

For discussion on
12 January 2015

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 infrastructure projects linking the West Kowloon Cultural District (WKCD) with its neighbouring districts.

BACKGROUND

2. At the Joint Subcommittee to Monitor the Implementation of the WKCD Project (Joint Subcommittee) meeting held on 25 April 2014, the West Kowloon Cultural District Authority (WKCDA) briefed Members on the traffic impact assessment of the Planning Application for Minor Relaxation of Development Intensity of the WKCD site, including (i) the traffic impact on the adjacent road networks as a result of the proposed increase in development intensity under WKCDA's Section 16 planning application and the proposed traffic improvement measures to cope with the increasing traffic demand; and (ii) the impact of the proposed increase in development intensity on the pedestrian forecasts in the WKCD and the crowd dispersal arrangements for major events to be held within the WKCD.

3. At the Joint Subcommittee meeting on 7 July 2014, WKCDA further briefed Members on the future car parking and loading/unloading arrangements, cycling, and the vehicle and pedestrian accessibility plans of the WKCD. The updated programme and progress of the government-funded transport infrastructure projects in the West Kowloon Reclamation Area (WKRA) were also presented. Members were also advised that

WKCDA would engage a consultant to develop a comprehensive Traffic Operation Plan (TOP) to manage the future pedestrian and vehicular traffic and formulate short, medium and long terms transport strategies for the WKCD.

PUBLIC CONSULTATION

4. Since the Joint Subcommittee meeting of 7 July 2014, WKCDA has consulted and solicited comments from the Yau Tsim Mong District Council (YTMD), Harbourfront Commission (HC) and local communities on matters related to accessibility and connectivity of the WKCD with its neighbouring areas. Consultation meetings held are listed below -

- a) On 21 August 2014, WKCDA (jointly attended with the Civil Engineering and Development Department (CEDD)) consulted the YTMD on the first construction package of the Public Infrastructure Works for supporting the WKCD developments;
- b) On 10 September 2014, WKCDA (jointly attended with CEDD) consulted the HC Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing on the roadworks and connectivity of the WKCD; and
- c) On 13 November 2014, WKCDA met over 50 representatives from one of the neighbouring developments in response to the invitation from its management company, and briefed them on the project updates of the WKCD developments and future connections with the WKCD.

SCOPE OF TRAFFIC OPERATION PLAN

5. To secure successful operation of the WKCD project, a comprehensive and multi-disciplinary traffic operation plan will be required for managing the movement of people and freight to, from and within the WKCD. The TOP consultancy study has commenced in November 2014 and interim findings will be available in the second half of 2015. The study covers the following five aspects -

- (i) Public Transport Planning and Operation;
- (ii) Car Park, Loading and Unloading Management;
- (iii) Cycling Provision and Design;
- (iv) Marine Access and Operation; and
- (v) Traffic Control and Management.

The detailed scope of services provided by the TOP Consultancy is shown in **Annex A**. We plan to update Members on the initial findings once available.

PROGRESS UPDATE ON PEDESTRIAN CONNECTIONS

6. With connections to the nearby inter-city transport hubs including the West Kowloon Terminus (WKT) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the Kowloon Station of Airport Express and the China Ferry Terminal, the WKCD will receive a large number of visitors from local, Mainland, East Asia and overseas. The urban design and landscape principles adopted in the Conceptual Plan prepared by Foster + Partners and the approved Development Plan for the WKCD, which enables traffic to be put underground in an integrated basement, will free up more space for public enjoyment and create a pedestrian-friendly environment at-grade. The provision of a large “vehicle-free” pedestrian deck linking the WKT of XRL and the northern part of the WKCD, together with a continuous waterfront promenade, a vibrant main avenue and side streets as well as convenient pedestrian entrances to the cultural district, will greatly enhance visitors’ walking experience in the WKCD.

7. Apart from the main pedestrian deck linking the WKCD and WKT of XRL (under construction), two other pedestrian connections (under design), namely the Artist Square Bridge and the Austin Road Subway Connection, will represent the major gateways of the WKCD. The former will provide a direct pedestrian link between the Elements Shopping Mall and the northern entrance to the Artist Square; while the latter will provide convenient access from the Austin Station to the Xiqu Centre, a world-class arts venue for preservation, development and promotion of xiqu. The design criteria of the two connections will be duly considered in order to enhance the connectivity and walking environment of the WKCD. It is anticipated that the detailed design of the two connections will be completed in the first half of 2015. Subject to funding approval of

the Finance Committee (FC) of the Legislative Council (LegCo) by the end of this legislative session, construction works are anticipated to start in early 2016. The pedestrian connections are targeted to be open in 2018, in time for the opening/completion of the Xiqu Centre and M+. **Annex B** shows the proposed pedestrian links from the neighbouring districts to the WKCD.

