

For discussion on  
7 July 2014

**Legislative Council**  
**Panel on Home Affairs and Panel on Development**  
**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 districts**

**PURPOSE**

This paper updates Members on the implementation progress of the transport infrastructures linking the West Kowloon Cultural District (WKCD) and its neighbouring districts.

**BACKGROUND**

2. Accompanied by representatives of the Administration and the West Kowloon Cultural District Authority (WKCDA), Members conducted a site visit on the connectivity of WKCD with its surrounding areas on 17 December 2013 to observe the respective reserved connection points at the Austin Station and the Kowloon Station development for linking Xiqu Centre (including underground and deck level) and Artist Square respectively, and to visit the site locations of the future M+ and the Park.

3. At the Joint Subcommittee meeting on 25 April 2014, WKCDA briefed Members the traffic impact assessment (TIA) results of the planning application for minor relaxation of development intensity of the WKCD site. The TIA has indicated that the traffic impact on the adjacent road networks arising from the proposed minor relaxation of the development intensity of the WKCD site would be minor. In the meeting, WKCDA also advised Members that the impact of the proposal on the traffic of WKCD and its surrounding areas would be manageable.

4. At the request of the Joint Subcommittee, the Administration and WKCDA undertook to further explain to

Members and the general public the transport connectivity of WKCD in the coming deputation.

## **WKCD ACCESSIBILITY PLAN**

5. The strategic pedestrian network of WKCD has been comprehensively designed in such a way that traveller access/egress through each and every transport mode will find a convenient external pedestrian connection to use.

6. Rail users will take different routes depending on the line and station they use. Passengers from Kowloon Station can either use the Artist Square Bridge or the West Kowloon Terminus (WKT) pedestrian deck of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) to access the western and central parts of WKCD. Passengers from WKT will probably use the WKT pedestrian deck to access the main avenue of WKCD, while passengers from Austin Station will use the Austin Road Pedestrian Linkage Systems to access WKCD through the Xiqu Centre. Passengers from Tsim Shai Tsui Station and Kowloon Park can access WKCD through the China Ferry Terminal Bridge/existing footbridge over Canton Road to access the Waterfront Promenade, Xiqu Centre and the main avenue.

7. Franchised bus and mini-bus passengers have a variety of pedestrian connections to use. Bus passengers on Austin Road West, bus stops alongside toll plaza of Western Harbour Crossing (WHC) can enter WKCD at-grade. Passengers using the bus routes serving Kowloon Station and WKT can make use of WKT pedestrian deck to access WKCD. Bus passengers arriving at the bus stops along Austin Road West and Canton Road can access WKCD at-grade. Passengers arriving by coach, E-bus and car/taxi can access WKCD directly through their designated drop-off bays within the district.

## **LATEST DEVELOPMENT OF THE NEW CONNECTIONS**

8. In end-2013, the Government entrusted WKCD with the design and site investigation of the Public Infrastructure Works (PIW), including new roads and pedestrian linkages between WKCD and its neighbouring districts, for supporting the Batch 1 facilities in WKCD and hotel, office and residential (HOR) developments. The engineering design consultant appointed by WKCD has started the design of the PIW items. Key transport facilities under design are

summarised in the table below. Detailed descriptions of the transport infrastructures are shown in **Annex A**. The Advisory Committee on the Appearance of Bridges and Associated Structures and the Yau Tsim Mong District Council will be consulted on the design of these infrastructures in the latter half of 2014.

### **Pedestrian Infrastructures**

*(Please refer to the diagrammatic layout at **Annex B**)*

<b>New Transport Infrastructures</b>	<b>Description</b>	<b>Supporting Facilities</b>	<b>Implementation Period</b>	<b>Opening Year</b>
Austin Road Pedestrian Linkage Systems	Pedestrian linkage systems between MTR Austin Station and Xiqu Centre	Xiqu Centre	2015-2017	2017
WKT Pedestrian Deck	A large pedestrian deck linking WKT and WKCD at ground level	Facilities in Zones 2A and 2B*	2011-2017	2017
China Ferry Terminal Bridge	A pedestrian link between Hong Kong-China City and Waterfront Promenade of WKCD	Waterfront Promenade and HOR alongside	2018-2020	2020
Artist Square Bridge	A pedestrian link between Elements Shopping Mall and Artist Square of WKCD	Artist Square Development Area (including M+, the Park, office and residential developments and Lyric Theatre) and the Park	2016-2018	2018

