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

**Updated background brief prepared by the Legislative Council Secretariat
for the meeting on 12 January 2015**

**Integration and connectivity of the West Kowloon Cultural District
with its neighbouring districts**

Purpose

This paper summarizes the deliberations of the Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project ("the Joint Subcommittee") on issues relating to the integration and connectivity of the West Kowloon Cultural District ("WKCD") with its neighbouring districts.

Background

2. As stated in the approved Development Plan ("DP") of WKCD, accessibility and connectivity are two of the seven key planning and design principles for the development of WKCD. WKCD adopts a "vehicle-free" design concept, where all vehicular traffic and servicing facilities will be put underground to create a safe and open environment for pedestrians and improve the air quality at the ground level. According to the West Kowloon Cultural District Authority ("WKCDA"), the connectivity plan of WKCD has been formulated to make WKCD accessible by various modes of transport and easy to move around for all mobility groups. WKCD would be connected with the neighbouring districts and other parts of Hong Kong through various existing and planned pedestrian connections as well as railway and road networks.

3. When the subject was last discussed at the meeting of the Joint Subcommittee on 7 July 2014, members were advised that WKCDA would engage a consultant in the second half of 2014 to formulate a transport operation plan for WKCD. The scope of the consultancy would cover: (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. WKCDA would implement the recommended plans of the consultancy prior to the commissioning of Batch 1 facilities.

Members' concerns

4. The Joint Subcommittee discussed issues relating to the integration and connectivity of WKCD with its neighbouring districts at its meetings on 10 July 2013 and 7 July 2014. Relevant issues had also been raised in the context of the discussions on the approved DP of WKCD, WKCDA's proposal for minor relaxation of development intensity of the WKCD site and progress of the WKCD project at various meetings held between February 2013 and November 2014. Furthermore, the Joint Subcommittee conducted a site visit on 17 December 2013 to better understand the connectivity of WKCD with its surrounding areas. The major views and concerns expressed by members on the subject are summarized in the ensuing paragraphs.

Pedestrian linkages between WKCD and its neighbouring areas

5. Members in general were concerned about the accessibility of WKCD and the connectivity of WKCD with its surrounding areas and other parts of Hong Kong. They called on the Administration and WKCDA to make available direct and convenient pedestrian links to connect WKCD with the major transport nodes (e.g. Austin Station and Jordan Station), the adjoining developments (e.g. Kowloon Park) and the nearby districts, and to minimize the need for pedestrians to make multiple level changes in planning the pedestrian network. Dr Hon Helena WONG and Hon Gary FAN suggested that pedestrian subways should be provided to link WKCD with the concourses of Kowloon Station and West Kowloon Terminus ("WKT"), so as to ensure convenient access to WKCD for visitors arriving via the Airport Express and the Guangzhou-Shenzhen-Hong Kong Express Rail Link.

6. According to the Administration and WKCDA, pedestrians were primarily connected to the areas outside WKCD through a comprehensive network of at-grade walkways, footbridges and subways. The existing Austin Road pedestrian subway would be extended and improved to connect Austin Station and the basement of the Xiqu Centre. 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. In addition, a pedestrian deck

was proposed to connect WKCD and WKT at ground level. Regarding the connection between WKCD and Jordan Station, the Transport Department ("TD") had presented to the Traffic and Transport Committee of YTMDC in November 2012 the proposed pedestrian links between WKCD and Jordan/Tsim Sha Tsui ("TST") districts, including a pedestrian subway along Jordan Road via Shanghai Street and Bowring Street to link WKCD and Jordan Station. The feasibility of the proposals would require further study and there was no firm programme at the moment. As regards the connection between WKCD and Kowloon Park, upon the relocation of the existing TST Fire Station Complex and subject to future demand and investigation on feasibility, a footbridge could be provided over Canton Road to link WKCD directly to Kowloon Park to facilitate pedestrian access to/from TST. At the request of the Joint Subcommittee at its meeting on 7 July 2014, the Administration provided a plan showing the existing and planned pedestrian network at different levels serving WKCD for connection with major transport nodes and neighbouring district/developments (**Appendix I**).

7. Some members suggested that to enhance pedestrian access to WKCD from the inner parts of West Kowloon, the Administration should consider constructing a continuous waterfront promenade to link WKCD with the waterfront areas of the New Yau Ma Tei Typhoon Shelter and Sham Shui Po/Cheung Sha Wan. Hon Frankie YICK, however, cautioned that the Administration should duly consider the impact of the suggestion on the operation of the Yau Ma Tei Public Cargo Working Area in the vicinity. The Administration advised the Joint Subcommittee that it would look at the suggestion in conjunction with the Harbourfront Commission in the context of considering issues relating to harbourfront planning and enhancement in Hong Kong. TD and WKCD would also discuss measures to enhance the connectivity and integration of WKCD with, among others, the inner parts of West Kowloon.

8. Hon Alan LEONG considered that importance should be attached to fostering the integration of WKCD with nearby old districts to achieve mutual development and prosperity. He enquired whether the transport planning of WKCD had taken into account the off-district arts and cultural activities held in the neighbouring areas such as Yau Ma Tei and Sham Shui Po so as to foster the integration of WKCD with these districts. Some members urged the Administration to enhance the pedestrian connections between WKCD and the adjacent old districts (e.g. Jordan), as improved pedestrian access would help revitalize these districts. The Administration 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 those 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.

