

For discussion on
1 April 2019

Legislative Council
Panel on Development and Panel on Home Affairs
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 district

PURPOSE

This paper updates Members on the implementation progress of the transport infrastructure projects linking the West Kowloon Cultural District (WKCD) with its neighbouring district.

BACKGROUND

2. The West Kowloon Cultural District Authority (WKCDA) has briefed Members of the Legislative Council Joint Subcommittee to Monitor the Implementation of the WKCD Project (Joint Subcommittee) on the issues relating to the integration and connectivity of the WKCD with its neighbouring districts at various meetings since July 2013.

PROGRESS UPDATE ON TRANSPORT INFRASTRUCTURE PROJECTS

Public Transport Planning and Operation

3. WKCDA maintains a constant dialogue with the Transport Department and transport operators on the public transport planning and implementation for WKCD. Bus and minibus services passing through Canton Road and Austin Road West are considered comprehensive, linking the Xiqu Centre with different parts of Hong Kong, through a network of 13 bus routes

and 4 green minibus routes in close proximity to the Xiqu Centre. To meet the surge in demand during dispersal of event in the Xiqu Centre, two special buses routes 89R and 42R were introduced from 31 December 2018 linking the Xiqu Centre and Wu Kai Sha Station and Cheung Ching respectively. The special trips will depart at about 15 minutes after the event at the Xiqu Centre finishes. The service of the existing green minibus route number 6 has also been slightly adjusted by adding a stop at the newly completed lay-by on Austin Road West outside Xiqu Centre where a new taxi pick-up and drop-off point has also opened for the convenience of the visitors.

4. For visitors accessing the Art Park and the venues within, they can take the existing 30 buses and minibuses passing through the Western Harbour Crossing (WHC) Toll Plaza and Austin Road West. Transport Department is looking into re-routing some green minibus routes via the newly completed Museum Drive, an at-grade public road around the WHC portal, to serve the Art Park and Freespace. Temporary on-street minibus stop(s) will be provided on the Museum Drive near the Art Park entrance. If large events are held at the Art Park that are expected to generate a high passenger demand, WKCD would liaise with relevant government departments and event organizers for the provision of special shuttle bus services according to the circumstances.

5. The idea of using Environmentally Friendly Transport System (EFTS) in WKCD as a mean to address the east-west traffic demand was originally proposed in the Conceptual Plan and included in the Development Plan. Considering the well-established external public transport network in the vicinity of WKCD and the intention to promote walking and cycling within the district, the EFTS is more appropriate to serve as a supplementary transport mode to cater for WKCD's internal passenger demand, focused primarily on elderly persons and persons with special needs. The objective is to provide such a service without compromising the attractiveness of the pleasant and enjoyable walking environment. Direct competition with the current public transport services should also be minimized when developing EFTS options. WKCD has studied the options for EFTS and viewed that electric bus is the proposed EFTS option. Operating details of the proposed EFTS

such as routing, stopping locations and frequencies will be devised upon the completion of underground road.

6. To meet the traffic demand, taxi stands/ pick-up/drop-off bays points will be provided at the east and west lay-bys, Art Park, M+, the Hong Kong Palace Museum and at the underground road in Zone 2 of the Integrated Basement. The proposed taxi stands/pick-up and drop-off points in WKCD are illustrated in **Annex A**.

Autonomous Vehicle Trial within WKCD

7. In 2017, WKCDA procured an electric autonomous vehicle for trial in the Nursery Park and the promenade to enhance the WKCD's accessibility. The electric autonomous vehicle operates at around 10 kph with priority given to its surrounding people and cyclists to ensure the safety of people and cyclists. As of end 2018, over 6 000 participants had taken part in the trial run of the Autonomous Vehicle, on the current route along the waterfront promenade, with a length of about 1.4km long. In February 2019, the trial route was further extended, to cover the waterfront viewing terrace where retails and restaurants located in the Art Park. The updated routing plan is shown in **Annex B**. In the longer run, if the trial is proved to be successful, WKCDA may consider testing on the Museum Drive to further test its interaction with normal vehicular traffic, subject to relevant government department's approval. No decision has been taken on the final adoption of this technology, nor on the potential routing of a service for the district.