## **Vehicular Infrastructures**

*(Please refer to the diagrammatic layout at **Annex C**)*

<b>New Transport Infrastructures</b>	<b>Description</b>	<b>Supporting Facilities</b>	<b>Implementation Period</b>	<b>Opening Year</b>
Lay-by at East Gate	Drop-off/ pick-up lay by for public transport on Austin Road West	Xiqu Centre	2015-2017	2017
At-grade road around the WHC tunnel portal	An at-grade vehicular access within WKCD serving M+, the Park and the adjoining HOR developments	Artist Square Development Area (including M+, office and residential developments and Lyric Theatre) and the Park	2015-2017	2017
Lay-by at West Gate	Drop-off/ pick-up lay by for public transport on Austin Road West	Artist Square Development Area (including M+, office and residential developments and Lyric Theatre) and the Park	To be confirmed	Align with the completion year of Zone 2B*

\* The zoning plan of the WKCD integrated basement is at **Annex D**.

### **TRANSPORT OPERATION PLAN**

9. In addition, WKCD will engage a consultant in the second half of 2014 to formulate a transport operation plan for WKCD. WKCD will implement the recommended plans of the consultancy prior to the commissioning of the Batch 1 facilities. The scope of the consultancy will cover the followings –

- (a) E-bus Planning and Operation Plan;
- (b) Environmentally Friendly Transport System Option study and Feasibility;

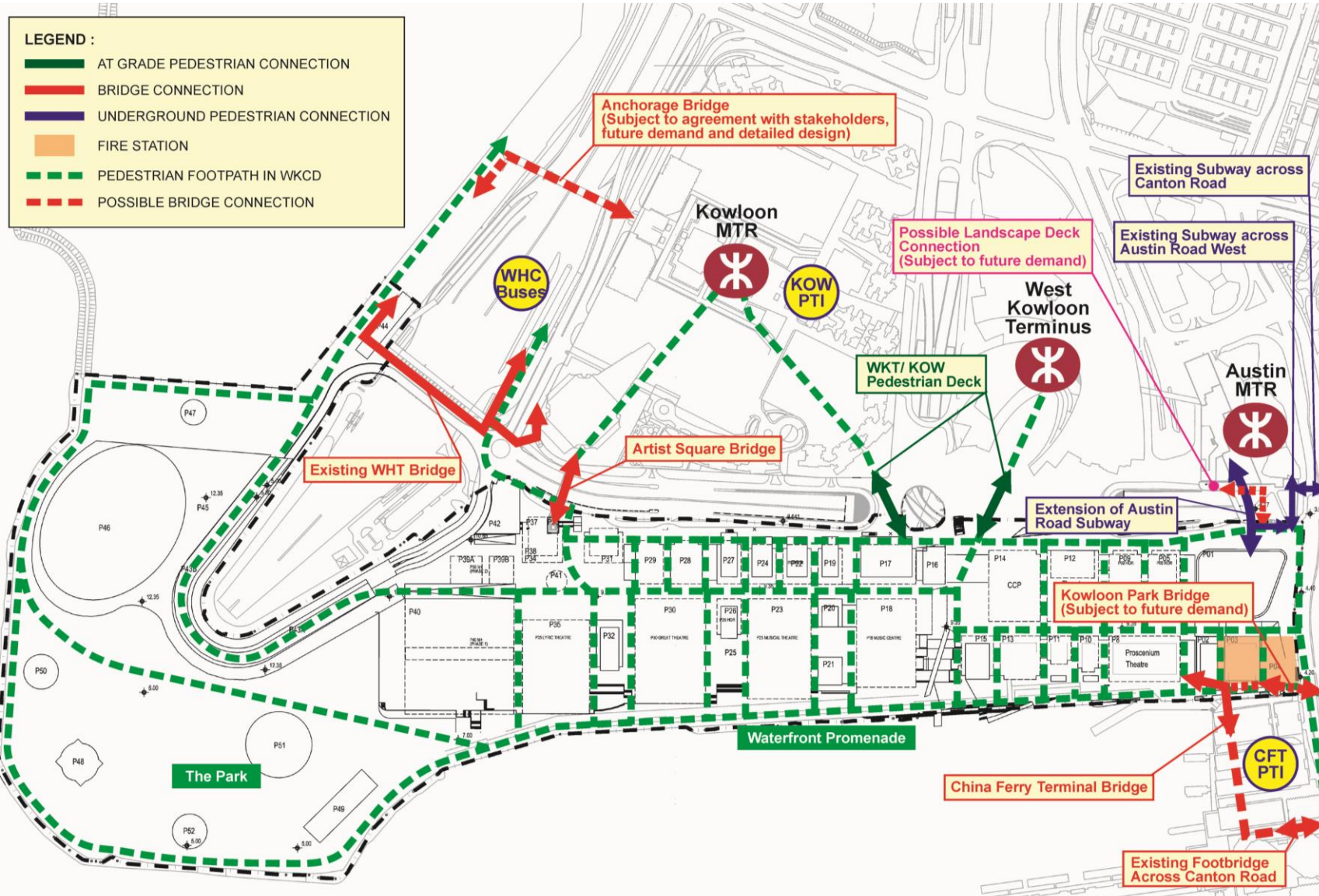
- (c) Car Parking Management Plan;
- (d) Loading and Unloading Facilities Management Plan;
- (e) Cycling Provision in WKCD;
- (f) Berthing/Landing Facilities for Vessels;
- (g) Traffic Control and Operation Plan;
- (h) Crowd Dispersal Management Plan; and
- (i) Emergency Traffic Management Plan.

