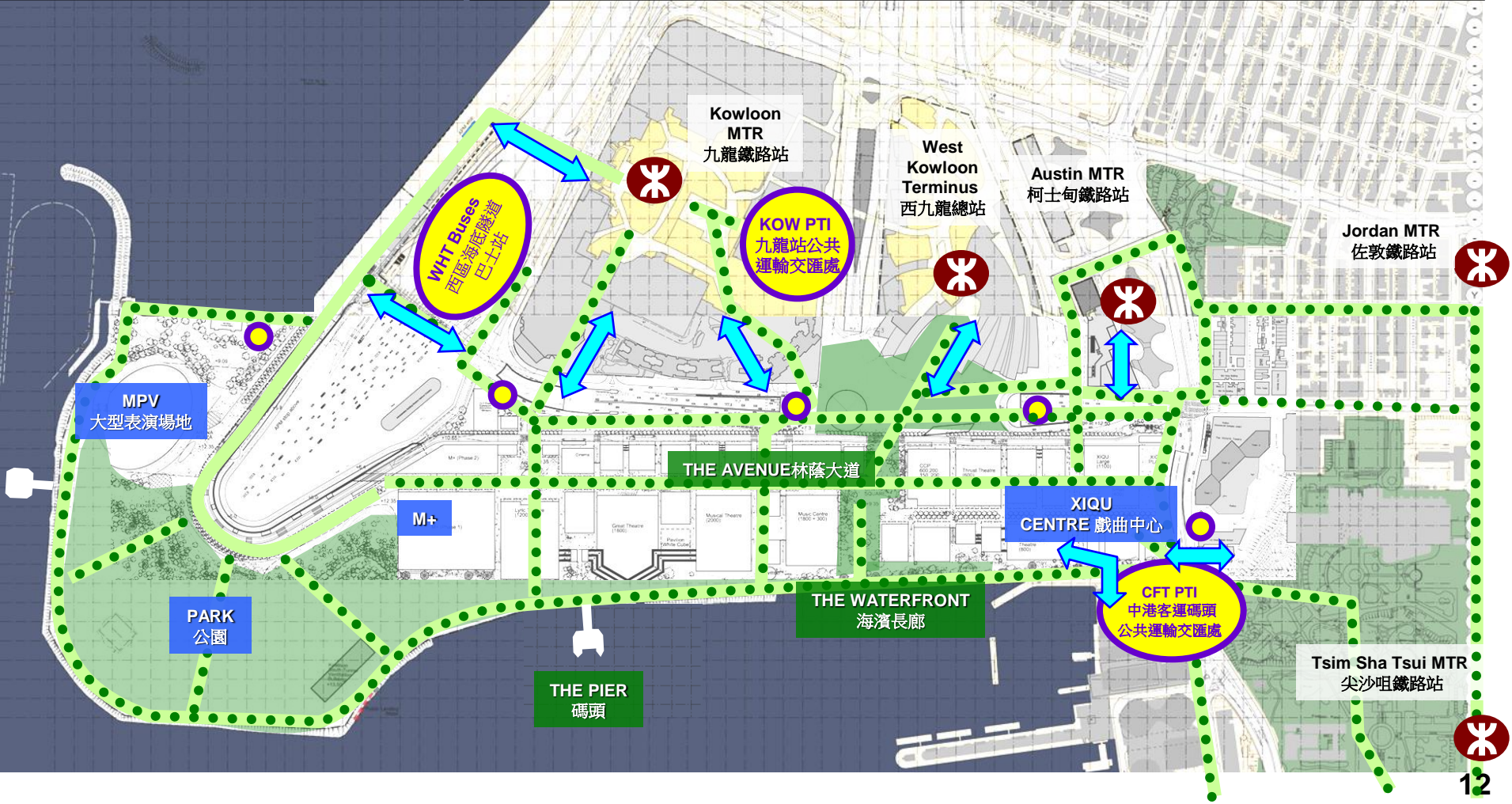
# 行人及公共交通優先

## Priority to Pedestrian and Public Transport

**Legend圖例:**

-  MTR Station 港鐵車站
-  Bus Stop / PTI 巴士站/公共運輸交匯處
-  Pedestrian Links 行人通道

- Inter-connect activity areas and links to external transport 區內的活動範圍及往外交通的連接
- Comprehensive Pedestrian Networks with easy wayfinding 全面及設有簡易指引的行人網絡
- Choice of Modes in an integrated framework 提供多項交通模式選擇



