

立法會
Legislative Council

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Panel on Home Affairs and Panel on Development

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

**Minutes of meeting
held on Monday, 7 July 2014, at 9:00 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon Christopher CHUNG Shu-kun, BBS, MH, JP (Chairman)
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)
Hon Emily LAU Wai-hing, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Cyd HO Sau-lan, JP
Hon Starry LEE Wai-king, JP
Hon IP Kwok-him, GBS, JP
Hon Steven HO Chun-yin
Hon Frankie YICK Chi-ming
Hon YIU Si-wing
Hon Gary FAN Kwok-wai
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Dr Hon Helena WONG Pik-wan
Dr Hon CHIANG Lai-wan, JP
Hon Tony TSE Wai-chuen, BBS

Members absent : Hon Claudia MO
Hon Alice MAK Mei-kuen, JP

Public Officers attending : Item I

Home Affairs Bureau

Mrs Sorais LEE
Project Manager

Transport Department

Mr LEUNG Tat-fai
Chief Engineer/Priority Railway

Mr CHAN Wai-tak
Senior Engineer/Kowloon District West

West Kowloon Cultural District Authority

Mr Michael LYNCH
Chief Executive Officer

Dr CHAN Man-wai
Executive Director, Project Delivery

Mr Y C NG
Head, Technical Services

Mr Patrick LAM
Senior Traffic and Transport Engineer

MVA Hong Kong Ltd

Mr Fred BROWN
Honorary Chairman

Attendance : Item I
by invitation

Democratic Party

Mr YUEN Hoi-man
Chairman, Kowloon West Branch

Individual

Mr Derek HUNG Chiu-wah
Member of Yau Tsim Mong District Council

Hong Kong Cycling Alliance

Mr CHAN Ka-leung

Zuni Icosahedron

Mr Mathias WOO
Co-Artistic Director and Executive Director

Designing Hong Kong

Mr Paul ZIMMERMAN
Chief Executive Officer

Individual

Miss Amanda QUEIROZ

Clerk in attendance : Ms Amy YU
Chief Council Secretary (2)6

Staff in attendance : Miss Jasmine TAM
Senior Council Secretary (2)8

Miss Meisy KWOK
Legislative Assistant (2)6

Action

I. Integration and connectivity of the West Kowloon Cultural District with its neighbouring districts
(LC Paper Nos. CB(2)1952/13-14(01) and (02))

The Joint Subcommittee deliberated (index of proceedings attached at **Annex**).

2. With the aid of a powerpoint presentation, the West Kowloon Cultural District Authority ("WKCDA") briefed members on the implementation progress of the transport infrastructures linking the West Kowloon Cultural District ("WKCD") and its neighbouring districts, details of which were set out in WKCDA's paper (LC Paper No. CB(2)1952/13-14(01)).

(Post-meeting note: The powerpoint presentation material provided by WKCDA was issued to members vide LC Paper No. CB(2)1998/13-14(01) on 7 July 2014.)

3. Mr MA Fung-kwok declared that he was a member of the Board of WKCDA.

- Action
Admin/
WKCD
4. The Joint Subcommittee requested the Administration/WKCDA to -
- (a) provide the completion schedule for the various facilities in WKCD and that for the planned transport infrastructures/road improvement works for the West Kowloon area, and advise whether and how the implementation of such works would dovetail with the phased commissioning of the WKCD facilities;
 - (b) provide a map showing an overview of all the existing and planned pedestrian connections/network at different levels (i.e. elevated/at-grade/below ground) that served to connect WKCD with the major transport nodes, the adjoining developments and the neighbouring districts, as well as to connect different parts of WKCD; and indicate in the map the detailed routes for pedestrians to get to WKCD via these connections (including whether they would be required to make level changes (e.g. from ground level to subways/footbridges) and whether there would be facilities for level changes, road crossings and barrier-free facilities;) and
 - (c) advise the number of coach parking spaces being provided/to be provided respectively at the China Ferry Terminal, Kowloon Station and the West Kowloon Terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link.

- Admin/
WKCD
5. The Administration/WKCDA were also requested to report to the Joint Subcommittee as early as practicable their concrete plans for provision of berthing/landing facilities and marine transport services in WKCD.