SmartBike

8. SmartBike is a bike sharing programme designed to complement the future provision of cycle paths in WKCD, and to encourage visitors to use bicycles as a sustainable means of getting around the Art Park and as an easy access to the cultural venues, cafes, restaurants and shops in the Art Park and along the harbourfront. The SmartBike service is operated by TWGHs BiciLine Cycling Eco-Tourism Social Enterprise. About 50 bikes are provided for children and adults. To continue improving the service, TWGHs regularly maintain and as necessary replaced bikes. The

bicycle route has also been extended to the southern part of the waterfront promenade, Freespace and M+ Pavilion areas.

Private Car and Coach Parking Provision

9. According to the current development parameters of WKCD, across the site, about 2 300 covered car parking spaces have to be provided. As of February 2019, two more car parks have been opened to meet the interim demand for the Xiqu Centre and the Art Park and the cultural facilities within. On the eastern side, a temporary car park of about 60 parking spaces was opened at the end of 2018 serving the Xiqu Centre. On the western side, a new underground Zone E car park of about 210 parking spaces, located underneath the Art Park and next to M+, was opened to serve the Art Park. Currently, WKCDA shares the real-time parking vacancy information of Xiqu Centre car park, Zone E car park and project site office of WKCD to the public through the Government's mobile application "HKeMobility". With the information, drivers would be able to check the vacancy and arrive at car parks with guidance routes. It also alleviates queuing up and waiting outside the car park, causing inconveniences to the drivers, public and other stakeholders. Other remaining car parks will open by phases from 2020.

10. Car parks in WKCD will be managed with advance technologies. In addition to the district-wide access control system and license plate recognition system, online payment via WKCDA's mobile app will be achievable.

11. According to the development plan, 43 coach parking spaces will be provided in WKCD. To address the interim demand on coach parking prior to the completion of the Integrated Basement and Exhibition Centre where the permanent coach parking spaces will be located, temporary coach parking spaces, in addition to the one at Xiqu Centre, will be provided near the Art Park to meet the demand generated from the cultural venues in the early phase. When the M+ opens, additional coach pick-up and drop-off bays will be provided at the entrance of the museum.

Update on Provision of Marine Access at WKCD

12. In response to the community's suggestion to explore more in harbour ferry routes and the suggestion of introducing "water taxi" in the Development Blueprint for Hong Kong's Tourism Industry, the Transport Department conducted an expression of interest exercise in respect of the introduction of "water taxi" service which will stop at Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central in August/September 2018. Two submissions were received. Transport Department is reviewing the submissions and will formulate ferry service proposals with further details for consulting relevant stakeholders. Subject to the consultation progress and the views gathered, Transport Department will prepare tender details and carry out a tender exercise for the ferry services with a view to commencing the service as soon as possible.

13. In the absence of new public landing facility in the middle portion of WKCD, the existing public landing steps at the YMT typhoon shelter will remain as the interim landing point for West Kowloon.

14. In the longer term, proper marine landing facilities at the WKCD southern waterfront, near the M+, will be essential to making the cultural district a water transport gateway to the harbour. The Government has provided policy support to the development of the new southern marine landing facility as public infrastructure. The engineering investigation and design study will start in 2019, with a target to open the landing facilities around 2022/2023 to tie in with the completion of the Lyric Theatre Complex and the Artist Square.