Traffic conditions in the West Kowloon area

9. When the Joint Subcommittee was briefed on WKCDA's proposal for minor relaxation of development intensity of the WKCD site and the results of the technical assessments conducted on the proposal at its meetings on 24 January, 28 March and 25 April 2014, members generally expressed concern that the proposal might further add to the heavy traffic pressure on the existing roads in West Kowloon, in particular Jordan Road, Austin Road and Canton Road. They urged the Administration and WKCDA to carefully study the traffic impact of the proposal on the whole West Kowloon area, taking into account the progressive commissioning of WKT and the arts and cultural facilities in WKCD. They also enquired whether improvement works would be carried out to ensure that the road networks of West Kowloon could cope with the additional traffic to be generated from the proposal.

10. WKCDA advised the Joint Subcommittee that the technical assessment results showed that the traffic impact on the adjacent road networks as a result of the minor relaxation of development intensity of the WKCD site would be minor. TD also agreed with WKCDA consultant's assessment that the planned road networks in West Kowloon could accommodate the additional traffic demand to be generated from the proposed minor relaxation of the development intensity of WKCD.

11. The Administration further advised that to cater for the traffic needs generated by the progressive completion of the developments in the West Kowloon Reclamation Area ("WKRA"), a traffic study was completed by TD in 2009. To strengthen the road network of the area, the study recommended a series of road improvement schemes which were designed primarily to provide more direct connections from WKCD and WKT to nearby major roads, such as the West Kowloon Highway, the Western Harbour Crossing ("WHC") and the future Central Kowloon Route ("CKR"), so as to minimize the need for traffic to pass through the busy junctions along Jordan Road, Austin Road and Canton Road. In addition, junction improvement schemes would be carried out to widen the junction of Canton Road with Austin Road and Austin Road West, the junction of Canton Road with Wui Cheung Road, and the junction of Canton Road with Jordan Road and Ferry Street, so as to improve the capacity of these key road junctions.

12. Hon MA Fung-kwok expressed concern whether the planned road network, with CKR being the only new major road to be built, could cope with

the heavy traffic demand in West Kowloon, particularly during the time between 7:00 pm to 7:30 pm when many people would be in a hurry to get to WKCD at the same time to attend shows in various performance venues or patronize the dining facilities in WKCD. The Administration explained that while there was not much room for widening existing roads in the district due to site constraints, improvement projects to widen the junctions of these roads and other traffic management schemes (such as signaling control of traffic light) would be implemented to increase the junction capacities for smoother traffic. New link roads would be built to connect the local road networks directly to nearby major highways to provide for more direct accessibility to and through the West Kowloon Reclamation Development ("WKR D"). The planned CKR would also serve to divert vehicles commuting between West Kowloon and East Kowloon away from the busy local road networks. According to the Administration, the implementation of the 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.

Crowd dispersal arrangements

13. Concern had also been raised about the crowd dispersal arrangements for performances/activities held on the WKCD site. Some members enquired whether under the peak crowd dispersal scenario (e.g. after performances at various major arts and cultural venues and during mega events such as fireworks display), the huge crowd of people gathered in WKCD could be efficiently dispersed within 30 minutes. Hon Christopher CHUNG considered it important for the Administration and WKCDA to devise contingency plans for crowd dispersal to cope with situations such as suspension of MTR service or temporary closure of the Kowloon Station.

14. WKCDA advised the Joint Subcommittee that even assuming that performances at all the venues ended at the same time and together with the pedestrian volumes generated by the retail, dining and entertainment facilities, the pedestrian forecasts and crowd dispersal analysis for WKCD for year 2031 (upon full development scenario) indicated that the planned pedestrian and vehicular facilities could accommodate surged demand during major events in WKCD and visitors could be dispersed within 30 minutes. Besides, the end times of shows staged in various WKCD venues could be staggered to control the pedestrian volumes.

Public transport facilities/services (including marine transport service) for WKCD

15. Members considered that to avoid adding pressure on the heavy traffic

conditions in the West Kowloon area, visitors to WKCD should be encouraged to use public transport instead of private cars to get to WKCD. Hon YIU Si-wing expressed concern whether a bus terminus would be set up at/near WKCD and if not, whether the Administration would review the need to enhance the capacity of the China Ferry Terminal ("CFT") Public Transport Interchange ("PTI") to cope with the increasing transport demand and passenger flow brought about by the WKCD development.

16. According to the Administration, WKCD was currently well served by the Airport Express/Tung Chung Line and the West Rail Line through Kowloon Station and Austin Station respectively. There were also two PTIs near WKCD including the Kowloon Station PTI and CFT PTI. WKCD was preparing a Public Transport Plan for WKCD and TD would work closely with WKCD on relevant issues, including studying the possible bus routes.