II. Any other business

6. There being no other business, the meeting ended at 11:02 am.

**Proceedings of meeting of the Joint Subcommittee to Monitor
the Implementation of the West Kowloon Cultural District Project
held on Monday, 7 July 2014, at 9:00 am
in Conference Room 1 of the Legislative Council Complex**

| Time marker | Speaker(s) | Subject(s) | Action Required |
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| <i>Agenda Item I - Integration and connectivity of the West Kowloon Cultural District with its neighbouring districts</i> | | | |
| 000438 – 003755 | Chairman Admin WKCDA | Briefing and powerpoint presentation by the West Kowloon Cultural District Authority ("WKCDA") on the implementation progress of the transport infrastructures linking the West Kowloon Cultural District ("WKCD") and its neighbouring districts [LC Paper Nos. CB(2)1952/13-14(01) and CB(2)1998/13-14(01)]. | |
| 003756 – 004054 | Mr YUEN Hoi-man, Democratic Party | Presentation of views [LC Paper No. CB(2)1999/13-14(01)] | |
| 004055 – 004400 | Mr Derek HUNG Chiu-wah, Member of YTMDC | <p>Mr Derek HUNG declared that he was a resident of the topside property developments of Kowloon Station and a member of the Yau Tsim Mong District Council ("YTMDC") and the Consultation Panel of WKCDA. He raised the following views/enquiries –</p> <ul style="list-style-type: none"> (a) whether WKCDA's proposals for the construction of Kowloon Park Bridge and China Ferry Terminal ("CFT") Bridge were final or subject to review upon relocation of the existing Tsim Sha Tsui Fire Station Complex; (b) whether the construction works of the proposed footbridge connecting Elements Shopping Mall and WKCD would be affected by the delay in the works of the West Kowloon Terminus ("WKT") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link; (c) the progress of the proposal to construct a subway along Jordan Road via Shanghai Street and Bowling Street to connect WKCD with the Jordan Station, which was supported by YTMDC; (d) to cope with the increase in traffic demand when the Mega Performance Venue was commissioned in the future, consideration should be given to constructing a road tunnel to connect the Western Harbour Crossing ("WHC") directly to Route 3 in the long run; and (e) the Government and WKCDA should keep under review the pedestrian network and the traffic conditions in the West Kowloon area in different stages of the WKCD development and implement improvement measures as necessary. | |

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| 004401 – 004707 | Mr CHAN Ka-leung, Hong Kong Cycling Alliance | Presentation of views [LC Paper No. CB(2)1952/13-14(03)] | |
| 004708 – 005019 | Mr Mathias WOO, Zuni Icosahedron | Zuni Icosahedron expressed the following views – (a) to ensure sustainability of future development, the connectivity plan of WKCD should be people-oriented rather than vehicle-oriented and consideration should be given to encouraging visitors to access WKCD by cycling; (b) WKCDA should attach importance to fostering the integration of WKCD with the neighbouring old communities and seek to ensure that the charges for the facilities and services (e.g. retail and dining services) to be provided in WKCD would be affordable to the general public; and (c) WKCDA should keep the public informed of the progress of its work in exploring the provision of marine transport service for accessing WKCD. | |
| 005020 – 005335 | Mr Paul ZIMMERMAN, Designing Hong Kong | Presentation of views [LC Paper No. CB(2)1990/13-14(01)] | |
| 005336 – 005512 | Miss Amanda QUEIROZ | Miss Amanda QUEIROZ considered that the Government should lease the whole WKCD site to private investors as it would expedite the development of WKCD and the revenue so generated could be used to fund public housing and other important projects for the benefit of the people of Hong Kong. | |
| 005513 – 010123 | Chairman Miss CHAN Yuen-han Admin WKCDA | Miss CHAN Yuen-han raised the following views and enquiries – (a) given the vast area and the vehicle-free design concept of WKCD, the pedestrian network of WKCD and its surrounding areas should be designed in such a way that visitors would be provided with direct and barrier free access to WKCD without having to make multiple level changes; (b) the Administration/WKCDA should explain why it was necessary to provide such a large number of parking spaces in WKCD and advise the number of parking spaces being provided in the adjoining developments of WKCD (e.g. Elements Shopping Mall) for public use; and (c) with only one access (i.e. Lin Cheung Road Access) to the main car park of WKCD which was located at the basement level, how WKCDA would manage the traffic flow and ensure smooth operation of the car park. | |