## **RECOMMENDATION**

10. Members are invited to note the latest progress of the vehicular and pedestrian connections for WKCD.

**West Kowloon Cultural District Authority**  
**July 2014**

**Pedestrian Connections with the Adjoining Developments and Major Transport Nodes**



## **Description of Each Connection**

In order to maximise accessibility to WKCD and mobility in the district, the Xiqu Centre needs to be properly integrated with neighbouring community and activity nodes. The provision of the following planned connections will ensure easy access for both pedestrians and vehicles –

### **(A) Austin Road Pedestrian Linkage Systems**

2. With the provision of escalators, lifts and staircases, the existing pedestrian subway across Austin Road West and Canton Road will be enhanced connecting the concourse level of MTR Austin Station and basement level of the Xiqu Centre. This will help ease the increased pedestrian traffic after the opening of the Xiqu Centre.

3. The landscape deck (being constructed under the XRL project) over Austin Road West for noise mitigation purpose would be converted to a pedestrian linkage connecting the ground level of Austin Road West. Through the pedestrian subway connection, it can connect with the ground level of Xiqu Centre, MTR Austin Station and Austin Road West.

### **(B) Lay-by at East Gate and Connection to At-grade Austin Road West**

4. Two new slip roads are being constructed under the XRL project along Austin Road West to facilitate vehicles making U-turn. Additional lay-by will be constructed alongside the eastern slip road, forming the East Gate of WKCD, to allow direct access to the Xiqu Centre and support the pick-up/drop-off activities in WKCD.

### **(C) Kowloon Park Bridge**

5. The existing Tsim Sha Tsui Fire Station Complex adjoining the Xiqu Centre on Canton Road will be relocated in stages. The first phase of the works, relocation of the Transformer Room block, is being arranged to complement the target completion of the Xiqu Centre in 2016/17.

6. Upon the relocation of the entire fire station complex in future, a new footbridge can be constructed to link WKCD directly to Kowloon Park across Canton Road. It can serve as an alternative route for passengers to access WKCD from MTR Tsim Sha Tsui Station via Kowloon Park Bridge. This potential connection is subject to future demand.

(D) China Ferry Terminal Bridge

7. Scheduled to open upon completion of the Waterfront Promenade of WKCD in the vicinity, the proposed footbridge will form part of the pathway linking the Waterfront Promenade with level 3 of China-Hong Kong City shopping mall and Kowloon Park. The provision of this footbridge will be subject to the future demand justification.

8. For enhancing the connectivity of the western end of WKCD, the following planned infrastructures will be provided to ensure easy access for both pedestrians and vehicles –

(E) Artist Square Bridge

9. The proposed Artist Square Bridge will be connecting the Elements Shopping Mall at +19.0mPD and Artist Square of WKCD, over Austin Road West. The bridge will become an iconic gateway to the Artist Square Development Area, accessing the M+, Lyric Theatre and office and residential developments adjoining the Square.