17. Noting that there were two planned piers in WKCD, members urged the Administration and WKCD to consider providing berthing/landing facilities and marine transport service (such as water taxi/ferry service) to enhance the marine accessibility as well as the tourism appeal of WKCD. WKCD advised the Joint Subcommittee that it had been in discussion with the Harbourfront Commission, relevant government departments and public transport companies on possible provision of marine transport service to connect WKCD with other parts of Hong Kong. Free ferry service was provided for the first time during the Freespace Fest held in November 2014, and it was well-received by participants using the service. While the provision of public piers in WKCD would be subject to demand, confirmation of technical feasibility and compliance with the Protection of the Harbour Ordinance (Cap. 531), WKCD hoped to launch as soon as possible a pilot scheme on the provision of landing steps at the north-western end of WKCD. WKCD would also explore the possibility of providing floating pontoon(s) for berthing/landing and water taxi services.

18. Members considered it important for the Administration and WKCD to ensure that the planned transport infrastructures for WKCD and the road improvement works for WKCD would be completed in good time to tie in with the commissioning of WKCD facilities. WKCD assured members that it had been in constant dialogue with TD and the Highways Department on the planning and implementation of transport infrastructures and road improvement works for WKCD. At the request of the Joint Subcommittee, the Administration provided information on the implementation schedules of the planned pedestrian, vehicular and marine infrastructures for the West Kowloon area, which, according to the Administration, tallied with the completion of various facilities in WKCD. The information provided by the Administration is in **Appendix II**.

Connectivity between different parts of WKCD

19. Members stressed the importance for the Administration and WKCDA to enhance the connectivity between different parts of the WKCD site. Hon Frankie YICK suggested that given the long walking distance between the eastern and western ends of WKCD and to capitalize on the harbourfront location of WKCD, WKCDA should consider using trams, which was an environmentally friendly and iconic mode of transport in Hong Kong, to provide shuttle service along the West Kowloon Waterfront Promenade in WKCD. Hon YIU Si-wing also suggested using electric carts to provide shuttle service in WKCD. Hon LEUNG Che-cheung considered that to maintain a green environment in WKCD, visitors driving to WKCD should be encouraged to park their cars in the nearby parking facilities and access the various venues in WKCD by using the shuttle service to be provided on the site. Some members suggested that the Administration and WKCDA should consider providing appropriate facilities to enable visitors to access WKCD by cycling.

20. As advised by WKCDA, an environmentally friendly transport system ("EFTS") would be provided in WKCD to facilitate visitors' access to different parts of the site. Various transport modes, such as travellers, environmentally friendly buses, trams and other electric vehicles would be considered. The mode of operation and routing of the EFTS would be subject to further study. WKCDA's aim was to finalize the relevant plan within 2014-2015 to dovetail with the phased completion of WKCD facilities starting from 2015. In addition, WKCDA was committed to providing cycling facilities and enabling cycling in WKCD. Cycle paths would be provided in WKCD and an automated bicycle rental system had been launched as a pilot scheme. Issues relating to cycling provision in WKCD would be considered in the context of the preparation of the Park bylaws and design, and also be covered in the transport operation plan for WKCD to be formulated by WKCDA's consultant.

21. In response to Hon Cyd HO's enquiry about how stage sets and equipment could be transported to various arts and cultural venues in WKCD and the availability of suitable loading and unloading facilities at these venues, the Administration advised that Foster + Partners' conceptual plan had provided for direct connections among major performing arts venues and the corresponding loading and unloading facilities at stage level. As for the Mega Performance Venue located at the western end of WKCD which was separated from the integrated basement by WHC, appropriate ancillary facilities would be provided to facilitate the efficient operation of the venue.

22. When the Joint Subcommittee was briefed on the Administration/WKCDA's proposal for the implementation of the integrated basement at the meeting on 28 May 2014, some members expressed concern whether the proposed phased implementation would result in delivery of the integrated basement in a fragmented manner and lack of connections between different zones of the basement. The Administration responded that the phased implementation approach was commonly adopted in major public works projects. The Civil Engineering and Development Department would conduct a technical study to examine the feasibility and cost implications of the proposed phased implementation arrangement for the integrated basement. Issues to be studied would include, among others, the exact boundaries between zones and the connectivity and integration of different zones of the basement. WKCDA undertook that it would give due regard to east-west connectivity during the detailed design and construction of the basement, and seek to ensure that different zones of the basement would be interconnected upon full completion.

Design and management of pedestrian facilities for WKCD

23. Hon Tony TSE considered that there should be effective coordination among the relevant government departments and WKCDA in designing the pedestrian facilities (e.g. subways and footbridges) connecting WKCD with its neighbouring areas, so that the design of such facilities would be coherent and match with the artistic and cultural ambience of WKCD. He also suggested that consideration should be given to providing appropriate spaces at the pedestrian subways concerned for young local artists to display their artworks. Members noted that at the meeting between Legislative Council ("LegCo") Members and YTMDC members held on 9 January 2014, YTMDC members had expressed concern about the planning, design and management of the pedestrian facilities connecting WKCD with the adjoining developments and major public transport nodes as well as the heavy traffic conditions in West Kowloon.

24. Members were assured that the relevant government departments would seek to ensure that the design of the pedestrian facilities linking WKCD with its neighbouring areas would blend in well with the overall ambience of WKCD. With a view to facilitating better coordination and ensuring consistency in the management of the pedestrian facilities for WKCD, the Administration's initial plan was to entrust the management of such facilities to WKCDA. It was believed that this arrangement should allow greater flexibility for WKCDA to consider and decide how the spaces at these pedestrian facilities should be utilized and managed. The government departments concerned would look into the feasibility and operational details of the proposed entrustment arrangement.