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| | | <p>WKCDA advised that –</p> <p>(a) around 2 000 and 5 400 parking spaces were respectively being provided at Harbour City and the topside developments of Kowloon Station, and around 950 parking spaces had been planned to be provided at WKT and its topside developments. Having regard to, among others, the total gross floor area to be provided in WKCD, the planned provision of around 2 200 to 2 800 parking spaces in WKCD was considered appropriate; and</p> <p>(b) apart from the underground access on Lin Cheung Road, vehicles might also access WKCD through the at-grade and elevated accesses on Nga Cheung Road and reach the main car park in basement level two.</p> <p>In response to the Chairman's enquiry, WKCD advised that lay-bys would be provided in basement level one of WKCD for pick-up and drop-offs and escalators would be provided for visitors to access the basement and ground levels.</p> | |
| 010124 – 010651 | Chairman Dr Helena WONG Admin | <p>Dr Helena WONG pointed out that the parking facilities currently provided at the topside developments of Kowloon Station were not planned to cater for the parking requirements generated by the development of WKCD and WKT and such facilities were often fully utilized given the keen demand from nearby residents, office workers and visitors. She considered it necessary to provide sufficient number of parking spaces, including those for coaches, in WKCD to meet the demand arising from the commissioning of the various facilities in WKCD.</p> <p>Dr WONG also enquired about the following –</p> <p>(a) while it was envisaged that the reserve capacity of the junction of Canton Road with Austin Road and Austin Road West would be improved in 2020 following completion of the planned junction widening works, whether any short-term improvement measures would be implemented to relieve the existing congested traffic condition at the junction of Canton Road with Austin Road; and</p> <p>(b) given that the Central Kowloon Route ("CKR") would only be completed by 2021 under the Administration's latest plan, whether any interim measures would be implemented to alleviate the increasing traffic pressure on the road network of West Kowloon arising from the progressive commissioning of WKT and the Artist Square Development Area ("ASDA") in WKCD starting from 2017.</p> | |

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| | | <p>The Administration advised that –</p> <p>(a) a funding proposal for a series of road improvement schemes for West Kowloon Reclamation Development ("WKR D") (Project 855TH), which included widening of the junction of Canton Road with Austin Road and Austin Road West to increase its capacity, had been submitted to the Public Works Subcommittee and was awaiting its consideration;</p> <p>(b) the proposed road improvement schemes under Project 855TH also included construction of new link roads to provide more direct connections from WKR D (including WKCD and WKT) to nearby major roads, such as the West Kowloon Highway and WHC, so as to minimize the need for traffic to pass through the busy local road networks. The implementation of these road improvement schemes and the construction of Lin Cheung Road-Austin Road West Underpass adjoining WKCD would help strengthen the road network and improve the traffic conditions in the West Kowloon area before the completion of CKR; and</p> <p>(c) according to the traffic impact assessment conducted for WKCD, the planned road network for WKCD could accommodate the traffic demand to be generated at various stages of the WKCD development.</p> | |
| 010652 – 011224 | Chairman Ms Emily LAU WKCD Admin | <p>Ms Emily LAU considered it important for the Administration and WKCD to ensure that the planned transport infrastructures for WKCD and road improvement works for WKR D would be completed in good time to tie in with the commissioning of the WKCD facilities. She enquired whether WKCD had liaised with relevant government departments on the target completion dates of such works.</p> <p>WKCD advised that –</p> <p>(a) it had been in constant dialogue with the Transport Department ("TD") and the Highways Department on the planning and implementation of transport infrastructures/road improvement works for WKCD; and</p> <p>(b) it was hoped that the completion dates of the various planned transport infrastructures/road improvement works would match the target completion of the WKCD Park, Xiqu Centre, and M+ in around 2016-2017, 2017 and 2018-2019 respectively.</p> | |

