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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 14 December 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. The Joint Subcommittee discussed issues relating to the integration and connectivity of WKCD with its neighbouring districts at its meetings on 10 July 2013, 7 July 2014, 12 January 2015 and 24 November 2015. Furthermore, the Joint Subcommittee conducted a site visit on 17 December 2013 to better understand the connectivity of WKCD with its surrounding areas. 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 2015.

4. When the subject was last discussed at the meeting of the Joint Subcommittee on 24 November 2015, members were briefed on the interim recommendations of the Transport Operation Plan ("TOP") study commissioned by WKCDA and the implementation progress of the transport infrastructure projects linking WKCD with its neighbouring districts. The scope of the TOP study covered (a) public transport planning and operation; (b) car park, loading and unloading management; (c) cycling provision and design; (d) marine access and operation; and (e) traffic control and management. According to WKCDA, it would further discuss the interim recommendations of the study with the relevant government departments.

### **Members' concerns**

5. 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

6. 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 Helena WONG and Mr 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. Some members urged the Administration to enhance the pedestrian connections between WKCD and the adjacent old districts (e.g. Jordan) to help revitalize these districts. There was also a view 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. There was, however, another view that the Administration should duly consider the impact of constructing such a waterfront promenade on the operation of the Yau Ma Tei Public Cargo Working Area.

7. 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. Apart from the main pedestrian deck linking WKCD and WKT, two other pedestrian connections would represent the major gateways of WKCD, including (a) the Artist Square Bridge providing a direct pedestrian link between the Elements Shopping Mall and the northern entrance to the Artist Square; and (b) the Austin Road Subway Connection providing convenient access from the Austin Station to the Xiqu Centre. Furthermore, pedestrians could access the eastern end of WKCD via Canton Road and the open space in front of the Xiqu Centre. The open space would serve as a main eastern gateway to the Avenue, which would be the major activity spine providing shade and direct access throughout the entire WKCD. Surrounding the Xiqu Centre, wide landscaped footways would be provided to facilitate pedestrian movements. The proposed pedestrian links from the neighbouring districts to WKCD is in **Appendix I**.

8. Noting that the Nursery Park had opened in July 2015 and various activities had been/would be held on the site, members called on the Administration/WKCDA to step up efforts to enhance the accessibility of WKCD. There was a view that given the various ongoing construction/road works around WKCD, the Administration/WKCDA should explore the possibility of making available temporary underground/elevated pedestrian connections to link WKCD with Austin Station and Kowloon Station respectively, so as to provide a more pleasant pedestrian environment for visitors accessing WKCD. WKCDA assured members that it had been constantly reviewing the connectivity plan of WKCD and would continue to liaise closely with the Transport Department ("TD") and other relevant parties on ways to improve the accessibility of the site.

9. The design of the Artist Square Bridge was presented to the Joint Subcommittee at its meeting on 24 November 2015. While agreeing that the design of the Bridge was visually attractive, some members were concerned whether the use of glass louvres would give rise to any operational issues or cleaning and management problems in future. WKCDA explained that under the current design, the central portion of the passageway of the Bridge could be kept away from rainwater at all times and the cost of the Bridge would unlikely be higher than that of a standard government bridge. Due regard would be given to the need to ensure that the Bridge would be able to be cleaned easily and cost-effectively in the detailed design stage.

#### Traffic conditions in the West Kowloon area

10. 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. Concern was also raised as to whether the planned road network 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.

11. According to the Administration and WKCDA, 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, and 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. Short and medium terms road improvement works in the West Kowloon Reclamation Area were to be implemented mainly through the "Road Improvement Works for West Kowloon Reclamation Development (Phase 1)" (Public Works Programme ("PWP") Item 855TH). The project would provide the future main vehicular entrance to WKCD, accessing from the north of WKCD through the depressed Austin Road West and Lin Cheung Road junction and connecting with the future basement road. The planned vehicular connections from the neighbouring districts to WKCD are in **Appendix II**.

#### Crowd dispersal arrangements

12. 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. Mr 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.

13. 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

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14. 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. Noting that two piers were proposed in the approved DP of WKCD, the majority of members urged the Administration and WKCDA to make available berthing/landing facilities and marine transport service (such as water taxi/ferry service) in WKCD to enhance the marine accessibility as well as the tourism appeal of the area. Mr LEUNG Kwok-hung, however, took the view that given the existing heavy marine traffic in the Victoria Harbour, it was inappropriate and unfeasible to provide additional marine transport services between WKCD and other parts of Hong Kong.