# 行人設施系統

## Pedestrian Network

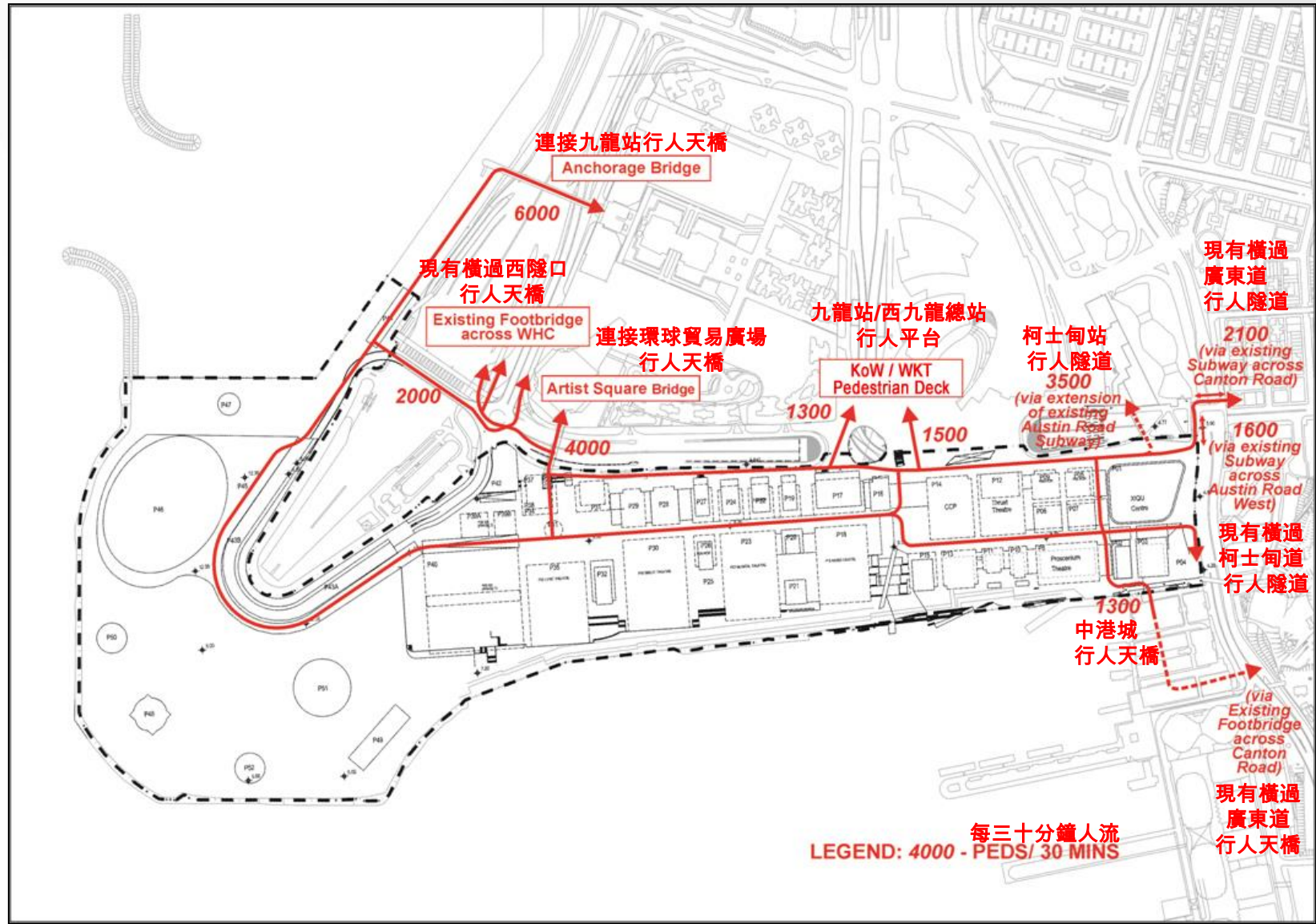
**LEGEND :**

- AT GRADE PEDESTRIAN CONNECTION  
地面行人通道連接
- BRIDGE CONNECTION  
橋面連接
- UNDERGROUND PEDESTRIAN CONNECTION  
地下行人通道連接
- FIRE STATION  
消防局
- - - PEDESTRIAN FOOTPATH IN WKCD  
西九文化區行人路
- - - POSSIBLE BRIDGE CONNECTION  
可以作為橋面連接



# 行人流量預測(表演場館散場時)

Forecast Pedestrian Flows (During Dispersal)



# 2031年行人設施的運作表現(表演場地散場時)

## 2031 Operational Performance of Pedestrian Facilities (During Dispersal)

現有/已規劃行人設施 Existing/Planned Pedestrian Facilities	2031年預測人流 (每三十分鐘人流) 2031 Forecast Pedestrian Flows (peds/30 mins)	2031年人流量率 (每分鐘每米設施人流) 2031 Pedestrian Flow Rate (peds/metre/min)	服務水平 LOS
現時橫過西隧的行人天橋 Existing Footbridge Across WHC	2,000	19	B
已規劃的九龍站行人平台 Planned Kowloon Station Pedestrian Deck	1,300	2.3	A
已規劃的西九龍總站行人平台 Planned WKT Pedestrian Deck	1,500	2.6	A
現時橫過廣東道的行人隧道 Existing Subway across Canton Road	2,100	12.7	A
現時橫過柯士甸道西的行人隧道 Existing Subway across Austin Road West	1,600	21.3	B
現時橫過廣東道的行人天橋 Existing Footbridge across Canton Road	1,300	14.4	A
建議的西九龍快速公路行人天橋 Proposed Anchorage Bridge	6,000	32.8	C
建議的藝術廣場行人天橋 Proposed Artist Square Bridge	4,000	20.5	B
現時柯士甸道行人隧道延伸段 Extension of Existing Austin Road Subway	3,500	32.4	C
建議的中國客運碼頭天橋 Proposed China Ferry Terminal Bridge	1,300	17.3	A

# 行人流量預測和人流疏散

## Pedestrian Forecast and Crowd Dispersal

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- 根據2031年（在發展全面落成的情況）的行人流量預測和人流疏散分析，計劃中的行人和行車設施可應付在西九內舉行大型活動時的龐大需求，並能於30分鐘之內疏散人潮。

Pedestrian forecasts and crowd dispersal analysis for year 2031 (upon full development scenario) indicates that planned pedestrian and vehicular facilities can accommodate surged demand during major events in the WKCD and visitors can be dispersed within 30 minutes.



謝謝 THANK YOU