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| | | <p>The Administration advised that subject to timely approval of the funding application for Project 855TH by the Finance Committee, it was envisaged that the completion dates of the various planned public infrastructure/road improvement works could tie in with the phased commissioning of the WKCD facilities.</p> <p>The Administration/WKCDA were requested to provide the completion schedule for the various facilities in WKCD and that for the planned transport infrastructures/road improvement works for the West Kowloon area, and advise whether and how the implementation of such works would dovetail with the phased commissioning of the WKCD facilities. The Administration/WKCDA were also requested to keep Members informed of any subsequent changes/developments in this regard.</p> | <p>Admin/ WKCD</p> |
| <p>011225 – 011705</p> | <p>Chairman Deputy Chairman</p> | <p>The Deputy Chairman considered that in formulating measures to enhance the integration and connectivity of WKCD with its neighbouring districts, the Administration/WKCDA should be mindful of the prime objective of encouraging members of the public to develop a habit to visit WKCD and patronize the arts and cultural venues/activities on the site, so as to realize the vision of "humanistic WKCD". Importance should also be attached to fostering the integration of WKCD with nearby old districts (e.g. Sham Shui Po and Yau Ma Tei) to achieve mutual development and prosperity.</p> <p>The Deputy Chairman further said that he shared Designing Hong Kong's concerns about the pedestrian circulation between WKCD and its surrounding areas. He requested the Administration/WKCDA to provide, having regard to the views expressed in Designing Hong Kong's submission [LC Paper No. CB(2)1990/13-14(01)], a map showing an overview of all the existing and planned pedestrian connections/network at different levels (i.e. elevated/at-grade/below ground) that served to connect WKCD with the major transport nodes, the adjoining developments and the neighbouring districts, as well as to connect different parts of WKCD.</p> <p>Extension of meeting for 15 minutes.</p> | <p>Admin/ WKCD</p> |
| <p>011706 – 012213</p> | <p>Chairman Mr MA Fung-kwok Admin</p> | <p>Mr MA Fung-kwok expressed the following views –</p> <p>(a) as WKCD would be a major destination for both local visitors and tourists, the proposed provision of 43 parking spaces for coaches was far from adequate to meet the demand; and</p> <p>(b) in planning and designing the pedestrian network/facilities for WKCD, the Administration</p> | |

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| | | <p>and WKCDA should seek to minimize the need for pedestrians to make multiple level changes to get to WKCD. Where necessary, barrier free facilities such as ramps, rather than staircases, should be provided.</p> <p>WKCDA advised that –</p> <p>(a) as compared with other major tourist destinations in Hong Kong, the proposed level of provision of coach parking spaces in WKCD was relatively high. Given that a temporary parking area for coaches would be set up in the Park after the commissioning of ASDA, WKCDA would monitor the actual parking demand and review the provision of parking facilities for coaches in WKCD as and when appropriate; and</p> <p>(b) WKCDA had all along endeavoured to ensure barrier free access for all members of the public in designing the various facilities in WKCD. Organizations representing persons with a disability had been consulted on, among others, the design of Xiqu Centre and the provision of barrier free facilities therein.</p> | |
| 012214 – 012715 | Chairman Mr YIU Si-wing Admin | <p>Mr YIU Si-wing was concerned that coaches would need to keep running on the roads if there was inadequate supply of coach parking spaces in WKCD, thereby further worsening the traffic congestion problem in West Kowloon and bringing nuisance to nearby residents. He stressed that in planning the provision of coach parking spaces in WKCD, WKCDA should take into account not only the demand arising from the various facilities in WKCD, but also the demand arising from other facilities in the whole West Kowloon area as well as the current provision of coach parking spaces at nearby major transport nodes. He also urged WKCDA to make available efficient and environmentally-friendly transport services to connect WKCD with these major transport nodes through, for instance, providing shuttle service by electric vehicles and enabling visitors to access WKCD by cycling.</p> <p>The Administration responded that –</p> <p>(a) a comprehensive traffic study was completed by TD in 2009 to review the traffic conditions and recommend major road improvement projects to meet the future traffic demand of WKRD. The traffic volume generated by coaches was also covered in the study; and</p> <p>(b) the Administration would keep under review the demand and supply situation of coach parking facilities in WKCD, WKT as well as the whole West Kowloon area.</p> | |