15. 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 Public Transport Interchange ("PTIs") near WKCD, namely, the Kowloon Station PTI and China Ferry Terminal ("CFT") PTI. To enhance the public transport services to cater for the future passenger demand generated from WKCD and to strengthen the services to and from East Kowloon and New Territories East areas, re-routing of some of the existing bus and green mini bus services operating in the adjacent PTIs with intermediate stops at the East and West gate lay-bys of WKCD was being considered, subject to the agreement of TD and other stakeholders including bus operator(s) and the relevant District Council(s).

16. WKCDA further advised that issues relating to marine access locations, options and their feasibility as well as the mode of operation and possible routes were being examined in the context of the TOP study. WKCDA would approach the existing and potential water tour operators and explore the possibility of offering an additional water tour stop at WKCD or introducing a new water tour route departing from WKCD. It might also arrange high capacity ferry services for major events at the initial operation stage. If the passenger demand proved to be high, and subject to confirmation of financial viability, WKCDA would explore the possibility of providing more regular ferry services to connect the WKCD to other piers in the harbour.

17. Members considered it important for the Administration and WKCDA to ensure that the planned transport infrastructures for WKCD and the road improvement works for WKRD would be completed in good time to tie in with

the commissioning of WKCD facilities. WKCDA 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. The implementation schedules of the planned transport infrastructure/road improvement works for the West Kowloon area provided by the Administration in November 2014 are in **Appendix III**.

### Connectivity between different parts of WKCD

18. Members stressed the importance for the Administration and WKCDA to enhance the connectivity between different parts of the WKCD site. Mr 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. Mr YIU Si-wing also suggested using electric carts to provide shuttle service in WKCD. Some members suggested that the Administration and WKCDA should consider providing appropriate facilities to enable visitors to access WKCD by cycling.

19. 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. 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 TOP study. As regards vehicular access within WKCD, public road infrastructure works would be implemented under the works proposal "Infrastructure Works for West Kowloon Cultural District" (PWP Item 754CL), which comprised 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.

20. At the meeting of the Joint Subcommittee on 24 November 2015, members were advised that WKCDA's consultant was studying the feasibility of introducing EFTS in WKCD including the possible EFTS options. While members generally welcomed the provision of EFTS in WKCD, they stressed the need for WKCDA to expeditiously complete the feasibility study and come to an early decision on whether, when and how EFTS would be implemented, given that the facilities in WKCD would be delivered in phases starting from 2016.

21. Noting that the Administration planned to implement the integrated basement in WKCD in phases, 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. WKCD 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.

22. The Joint Subcommittee was consulted at its meeting on 19 May 2015 on the Administration's financial proposal for the first and second stages of design, site investigation and construction works for the integrated basement at an estimated cost of \$2.9 billion in money-of-the-day prices. Members were advised that in view of the exceptionally high degree of integration amongst the various facilities in the integrated basement, the Administration would entrust to WKCD the first stage and part of the second stage of works for the integrated basement (which mainly covered design and advance works for Zones 3A and 3B of the integrated basement) to be carried out concurrently with the implementation of the Park, Freespace, M+ and Lyric Theatre Complex. Members did not raise objection to the Administration's submission of the financial proposal to the Public Works Subcommittee ("PWSC") for consideration. The financial proposal was endorsed by PWSC on 16 June 2015 and approved by the Finance Committee on 10 July 2015.

#### Design and management of pedestrian facilities for WKCD

23. Mr Tony TSE considered that there should be effective coordination among the relevant government departments and WKCD 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.

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 WKCD. It was believed that this arrangement should allow greater flexibility for WKCD 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. Miss 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. Ms 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. The Administration advised that barrier-free access/facilities were a standard provision for government premises and facilities, and the Administration and WKCD should endeavour to provide barrier-free access to and within WKCD. 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

26. Members noted that around 2 200 to 2 800 parking spaces had been planned to be provided in WKCD. Some members opined that in view of the existing road congestion problem in the West Kowloon area and the vehicle-free design concept of WKCD, WKCD should reconsider whether it was necessary and appropriate to provide as many as over 2 000 car parking spaces in WKCD. Some other members, however, did not consider it necessary or appropriate to significantly reduce the number of car parking spaces to be provided in WKCD as there was keen demand for car parking facilities in the West Kowloon area. There were also concerns 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. Tsim Sha Tsui) given the acute shortage of coach parking spaces in these districts. WKCD was urged to have regard to the operational experience of the Kai Tak Cruise Terminal in coming up with a more objective assessment on the requirement for coach parking spaces in WKCD and the number of such spaces to be provided.