25. Some members expressed concern about the design of the barrier-free facilities to be provided at the pedestrian connections for WKCD. Hon Alice MAK considered that the footbridges for WKCD should be built/retrofitted with cover and large lifts to better cater for the needs of persons with disabilities. Hon Emily LAU also opined that WKCD should make available sufficient and appropriate barrier-free facilities in WKCD, and consult organizations representing persons with disabilities on the provision of such facilities on the site.

26. The Administration advised that barrier-free access/facilities were a standard provision for government premises and facilities. The government departments concerned would look at the design of the barrier-free facilities to be provided at the pedestrian connections for WKCD and ensure that all relevant requirements were met. WKCD also assured members that to make WKCD a place for everyone, it would endeavour to provide easy, convenient and barrier-free access to and within WKCD and maintain communication with the disabled community in this regard.

Provision of parking spaces in WKCD

27. Members noted that around 2 200 to 2 800 parking spaces had been planned to be provided in WKCD. Some members queried the need to provide such a large number of parking spaces in WKCD, taking into consideration the vehicle-free design concept of WKCD and the provision of parking spaces in the adjoining developments of WKCD. Some other members, however, pointed out that the current provision of parking spaces in the adjoining developments (such as Kowloon Station) were not planned to cater for the parking requirements generated by the WKCD development and such facilities were under keen demand and often fully utilized by nearby residents, office workers and visitors. These members 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 various facilities in WKCD. According to WKCD, the planned provision of 2 200 to 2 800 parking spaces was considered appropriate, having regard to, among others, the total gross floor area of various developments to be provided in WKCD. In response to members' enquiry on whether all the planned parking spaces in WKCD would be open for use by members of the public, WKCD advised that it would decide on the allocation of parking spaces at a suitable juncture.

28. Pointing out that WKCD would be a major tourist destination for both foreign and local visitors, members urged the Administration and WKCD to ensure adequate provision of parking spaces and lay-bys for coaches in WKCD. Some members considered that the planned provision of some 40 parking

spaces for coaches in WKCD was inadequate to meet the demand of local and foreign visitors, as well as the demand arising from the neighbouring districts (e.g. TST) given the acute shortage of coach parking spaces in these districts.

29. The Administration and WKCD advised that under the current planning for WKCD, the coach drop-off area could accommodate about 25 coaches at the same time, while some 40 parking spaces would be provided in the temporary waiting area for coaches. As the projected demand for coach parking spaces for the whole WKCD was about 30, there would be a spare capacity of about 15 coach parking spaces under the planned provision. As compared with other major tourist destinations in Hong Kong, the proposed level of provision of coach parking spaces in WKCD was relatively high. Furthermore, a temporary parking area for coaches would be set up in the Park after the commissioning of the Artist Square Development Area in WKCD starting from 2017. 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.

30. In response to members' enquiry about the number of coach parking spaces provided/to be provided in the nearby major transport nodes, WKCD advised that there were about 24 and 30 coach parking spaces in Kowloon Station and WKT respectively. As for CFT, while there was no dedicated parking space for coaches, a length of lay-by that could accommodate five coaches was reserved within the existing PTI for shared use of coaches and non-franchised buses.

Consultations with District Council and local residents

31. Members considered that the Administration and WKCD should implement the WKCD project in close consultation with YTMDC and residents of the local districts, especially on issues relating to the accessibility of WKCD and the connectivity between WKCD and its neighbouring areas.

32. According to WKCD, it had constantly consulted and solicited comments from YTMDC on matters relating to the accessibility of WKCD and the connectivity of WKCD with its neighbouring areas. Representatives of TD had also attended meetings of YTMDC to respond to questions raised on the subject. The proposed connectivity plan of WKCD had been formulated having regard to the views and suggestions of YTMDC. The Administration also advised that the Highways Department had consulted the Traffic and Transport Committee of YTMDC on the road improvement schemes for WKRD.

Latest development

33. The Joint Subcommittee will meet with the Administration and WKCDA to discuss the latest position regarding the connectivity plan and public transport scheme for WKCD at the upcoming meeting on 12 January 2015.