8. Apart from the Austin Road Subway Connection, pedestrians can also access the eastern end of the WKCD via Canton Road and the open space in front of the Xiqu Centre. The open space will serve as a main eastern gateway to the Avenue, through which people can access all venues in the WKCD. Surrounding the Xiqu Centre, wide landscaped footways will be provided to facilitate pedestrian movements. As the WKCD can be accessed from all directions at different levels, it would be easier to demonstrate pedestrian movements by using a simulation model, which is being developed under the TOP Consultancy Study and will be presented to Members together with the initial findings of the Study later this year.

PROGRESS UPDATE ON VEHICULAR FACILITIES

9. While the underground road in the WKCD integrated basement (basement road) will provide vehicular access to different venues/facilities of the WKCD, it is necessary to enhance the transport infrastructure outside the WKCD to cater for the traffic generated by the planned developments in the WKRA including the WKCD. Short and medium terms road improvement works in the WKRA are to be implemented mainly through Public Works Programme (PWP) Item 855TH - Road Improvement Works for West Kowloon Reclamation Development (Phase 1). The funding application for Item 855TH, which was submitted to LegCo in June 2014, is still awaiting consideration by the Public Works Subcommittee (PWSC). Subject to FC's funding approval within this legislative session, construction works will commence in 2016 for completion in 2018 tentatively. The project will provide the future main vehicular entrance to the WKCD, accessing from the north of the WKCD through the depressed Austin Road West and Lin Cheung Road junction (under construction by the MTR Corporation Limited (MTRCL) in conjunction with the WKT of the XRL project) and connecting with the future basement road. According to MTRCL's current construction programme, the depressed road junction can be completed in 2017, prior to the opening of the venues in the central

portion of the WKCD such as the Centre for Contemporary Performance and the Music Centre.

10. As regards vehicular access within the WKCD, public road infrastructure works will be implemented under PWP Item 754CL - Infrastructure Works for the WKCD, Phase 1, which comprises the basement road, an at-grade road around the portal of Western Harbour Tunnel to serve the western part of the district (e.g. the Park and M+), and the East and West Gate Lay-bys on Austin Road West that are under design by WKCDA with entrustment from CEDD. The aforesaid road infrastructure works under PWP Item 754 CL are scheduled for gazettal in early 2015. Subject to the public comment(s) received, FC's funding approval for the construction of the at-grade road, lay-bys, and underground road in Zones 3A and 3B of the integrated basement will be sought before the end of this legislative session. **Annex C** shows the planned vehicular connections from the neighbouring districts to the WKCD.

OTHER OPTIONS TO ACCESS THE WKCD

11. As regards the suggestions to provide marine access to the WKCD, Members may wish to note that the demand for and technical feasibility of providing a marine access option will be examined in the context of the TOP consultancy study underway.

DISCUSSION

12. Members are invited to note the implementation progress of the transport infrastructure projects linking the WKCD with its neighbouring districts. We will update Members on the outcome of the TOP study to be available in the second half of 2015.

West Kowloon Cultural District Authority
January 2015

ANNEX A

The scope of services provided by the Traffic Operation Plan Consultancy covers -

- a) review the existing traffic conditions during peak periods (the morning and evening peak times and lunchtime) in the Area of Influence (AOI), by collecting all available information by means of traffic count surveys (pedestrian and vehicular), journey time surveys, etc;
- b) review the traffic data and survey results of all previous relevant traffic studies within the AOI and carry out supplementary vehicular and pedestrian surveys within the WKCD and the adjoining traffic corridors and junctions as required. Forecast and update the vehicular and pedestrian flows and junction performance for the design years of 2015, 2016, 2018, 2020, 2022 and 2031 and other years as may be specified by the WKCDA, taking into account the planned land uses and latest WKCD project development programme changes within the AOI;
- c) review and assess the WKCD public transport (PT) demand for the design years of 2015, 2016, 2018, 2020, 2022 and 2031 and other years as may be specified by WKCDA. Revisit the current PT arrangement in the AOI and recommend to WKCDA PT rationalization plan (such as re-routing, frequency adjustment and bus stop changes in the AOI) as a result of the actualization of the consultancy. Assist WKCDA in negotiating with the PT operators and Government Departments for implementation of the PT rationalization plan;
- d) review and assess the E-bus proposals suggested by the Development Plan consultant;
- e) evaluate and recommend EFTS options and carry out feasibility of the system for the preferred option. Personal Rapid Transit (PRT) shall be one of the options to be considered;
- f) develop a traffic simulation model covering all transport