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| | | <p>In response to the Chairman's suggestion that the Administration/WKCDA should explore the feasibility of enabling coaches to use the parking spaces for private cars in WKCD when the need arose, the Administration advised that the planned provision of parking spaces for different types of vehicles in WKCD was based on WKCDA's parking demand forecast for each type of vehicles accessing WKCD.</p> <p>The Administration was requested to advise in writing the number of coach parking spaces being provided/to be provided respectively at CFT, Kowloon Station and WKT.</p> | Admin |
| 012716 – 013126 | Chairman Mr Frankie YICK Admin | <p>Mr Frankie YICK raised the following views and enquiry –</p> <p>(a) he agreed with the view of Designing Hong Kong that the pedestrian network of WKCD and its surrounding areas should seek to provide direct and convenient access to WKCD and minimize the need for pedestrians to make level changes;</p> <p>(b) he shared the concern that the traffic congestion problem in West Kowloon would be further aggravated by inadequate supply of coach parking spaces in WKCD. WKCDA should ensure adequate provision of parking spaces, including those for coaches, in WKCD;</p> <p>(c) whether any improvement measures had been planned/implemented to relieve the congested traffic conditions along Jordan Road and Austin Road; and</p> <p>(d) due regard should be given to the underground air quality and temperature in designing and managing the integrated basement in WKCD.</p> <p>The Administration responded that –</p> <p>(a) according to relevant planning standards and guidelines adopted by the Government, the planned provision of more than 2 000 parking spaces in WKCD was considered sufficient; and</p> <p>(b) while there was not much room for widening Austin Road due to site constraints, TD would closely monitor the traffic conditions along Austin Road and the adjacent roads and implement appropriate traffic management schemes (such as signaling control of traffic light) to improve the traffic flow on these roads.</p> | |
| 013127 – 013540 | Chairman Mr Gary FAN WKCDA Admin | Mr Gary FAN urged WKCDA to make available underground pedestrian connections to link WKCD with adjacent rail stations. Noting that the existing Austin Road subway would be enhanced to connect | |

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| | | <p>Austin Station directly to the basement of Xiqu Centre, he enquired whether WKCDA had explored the feasibility of providing underground pedestrian connections to link WKCD with Kowloon Station and WKT respectively. He also sought clarification whether WKCDA would continue to pursue its initial plan to provide marine transport service in WKCD.</p> <p>WKCDA advised that –</p> <ul style="list-style-type: none"> (a) given the technical difficulty involved in constructing a new underground pedestrian connection amid the existing underground structures of Kowloon Station, two footbridges were proposed to link WKCD and Kowloon Station. Besides, a pedestrian deck was proposed to connect WKCD and WKT at ground level. As a portion of WKT was built under WKCD, provision of underground connection between WKCD and WKT should be technically feasible; and (b) WKCDA had been in discussion with relevant government departments and public transport companies on possible provision of marine transport service to connect WKCD with other parts of Hong Kong. While the provision of public piers in WKCD would be subject to demand, confirmation of technical feasibility and compliance with relevant statutory requirements, the possibility of providing floating pontoon(s) for berthing/landing and water taxi services would be explored. | |
| 013541 – 014051 | Chairman Mr Tony TSE WKCDA Admin | <p>Mr Tony TSE raised the following view and enquiry –</p> <ul style="list-style-type: none"> (a) the Administration should step up efforts to resolve the traffic congestion problems on the existing roads in the neighbouring districts of WKCD, in particular Austin Road, which had caused much nuisance to the local residents; and (b) how WKCDA would promote integration of WKCD with the neighbouring communities and whether specific targets had been set in this regard. <p>The Administration advised that in addition to the planned junction widening works to be implemented under Project 855TH, road improvement works had also been planned for the junction of Jordan Road with Nathan Road and the junction of Nathan Road with Waterloo Road. While it was not feasible to widen the junction of Austin Road with Nathan Road due to site constraints, TD would explore implementing appropriate traffic management measures to improve the traffic flow at this junction.</p> | |

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| | | <p>WKCD advised that apart from planning for the provision of efficient pedestrian connections and public transport services such as E-bus to enhance the accessibility of WKCD from the neighbouring districts, it had organized/supported various arts and cultural events which were held in these districts. WKCD would explore collaboration with relevant organizations in organizing more arts and cultural as well as community activities to promote the integration of WKCD with the neighbouring districts and communities.</p> <p>Further extension of meeting to 11:00 am.</p> | |
| 014052 – 014318 | Chairman Miss CHAN Yuen-han | Miss CHAN Yuen-han reiterated that account should be taken of the current provision of parking spaces in the adjoining developments of WKCD when planning the provision of parking spaces in WKCD, and importance should be attached to enhancing the pedestrian accessibility of WKCD given its vehicle-free design concept. She added that WKCD should expeditiously take forward the proposal to provide piers and marine transport service in WKCD. | |
| 014319 – 014529 | Chairman Dr Helena WONG WKCD | <p>Dr Helena WONG requested the Administration and WKCD to report to the Joint Subcommittee as early as practicable their concrete plans for provision of berthing/landing facilities and marine transport service in WKCD.</p> <p>In response to Dr WONG's enquiry about whether at-grade pedestrian facilities would be provided to connect Austin Station and Xiqu Centre, WKCD advised that such facilities would not be available due to site constraints. Nevertheless, passengers from Austin Station could make use of the enhanced pedestrian subway and the pedestrian linkage to be converted from the landscape deck for noise mitigation over Austin Road West to access the basement level and the ground level of Xiqu Centre respectively. Lifts would be provided in Austin Station and Xiqu Centre to facilitate passengers to negotiate level changes.</p> | Admin/ WKCD |
| 014530 – 014759 | Chairman Ms Emily LAU | Ms Emily LAU urged WKCD to ensure adequate provision of parking spaces, including those for coaches, in WKCD. She also expressed support for providing berthing/landing facilities and marine transport service in WKCD. | |
| 014800 – 014912 | Chairman | The Chairman considered it necessary to provide marine transport service to connect WKCD with other parts of Hong Kong and also as an add-on service to enhance the tourism appeal of WKCD. He suggested that the Joint Subcommittee should continue to follow up the subjects of the provision of marine transport service and coach parking spaces in WKCD. | |