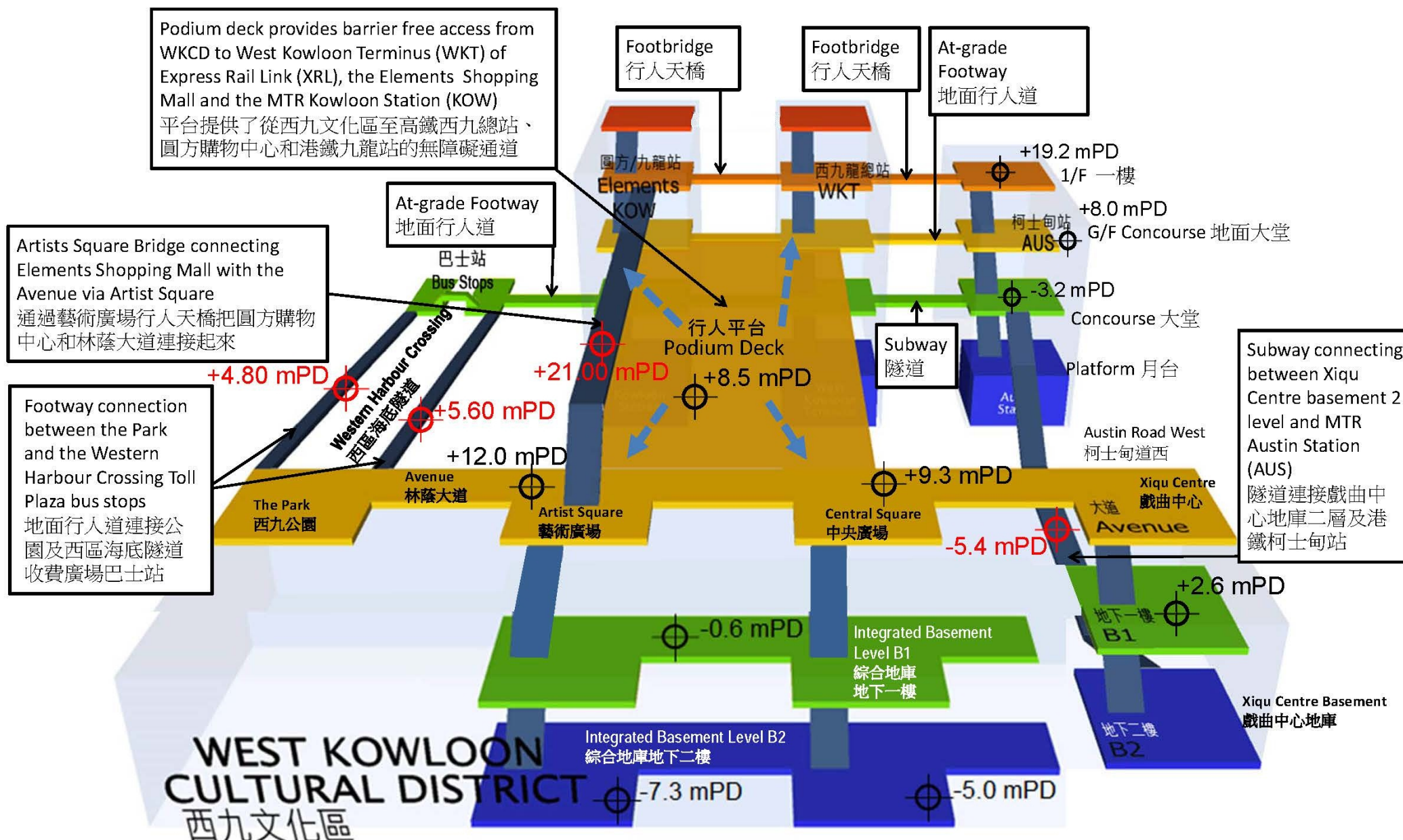
Relevant papers

34. A list of the relevant papers available on the LegCo website is in **Appendix III**.

Council Business Division 2
Legislative Council Secretariat
8 January 2015

Pedestrian Connections with West Kowloon Cultural District (WKCD)

西九文化區的行人連接



**Implementation schedules of the planned transport infrastructure/
road improvement works for the West Kowloon area**

Pedestrian Infrastructures

(Please refer to the diagrammatic layout at Figure A1)

New Transport Infrastructures	Description	Supporting Facilities/Developments (Completion Year)	Implementation Period
Austin Road Pedestrian Linkage Systems	Pedestrian linkage systems between MTR Austin Station and Xiqu Centre	Xiqu Centre (2017)	2015-2017
West Kowloon Terminus (WKT) Pedestrian Deck	A large pedestrian deck linking WKT and WKCD at ground level	Centre for Contemporary Performance (2022 at the earliest), Medium Theatre II (2022 at the earliest) and HOR developments in Zones 2A (after 2022) and 2B (after 2020)	2011-2017
China Ferry Terminal Bridge	A pedestrian link between Hong Kong-China City and Waterfront promenade of WKCD	Waterfront Promenade (2022 at the earliest) and Medium Theatre I and HOR alongside (after 2022)	2019-2022
Artist Square Bridge	A pedestrian link between Elements Shopping Mall and Artist Square of WKCD	M+ (2018), the Park (2015-2017), Lyric Theatre and HOR developments in Artist Square (around 2020)	2016-2018
Anchorage Bridge	A new footbridge linking the Kowloon Station and the northern tip of WKCD	Mega Performance Venue (subject to alternative funding options)	To be confirmed
Canton Road Entrance to WKCD	A new WKCD entrance on Canton Road subject to the existing Tsim Sha Tsui fire station relocation	The entire WKCD development	To be confirmed
Improvements under WKT of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project	<p>(a) A total of six footbridges, including three footbridges would be provided from WKT to Kowloon Station; two footbridges connecting to Austin Station; one footbridge over Jordan Road connecting to the future public transport interchange.</p> <p>(b) A total of two subways would also be provided to connect WKT with Kowloon Station and Austin Station.</p> <p>(c) An at-grade crossing would also be provided on Wui Cheung Road arm of its junction with Jordan Road.</p>	WKT of XRL	2015-2017

Vehicular Infrastructures

(Please refer to the diagrammatic layout at Figures A2 and A3)