ANNEX A

models for the WKCD and the surrounding area to analyse the traffic arrangement in various scenarios, such as construction traffic management plan, crowd dispersal plans and emergency traffic management plan. Study and propose a crowd dispersal management plan with the aid of the traffic simulation tool for the WKCD including mega events, such as firework display;

- g) define emergency scenarios and propose an emergency traffic management scheme for each scenario. Liaise with the district-wide fire engineering consultant who will prepare a fire safety management plan for the WKCD; and study and recommend an at-grade emergency vehicle routing;
- h) assess and evaluate the pilot Smartbike project currently implemented at the WKCD promenade. Propose and recommend the requirements of the cycling provision within the WKCD and explore the possibility of extending the cycling provision beyond the WKCD to the adjoining Jordan and Tsim Sha Tsui districts;
- i) assess marine traffic demand and recommend marine access locations, options and their feasibility as well as the mode of operation of the recommended marine access facilities;
- j) conduct a marine traffic impact assessment for construction phase;
- k) conduct a comprehensive study for car parking management including the allocation of car parking spaces for each venue/building taking into account the development phasing, and the management mechanism for promoting car park sharing concept within and outside the WKCD. Study and evaluate the car parking management tools in the market and recommend the preferred tool;
- l) review loading and unloading practices for other arts and performing arts venues, retail/dining/entertainment

ANNEX A

facilities and hotel/office/residential developments in Hong Kong. Assess the demand pattern for loading and unloading activities and propose an operation plan for managing the district-wide loading and unloading activities;

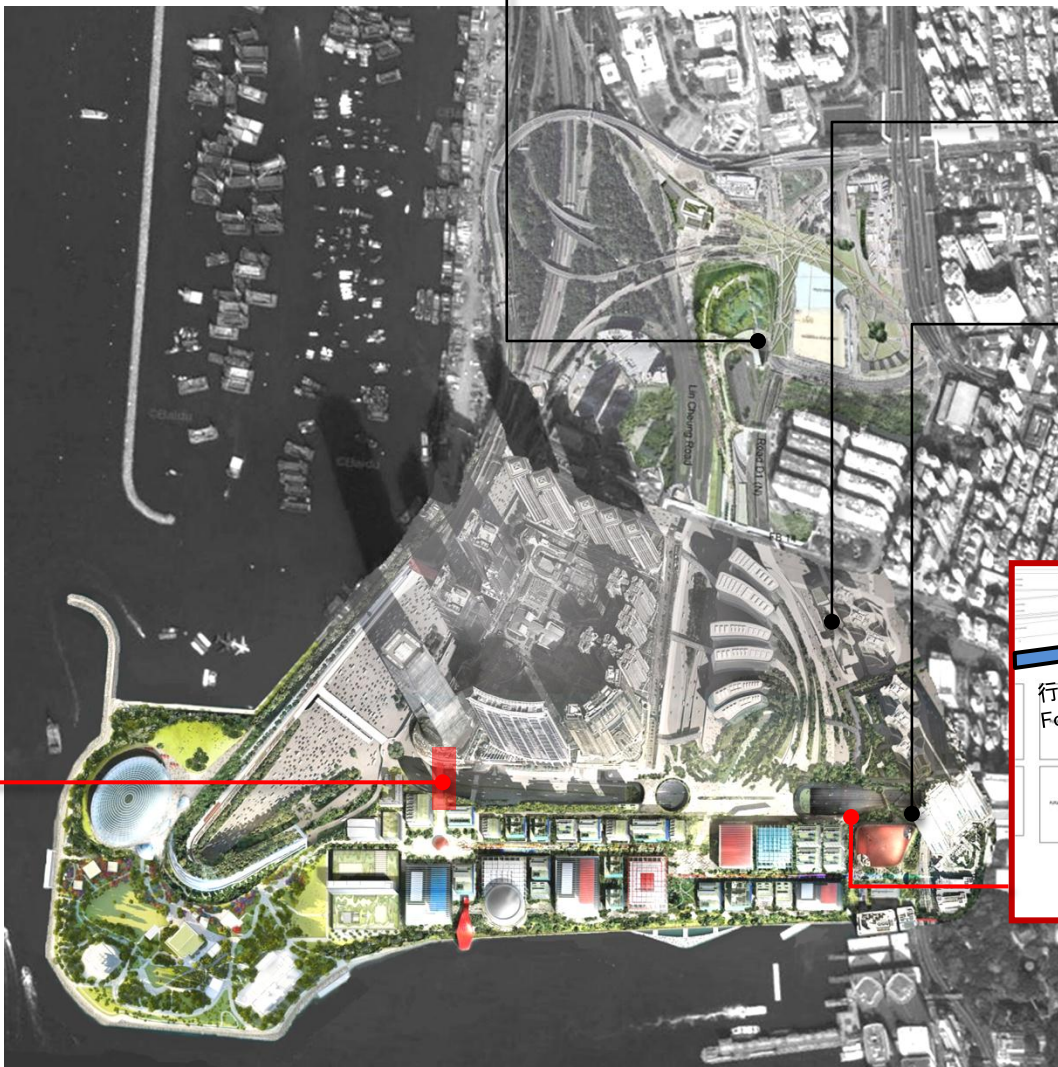
- m) carry out coach demand and supply surveys for the popular tourist destinations/attractive spots in Hong Kong. Conduct a comprehensive study for coach parking management, pick-up/drop-off arrangement for the WKCD, and study and present the allocation of coach parking spaces taking into account the development progress;
- n) review the traffic monitoring and control system and operation plan for large basements and tunnels in Hong Kong and recommend the appropriate system and operation modes for the WKCD. Study and recommend organization and man-power setup requirements for managing the integrated basement including public road and car parks, and other government-funded infrastructure within the WKCD. Identify merits and constraints of all the available options including cost effectiveness and other indicators to be agreed with WKCDA;
- o) carry out consultation for transport operation plan in order to gauge the acceptance of the public and Government Departments. Recommend measures to overcome any objections received; and
- p) provide the implementation strategy, delivery programme, capital cost, maintenance and operating costs estimates and cost-benefit analyses for all the traffic operation measures and plan proposed.