27. According to WKCD, in planning the provision of car parking spaces in WKCD, it had taken into account, among other things, the need to comply with the relevant requirements under the Hong Kong Planning Standards and Guidelines and the existing car parking provision in the adjacent developments/areas of WKCD. It would seek to ensure that there would be adequate car parking spaces in WKCD to meet the demand of both daytime users (e.g. office workers) and nighttime users (e.g. visitors using the arts and



cultural facilities in WKCD) through, for instance, adopting a car park sharing mechanism.

28. WKCDA also advised that detailed study had been conducted on the issue of coach parking provision in WKCD. Dedicated pick-up/drop-off points for coaches would be provided at the basement level of WKCD, and about 40 coach parking spaces had been planned to address the long-term demand. As compared with other major tourist destinations in Hong Kong, the proposed level of provision of coach parking spaces in WKCD was relatively high. 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.

29. Some members expressed worry that providing a large number of car parking spaces in WKCD would only attract more vehicular traffic to the site, thereby giving rise to pollution problems and contradicting the original planning intention of providing a green environment in WKCD. A suggestion was raised that the Administration and WKCDA should explore the idea of relocating the car parking facilities in WKCD to the nearby areas and requiring all visitors, residents and office workers in WKCD to use the EFTS provided by WKCDA to access different parts of WKCD, such that WKCDA could better ensure the air quality in WKCD through controlling the volume of vehicular traffic within WKCD.

30. WKCDA explained that while members of the public would be encouraged to use public transport to access WKCD, it would not be possible to ban vehicles from accessing WKCD given the operational needs of the various facilities in WKCD. According to the approved DP of WKCD, the vehicular traffic and servicing facilities would be put underground to create a pedestrian-friendly environment at the ground level. Besides, WKCDA would endeavour to use green vehicles in providing services for visitors to WKCD.

#### Consultations with District Council and local residents

31. Members considered that the Administration and WKCDA should implement the WKCD project in close consultation with the Yau Tsim Mong District Council ("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 WKCDA, 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. Furthermore, the TOP study was tasked to carry out consultation on the transport operation plan in order to gauge the acceptance of the public.

### **Recent developments**

33. The Joint Subcommittee will further discuss the subject of the integration and connectivity of the WKCD with its neighbouring districts at the meeting on 14 December 2015.

### **Relevant papers**

34. A list of the relevant papers available on the Legislative Council website is in **Appendix IV**.

Council Business Division 2  
Legislative Council Secretariat  
10 December 2015

## The proposed pedestrian links from the neighbouring districts to WKCD 由鄰近地區前往西九文化區的行人通道系統建議

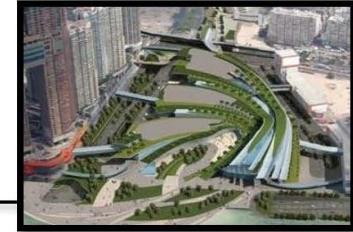


Proposed landscape deck above the public transport interchange may connect with the landscape deck of the Central Kowloon Route under planning to provide a segregated pedestrian corridor to WKCD

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

The planned vehicular connections from the neighbouring districts to WKCD  
由鄰近地區前往西九文化區的車輛連接系統方案



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  
中九龍幹線



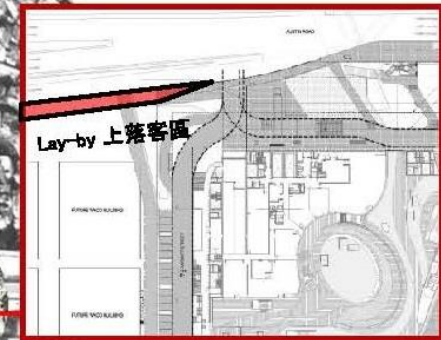
Scheme 3  
計劃 3  
Proposed single lane at-grade road connecting West Kowloon Highway southbound to elevated Nga Cheung Road  
擬建地面單線行車道連接西九龍公路南行方向至雅翔道高架路段