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| 014913 – 015552 | Chairman WKCD MVA Ltd | <p>In response to deputations' views and enquiries, WKCD and its consultant advised that –</p> <ul style="list-style-type: none"> (a) the connectivity plan of WKCD was premised on the idea that priority would be given to pedestrians and public transport and due regard had been given to the need to ensure easy and direct access for all members of the public, including people who are mobility-impaired; (b) the Artist Square Bridge connecting Elements Shopping Mall and WKCD was under design and the construction works were expected to complete before/around the commissioning of M+; (c) to provide for more convenient connection to the West Kowloon Highway, WKCD was exploring the feasibility of the provision of a temporary vehicular egress in the western portion of WKCD; (d) WKCD was committed to providing cycling facilities and enabling cycling in WKCD. An automated bicycle rental service had been launched as a pilot scheme for visitors to enjoy cycling in the Park. Issues relating to cycling provision would be considered in the context of the preparation of the Park bylaws and design. They would also be covered in the transport operation plan for WKCD to be formulated by WKCD's consultant; (e) WKCD would endeavour to enhance the accessibility of the WKCD integrated basement and ensure its efficient operation and management; and (f) according to the views received from previous public engagement exercises, the public were not in favour of the idea of selling the whole WKCD site to private developers. | |
| 015553 – 020115 | Mr Paul ZIMMERMAN, Designing Hong Kong Mr Mathias WOO, Zuni Icosahedron Mr CHAN Ka-leung, Hong Kong Cycling Alliance Mr Derek HUNG Chiu-wah, Member of Yau Tsim Mong District Council | <p>Designing Hong Kong considered that TD should be requested to provide a map showing an overview of all the existing and planned pedestrian connections/network at different levels that served to connect WKCD with the major transport nodes, the adjoining developments and the neighbouring districts. It also urged TD to expeditiously follow up the proposal to provide piers in WKCD which had been discussed for years.</p> <p>Zuni Icosahedron considered that to avoid adding pressure on the heavy traffic conditions in West Kowloon, appropriate measures should be implemented to limit the number of private cars accessing WKCD and use of environmentally-friendly means of transport such as cycling should be encouraged. In its view, the provision of parking spaces for coaches should be</p> | |

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| | | <p>increased and that for private cars should be reduced in WKCD.</p> <p>Hong Kong Cycling Alliance considered that the planning of transport infrastructures for WKCD should not be premised on private cars being the dominant form of access to WKCD. Emphasis should be put on enhancing the pedestrian accessibility of WKCD and providing appropriate facilities to encourage access to WKCD by cycling.</p> <p>Mr Derek HUNG urged the Administration and WKCDA to take forward the proposal to provide berthing/landing facilities in WKCD as expeditiously as practicable. He, however, expressed reservation about WKCDA's proposal to provide floating pontoon(s) in WKCD given its proximity to CFT, which was accessed by many high-speed vessels.</p> | |
| 020116 – 020252 | Chairman | <p>The Chairman shared the view that the Administration/WKCDA should consider implementing measures to limit the number of private cars accessing WKCD, which would help reduce traffic congestion and improve the air quality in the vicinity. The Administration/WKCDA should also explore the feasibility of providing environmentally-friendly transport services and consider enabling cycling as a possible means of transport to connect WKCD with its neighbouring districts.</p> | |