ANNEX B 附件 B

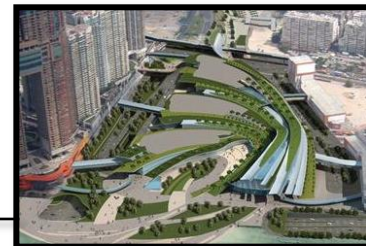


Proposed landscape deck above the public transport interchange may connect with the landscape deck of the Central Kowloon Route under planning to provide a segregated pedestrian corridor to WKCD

擬建的公共運輸交匯處上蓋平台花園可接駁規劃中的中九龍幹線平台花園，締造行人分隔走廊直達西九文化區



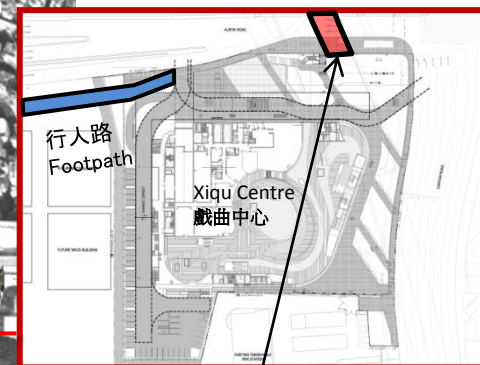
Artist Square Bridge
藝術廣場行人天橋



XRL West Kowloon Terminus
高鐵西九龍總站



Canton Road / Austin Road West
Junction Improvement
廣東道/柯士甸道西路口改善



Austin Road Subway Connection
柯士甸道行人隧道連接

ANNEX C

附件 C



Scheme 1
計劃 1

Proposed single lane elevated road connecting Hoi Po Road to West Kowloon Highway northbound
擬建高架單線行車道連接海寶路至西九龍公路北行方向