New Transport Infrastructures	Description	Supporting Facilities/Developments (Completion Year)	Implementation Period
Lay-by at East Gate	Drop-off/pick-up lay by for public transport on Austin Road West	Xiqu Centre (2017)	2015-2017
At-grade road around the Western Harbour Crossing (WHC) tunnel portal	An at-grade vehicular access within WKCD serving M+, the Park and the adjoining HOR developments	M+ (2018), the Park (2015-2017), Lyric Theatre and HOR developments in Artist Square (around 2020)	2015-2017
Lay-by at West Gate	Drop-off/pick-up lay by for public transport on Austin Road West	M+ (2018), the Park (2015-2017), Lyric Theatre and HOR developments in Artist Square (around 2020)	To be confirmed
Flyover across Western Harbour Crossing	A new flyover bridging the elevated Nga Cheung Road and the at-grade road adjoining future Mega Performance Venue/Exhibition Centre	Mega Performance Venue/Exhibition Centre (subject to alternative funding options)	To be confirmed
Lin Cheung Road /Austin Road West Underpass	Grade separation of the existing Lin Cheung Road/Austin Road West junction	WKT and WKCD	2011-2017
Canton Road Widening	Junction Improvement works on Canton Road	Part of West Kowloon Reclamation Development (WKRd) to relieve the traffic congestion problems on Canton Road	2015-2017
Central Kowloon Route	Dual 3-lane trunk road linking Yau Ma Tei Interchange in West Kowloon with the road network on Kai Tak Development and Kowloon Bay in East Kowloon	WKRd to improve connectivity between East and West Kowloon	To be confirmed

Vehicular Infrastructures

(Please refer to the diagrammatic layout at Figures A2 and A3)

New Transport Infrastructures	Description	Supporting Facilities/Developments (Completion Year)	Implementation Period
Road Improvement Works for West Kowloon Reclamation Development - Schemes 1, 2, 3, 4	Scheme 1 - single lane elevated carriageway connecting Hoi Po Road to West Kowloon Highway northbound	WKRD to improve the road network in WKRD area to cope with future traffic demand	2015-2018
	Scheme 2 - single lane elevated carriageway connecting elevated Nga Cheung Road to the toll plaza of Western Harbour Crossing		
	Scheme 3 - single lane at-grade carriageway connecting West Kowloon Highway southbound to elevated Nga Cheung Road		
	Scheme 4 - widening of the junction of Canton Road with Austin Road and Austin Road West, junction of Canton Road with Wui Cheung Road and junction of Canton Road with Jordan Road and Ferry Street		

Marine Infrastructures

(Please refer to the diagrammatic layout at Figure A4)

New Transport Infrastructures	Description	Supporting Facilities/Developments (Completion Year)	Implementation Period
Temporary landing facilities/beautification of existing landing facilities	landing facilities serving the early development of WKCD	M+ (2018), the Park (2015-2017), Lyric Theatre and office/residential developments in Artist Square (around 2020)	2017-2020
Permanent Pier(s)	Pier(s) serving WKCD	The entire WKCD development	To be confirmed