PROGRESS UPDATE ON PEDESTRIAN CONNECTIONS

15. The Hong Kong Section of the Express Rail Link and West Kowloon Station (WKS) opened on 23 September 2018. It connected WKCD with Mainland China via National High-speed Railway Network. According to the traffic data released by the Government, over 50 000 passengers arriving and departing WKS daily. Through the pedestrian main deck, footbridge and pedestrian subway network constructed under the WKS, developments surrounding WKS and WKCD are well-linked to serve the large volume of passengers. Arrival passengers can either walk to WKCD

via the underground corridors through Austin Station and Austin Road West or the at-grade large WKS pedestrian deck. A plan showing the bridge network of the WKS project is shown in **Annex C**, without crossing vehicular traffic.

16. To address the future pedestrian demand, a new pedestrian linkage system across Austin Road West (Austin Road Pedestrian Linkage System (APLS)) will provide a direct connection between the MTR Austin Station and Xiqu Centre, details of which were presented to Members at the Joint Subcommittee meeting on 21 November 2017. The APLS project is approximately 20% completed. The linkage is expected to finish and be open for use in 2020. To enhance the underground walking experience and to facilitate identification of the approach to the Xiqu Centre and the Cultural District at the junction of Austin Road West and Canton Road, the existing pedestrian subway would be beautified by using percussion musical instruments as the design theme. Light boxes are also installed alongside the subway wall for WKCDA to promote the programme of WKCD. **Annex D** shows the conditions of the subway after beautified.

17. The revised Artist Square Bridge design (in an arch structure form) was presented to the Members at the Joint Subcommittee meeting at 11 May 2018. With Members' endorsement at the same meeting, the Government proceeded with the gazettal and consultation. In view of the Members' request for further improvements of the scheme, WKCDA has incorporated into the design enhancement measures including decorative lighting system and ancillary provisions for art installations with a view to customising the decorations to the theme of various WKCD events in future. Subject to the timely funding approval from the Finance Committee of the Legislative Council (FC), the footbridge will commence construction around mid-2019 with a target to complete the footbridge in around 2021/2022.

PROGRESS UPDATE ON VEHICULAR CONNECTIONS

18. The Museum Drive, a U-shaped at-grade dual-2 lane carriageway around the portal of WHC, has been substantially opened in end 2018. The Art Park together with other cultural venues such as M+, Hong Kong Palace Museum and Exhibition

Centre will be served by this new carriageway. The feasibility study for studying a new exit link to the Route 3 is on-going. It is anticipated the design will be completed in 2020.

19. The underground road in Zones 3A and 3B is under construction. The preliminary design of the Integrated Basement in Zones 2A, 2BC is generally complete. Subject to the approval from the FC, the construction of Integrated Basement in Zone 2A and the embedded portion of underground road can commence around mid-2019 while the construction of Zone 2BC would commence in phases from 2020. **Annex E** shows the details of the Integrated Basement in Zones 2A, 2BC and section concerned of the underground road.

20. As regards the road improvement schemes being carried out by the Highways Department under PWP Item no. 6855TH, the at-grade junction improvement works along Canton Road have been completed. The remaining improvement works would also be completed in 2019 as planned. Plan for improvement works are shown in **Annex F**.