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



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



Lay-by at East Gate  
東閘路旁上落客區

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

Lay-by at West Gate  
西閘路旁上落客區

## 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

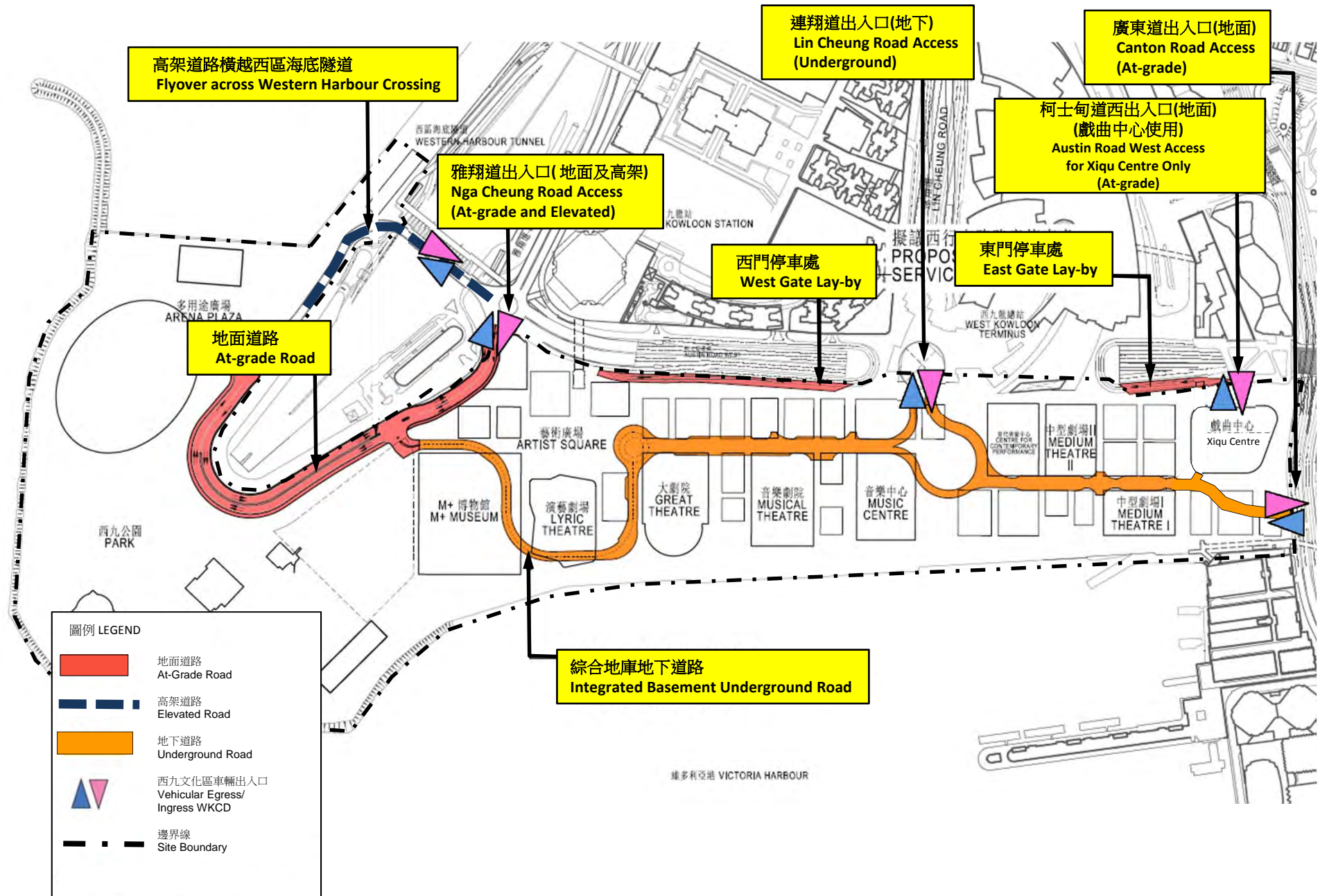
Figure A1  
A1 圖





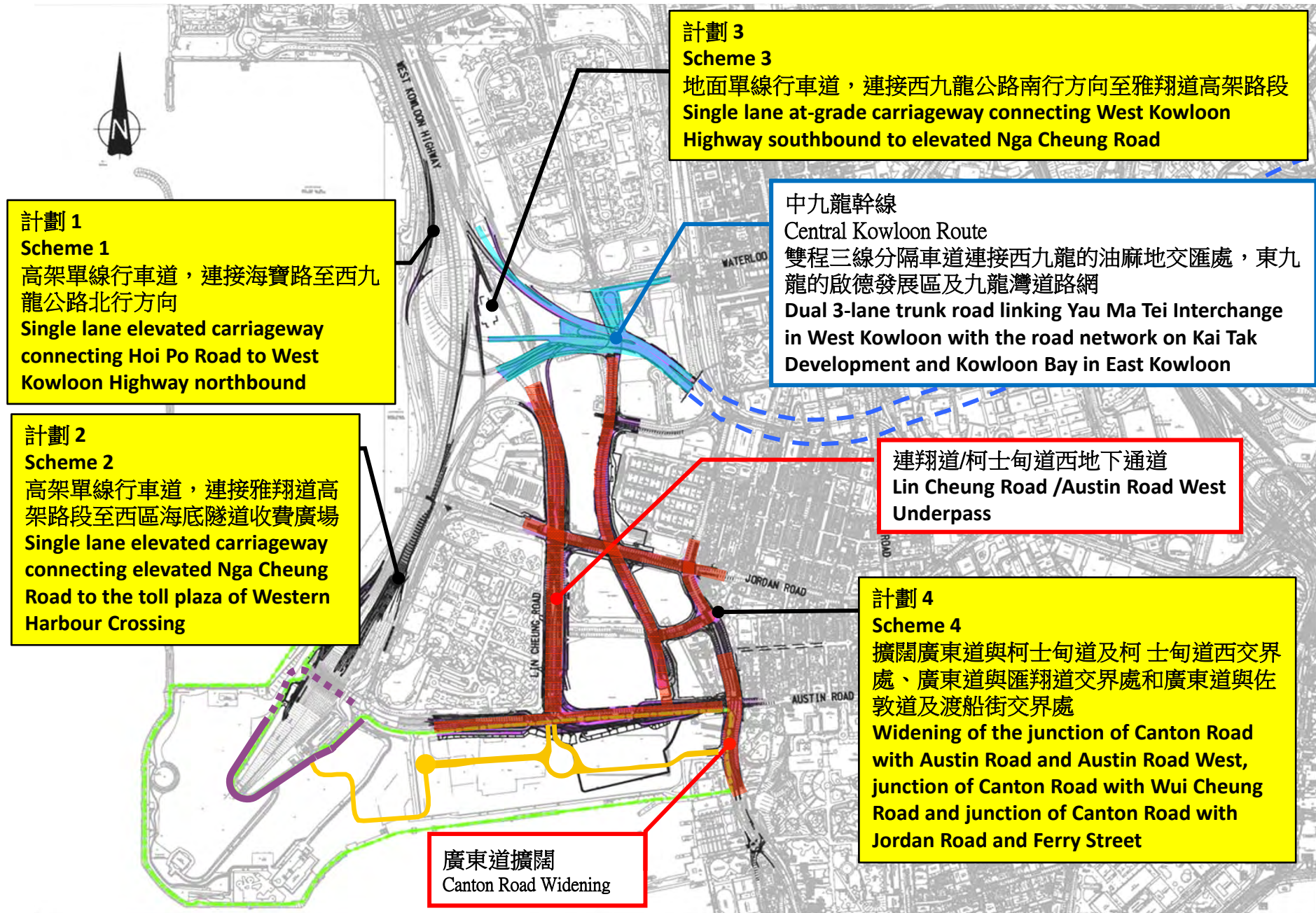
# Vehicular Infrastructures 供車輛使用的基礎設施

Figure A2  
A2 圖



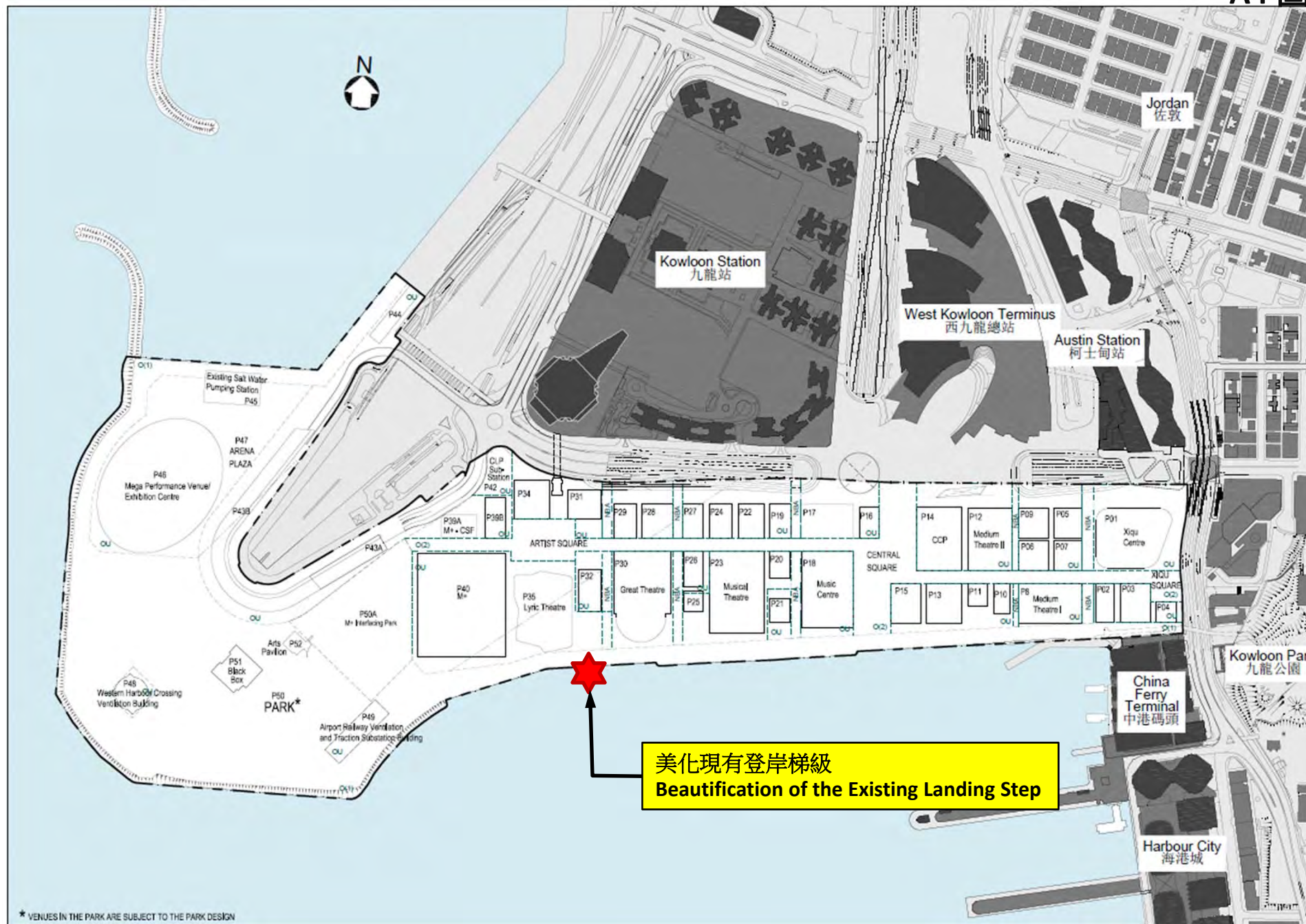
# Vehicular Infrastructures 供車輛使用的基礎設施

Figure A3  
A3圖



# Marine Infrastructures 供海運的基礎設施

Figure A4  
A4 圖



## Appendix IV

### 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)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	8.4.2013 (Item III)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	10.7.2013 (Item II)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	24.1.2014 (Item II)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	28.3.2014 (Item II)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	25.4.2014 (Item I)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	28.5.2014 (Item II)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	7.7.2014 (Item I)	<a href="#">Agenda</a> <a href="#">Minutes</a>  The Administration's response to members' concerns raised at the meeting <a href="#">CB(2)329/14-15(01)</a>
	24.11.2014 (Item II)	<a href="#">Agenda</a> <a href="#">Minutes</a>
	12.1.2015 (Item II)	<a href="#">Agenda</a> <a href="#">Minutes</a>

<b>Committee</b>	<b>Date of meeting</b>	<b>Paper</b>
	24.11.2015 (Item III)	<a href="#">Agenda</a>

Council Business Division 2  
Legislative Council Secretariat  
10 December 2015