Central Kowloon Route
Route
中九龍幹線



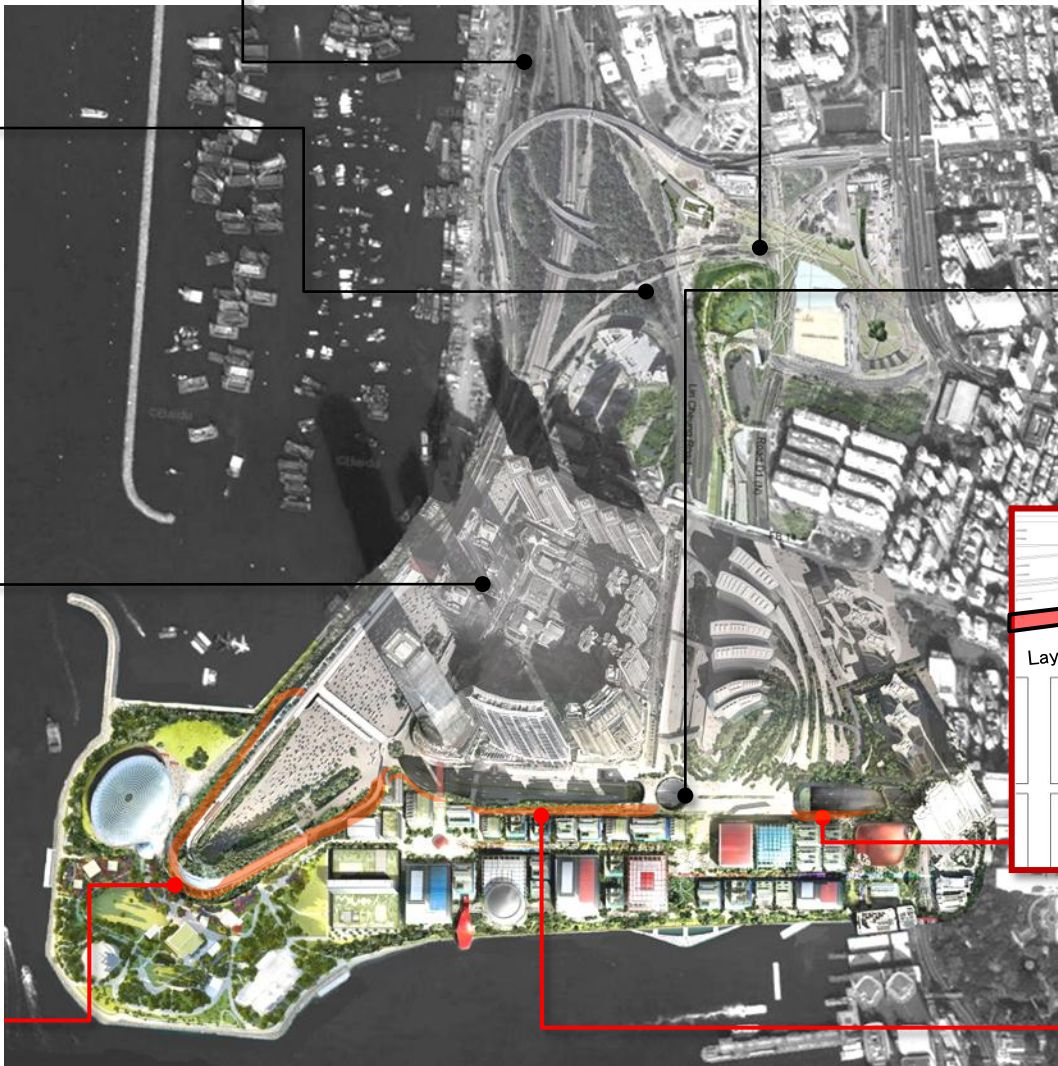
Scheme 3
計劃 3

Proposed single lane at-grade road connecting West Kowloon Highway southbound to elevated Nga Cheung Road
擬建地面單線行車道連接西九龍公路南行方向至雅翔道高架路段

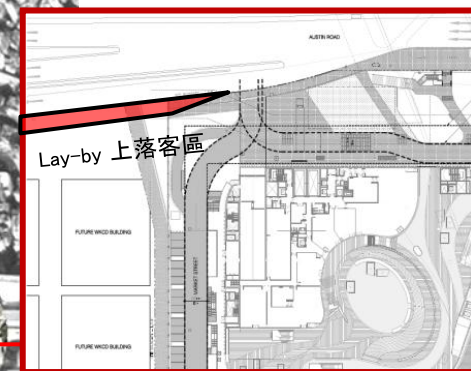


Scheme 2
計劃 2

Proposed single lane elevated road connecting elevated Nga Cheung Road to toll plaza of WHC
擬建高架單線行車道連接雅翔道高架路段至西區海底隧道收費廣場



Depressed Austin Road West and Lin Cheung Road junction
低於地面的柯士甸道西與連翔道交匯處



Lay-by at East Gate
東閘路旁上落客區

Lay-by at West Gate
西閘路旁上落客區

At-grade road around the Western Harbour Crossing tunnel portal
西區海底隧道出入口一帶地面路段