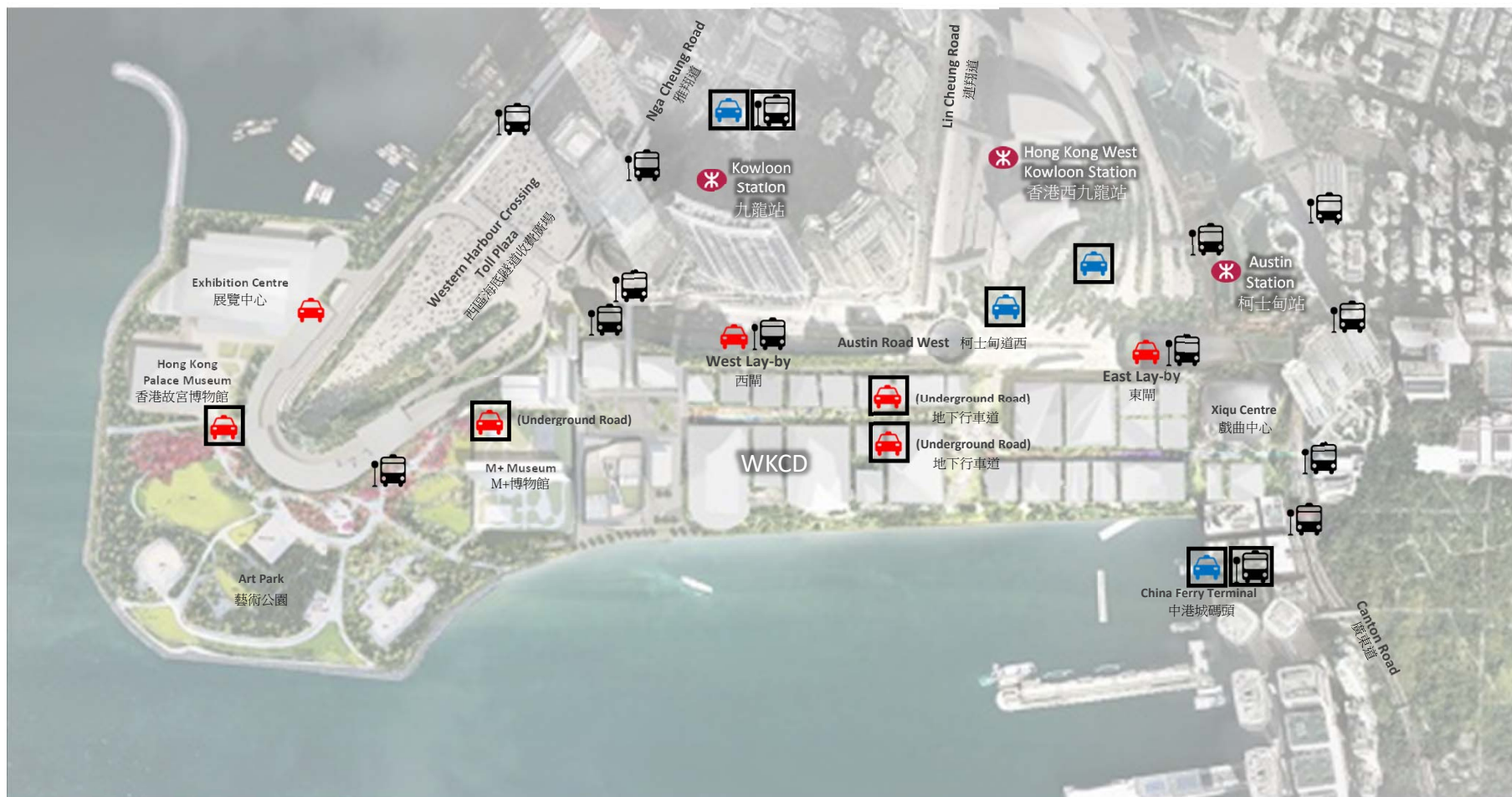
ADVICE SOUGHT





21. Members are invited to note the implementation progress of the transport infrastructure projects linking WKCD with its neighbouring districts.

West Kowloon Cultural District Authority
March 2019

Location of Taxi and Public Transport Facilities 的士及公共交通設施位置

Annex A 附件 A



-  Bus/GMB Services 巴士/專線小巴士
-  Taxi Stands/ Pick up - Drop off (within WKCD) 的士站/上落客點 (西九文化區內)
-  Taxi Stands/ Pick up - Drop off (outside WKCD) 的士站/上落客點 (西九文化區外)
-  Underground / under covered 地底/有蓋