(F) At-grade road around the WHC tunnel portal

10. To serve the Park, future Mega Performance Venue/Exhibition Centre, HOR developments around the WHC portal and the existing WSD Kowloon South No.2 Salt Water Pumping Station, a new at-grade road will be constructed to run along the outside perimeter of the WHC portal and connect to the waterfront area. The road will connect to both the at-grade and elevated junctions of Austin Road West and Nga Cheung Road. When completed, the road will serve as the main entrance to WKCD at the west end.



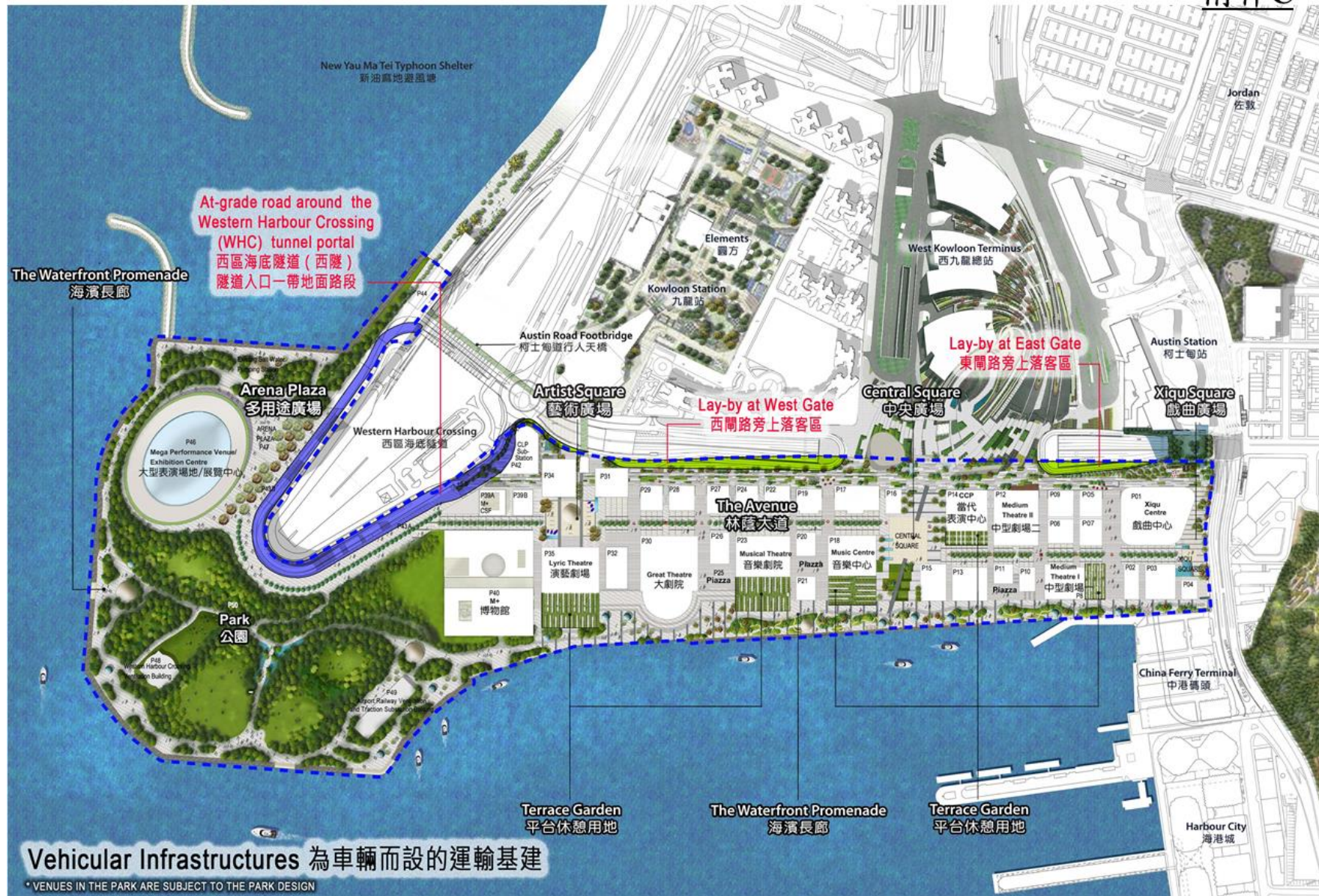