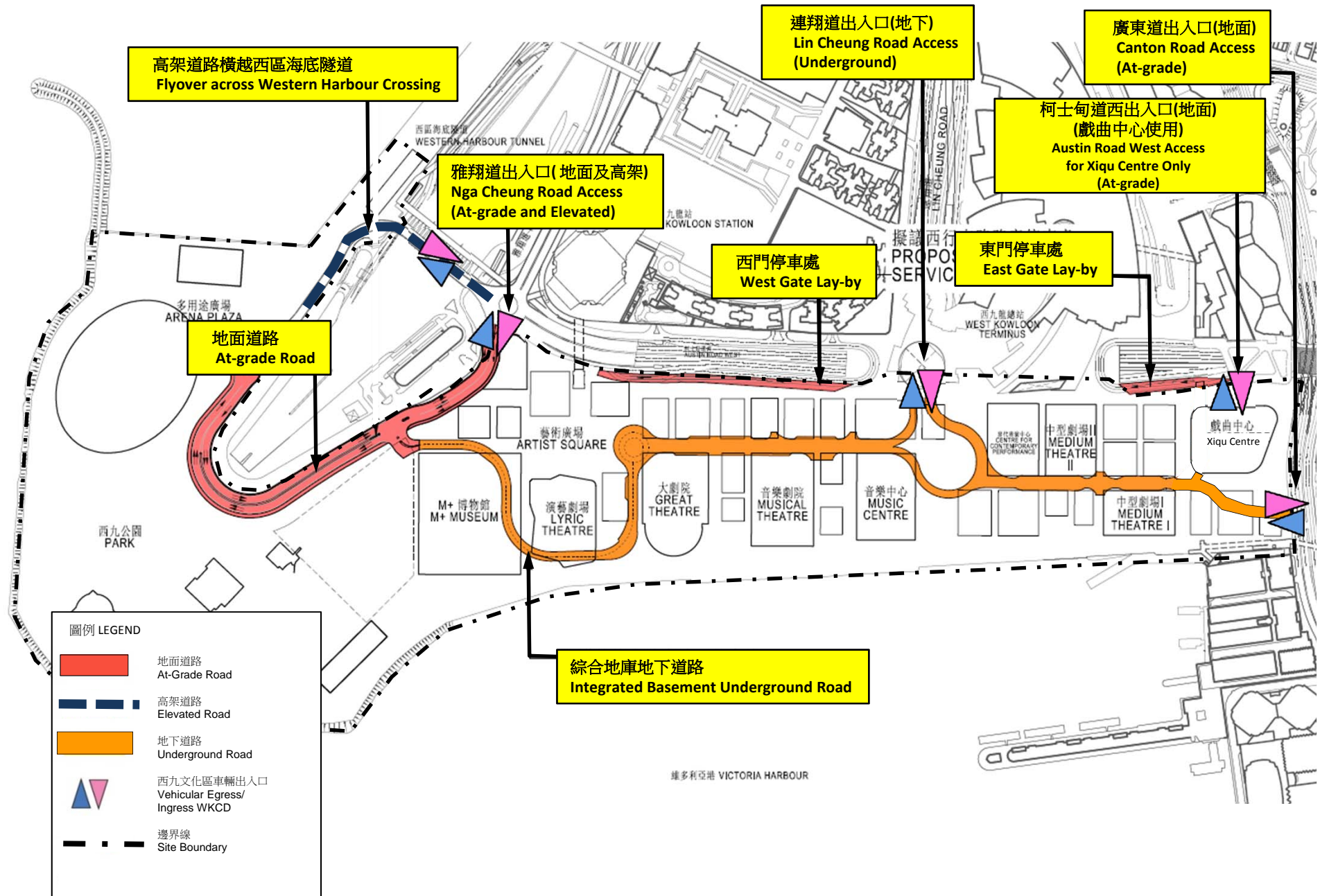
Pedestrian Infrastructures 供行人使用的基礎設施

Figure A1
A1 圖



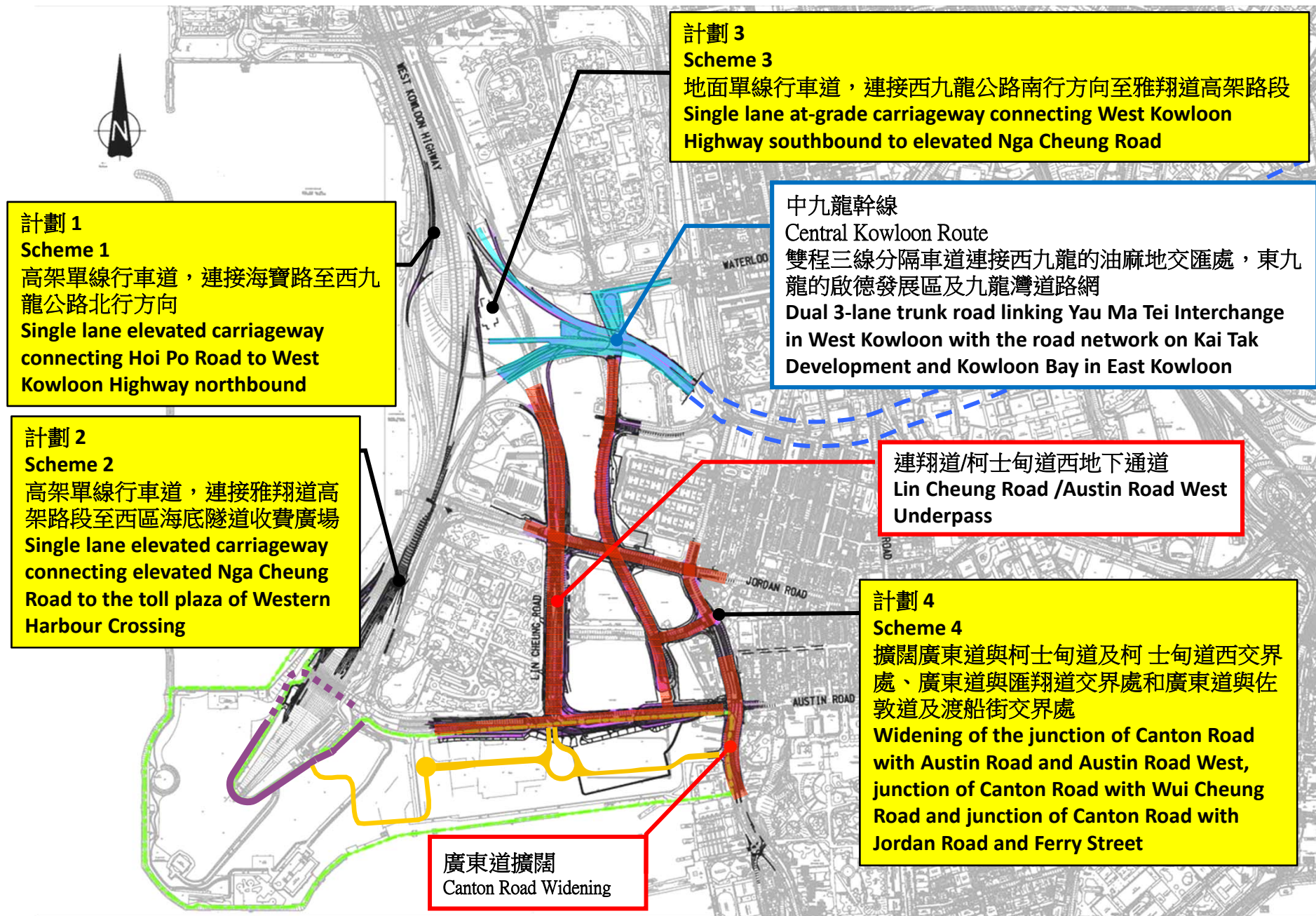
Vehicular Infrastructures 供車輛使用的基礎設施

Figure A2
A2 圖



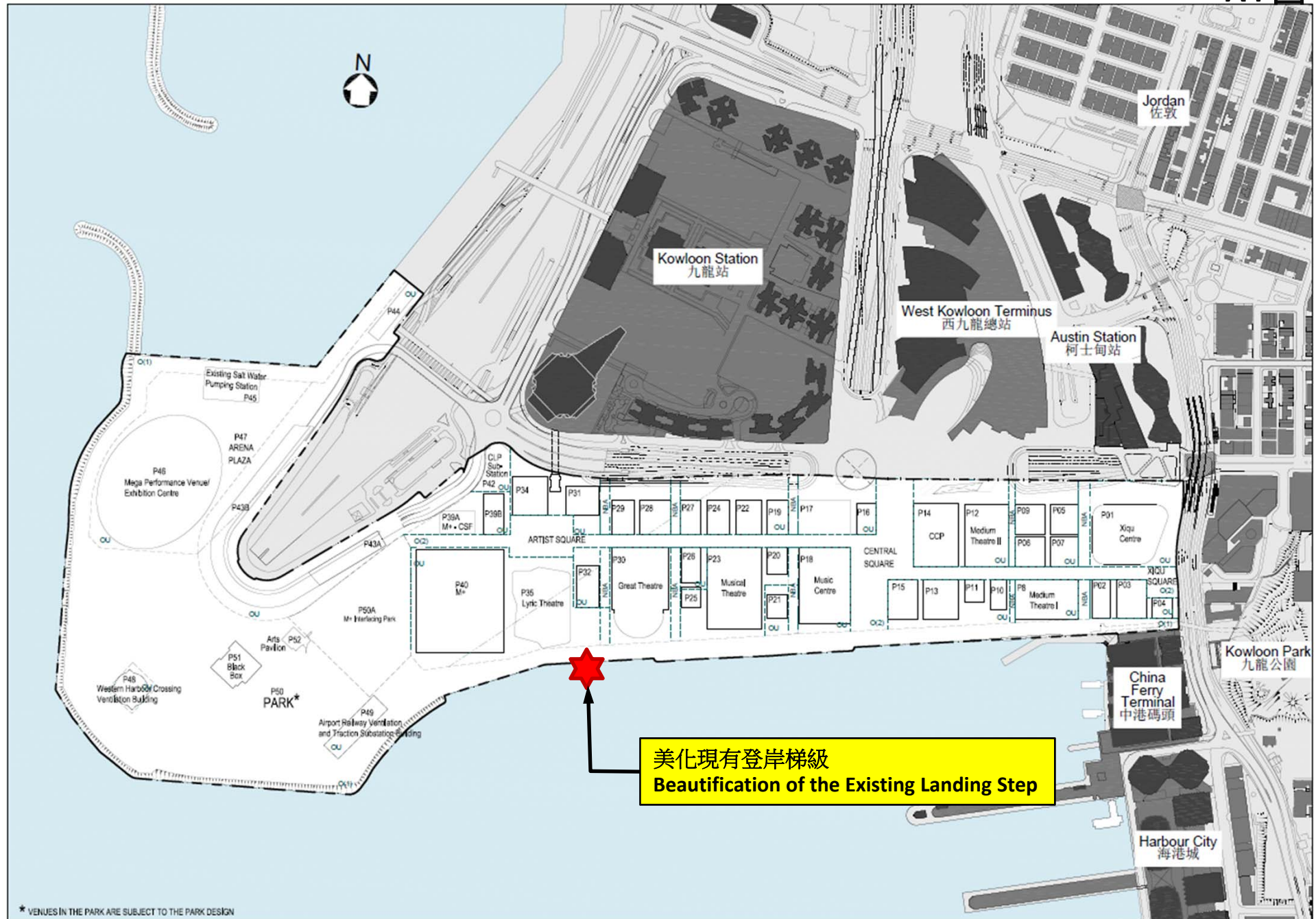
Vehicular Infrastructures 供車輛使用的基礎設施

Figure A3
A3圖



Marine Infrastructures 供海運的基礎設施

Figure A4
A4 圖



**Relevant papers on
Integration and connectivity of the West Kowloon Cultural District
with its neighbouring districts**

Committee	Date of meeting	Paper
Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project	25.2.2013 Item II	Agenda Minutes
	8.4.2013 Item III	Agenda Minutes
	10.7.2013 Item II	Agenda Minutes
	24.1.2014 Item II	Agenda Minutes
	28.3.2014 Item II	Agenda Minutes
	25.4.2014 Item I	Agenda Minutes
	28.5.2014 Item II	Agenda Minutes
	7.7.2014 (Item I)	Agenda Minutes The Administration's response to members' concerns raised at the meeting CB(2)329/14-15(01)
	24.11.2014 (Item II)	Agenda Minutes