# Annex B 附件B



## Pedestrian Infrastructures 為行人而設的運輸基建

\* VENUES IN THE PARK ARE SUBJECT TO THE PARK DESIGN

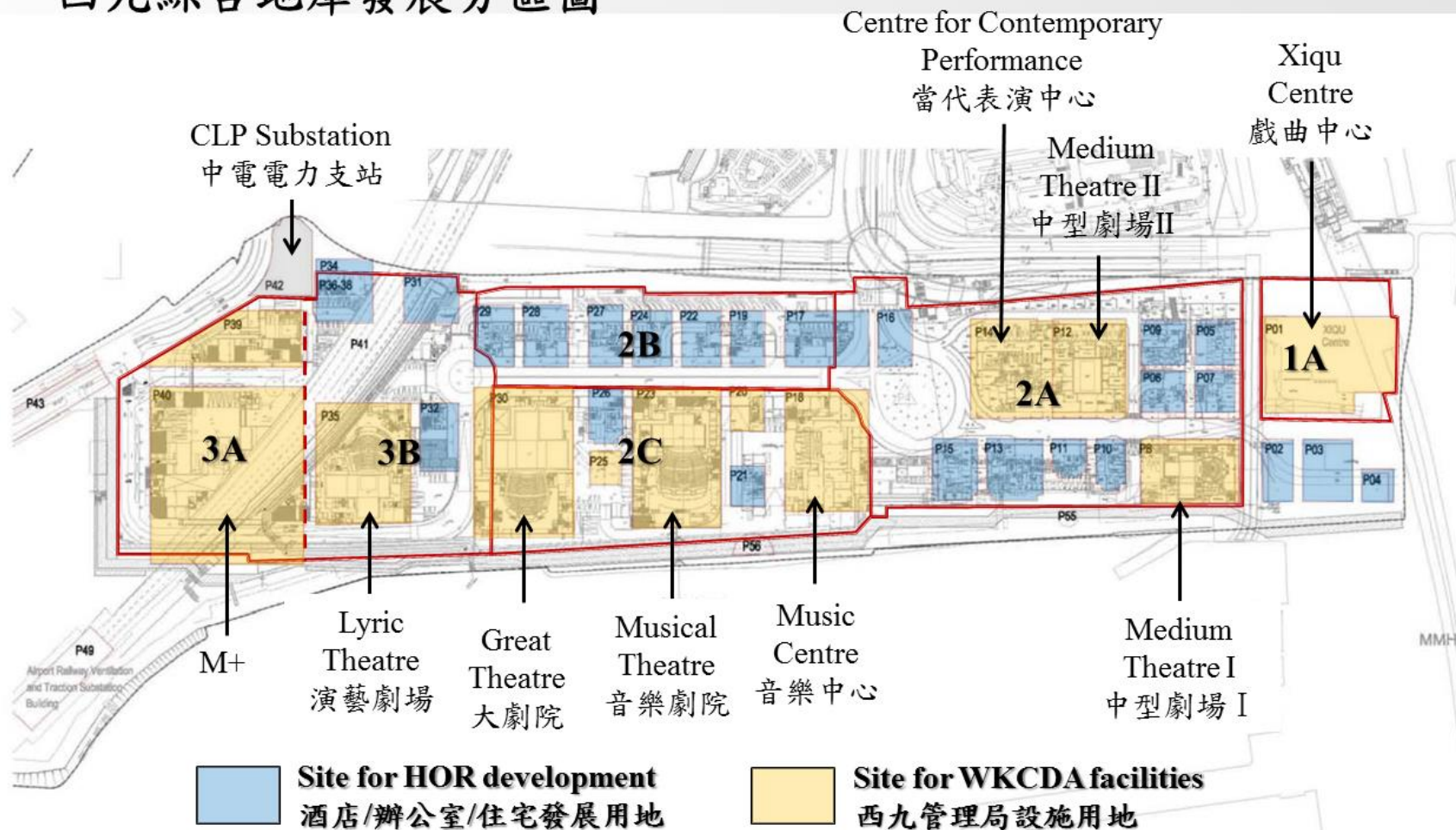
**Annex C**  
**附件 C**



# Zoning Plan of WKCD Integrated Basement

## 西九綜合地庫發展分區圖

**Annex D**  
**附件D**



備註 Notes:

1. The demarcation between the different zones is subject to study during the design stage of the integrated basement project.  
發展分區分界有待綜合地庫詳細設計核實。
2. The sites for HOR developments also consist of RDE, OACF and parking facilities of WKCDA.  
酒店/辦公室/住宅發展用地亦包括西九管理局的零售、餐飲及消閒、其他文化藝術設施及地庫泊車設施。