westKowloon

西九文化區

Annex B 附件 B



Pedestrian Connections Network 行人連接網絡

Annex C 附件 C



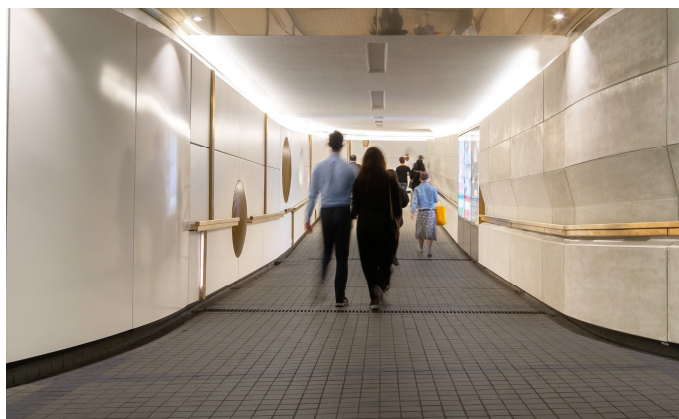
Annex D
附件D



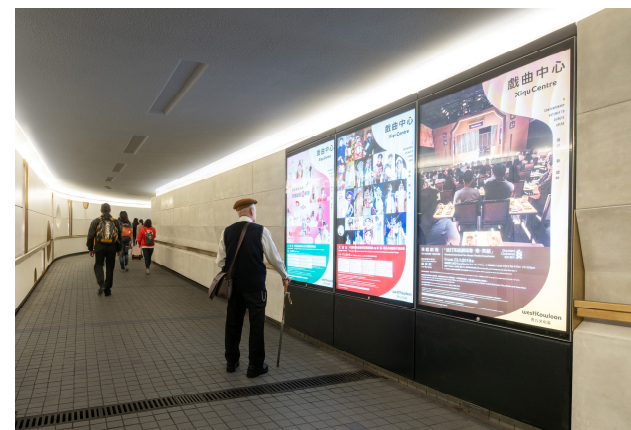
Wall panel with new theme 牆板上的新主題



New signs for pedestrians 新的行人指示牌



Soffit Lighting 拱腹照明

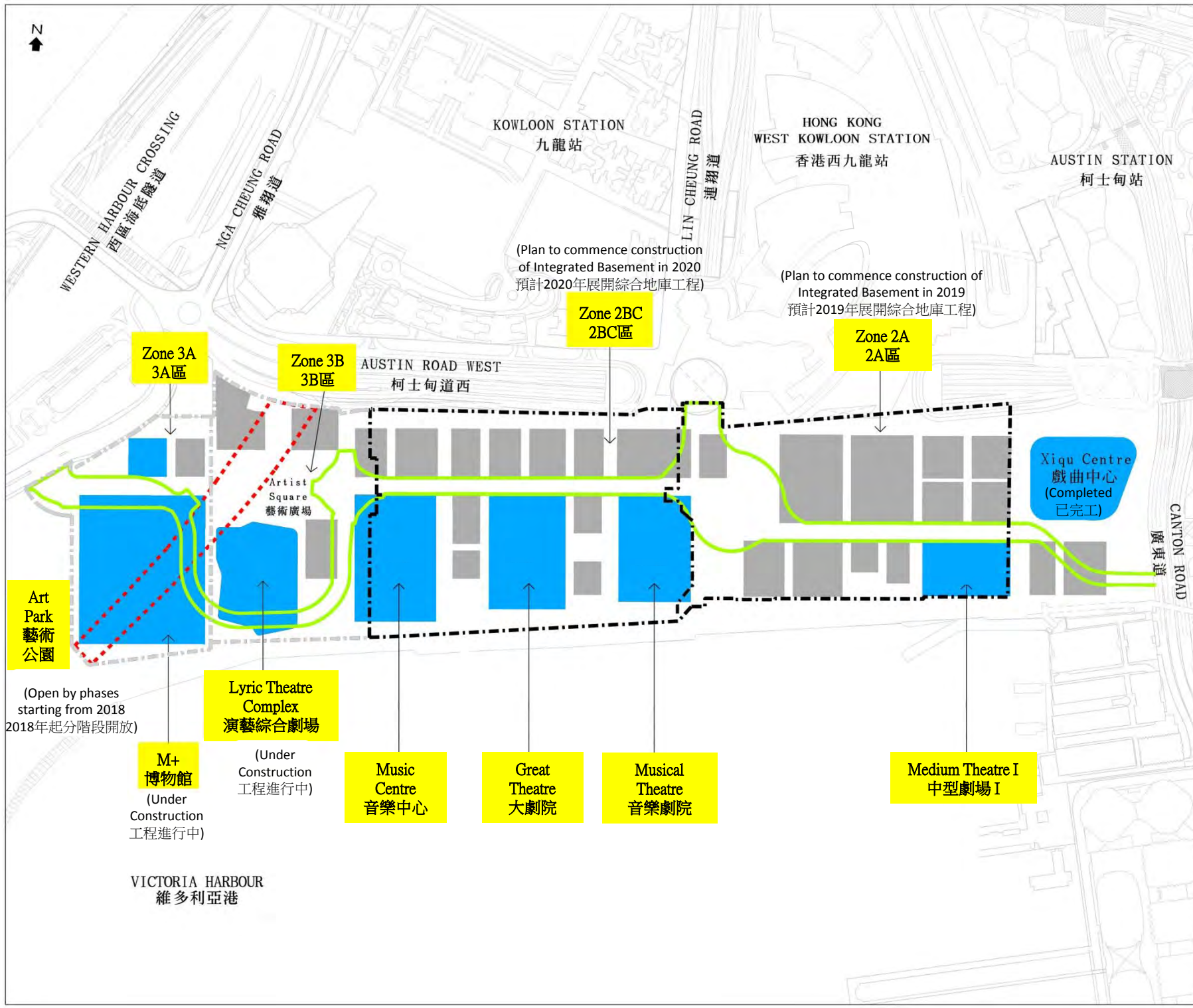


Light Boxes Installation 燈箱裝置

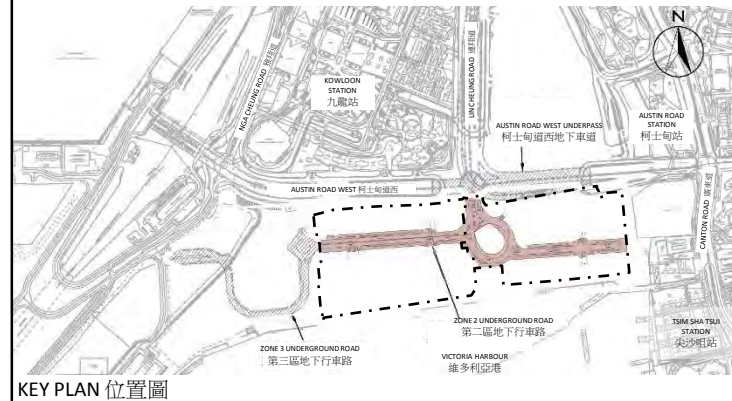
Annex E 附件 E

LEGEND: 圖例:

- WKCD's Facilities
管理局設施
- Hotel, Office and Residential Development and Other Arts and Cultural Facilities
酒店、辦公室及住宅發展及其他文化藝術設施
- Underground road
地下行車路
- Airport Express Tunnels
機場快綫隧道
- Zone of Integrated Basement
綜合地庫分區



項目名稱 project title	
763CL - INTEGRATED BASEMENT FOR WEST KOWLOON CULTURAL DISTRICT	
763CL - 西九文化區綜合地庫	
圖則名稱 drawing title	
ZONING PLAN OF THE INTEGRATED BASEMENT	
綜合地庫發展分區圖	
圖則編號 drawing no.	比例 scale
KZ921	Not to scale 不按比例

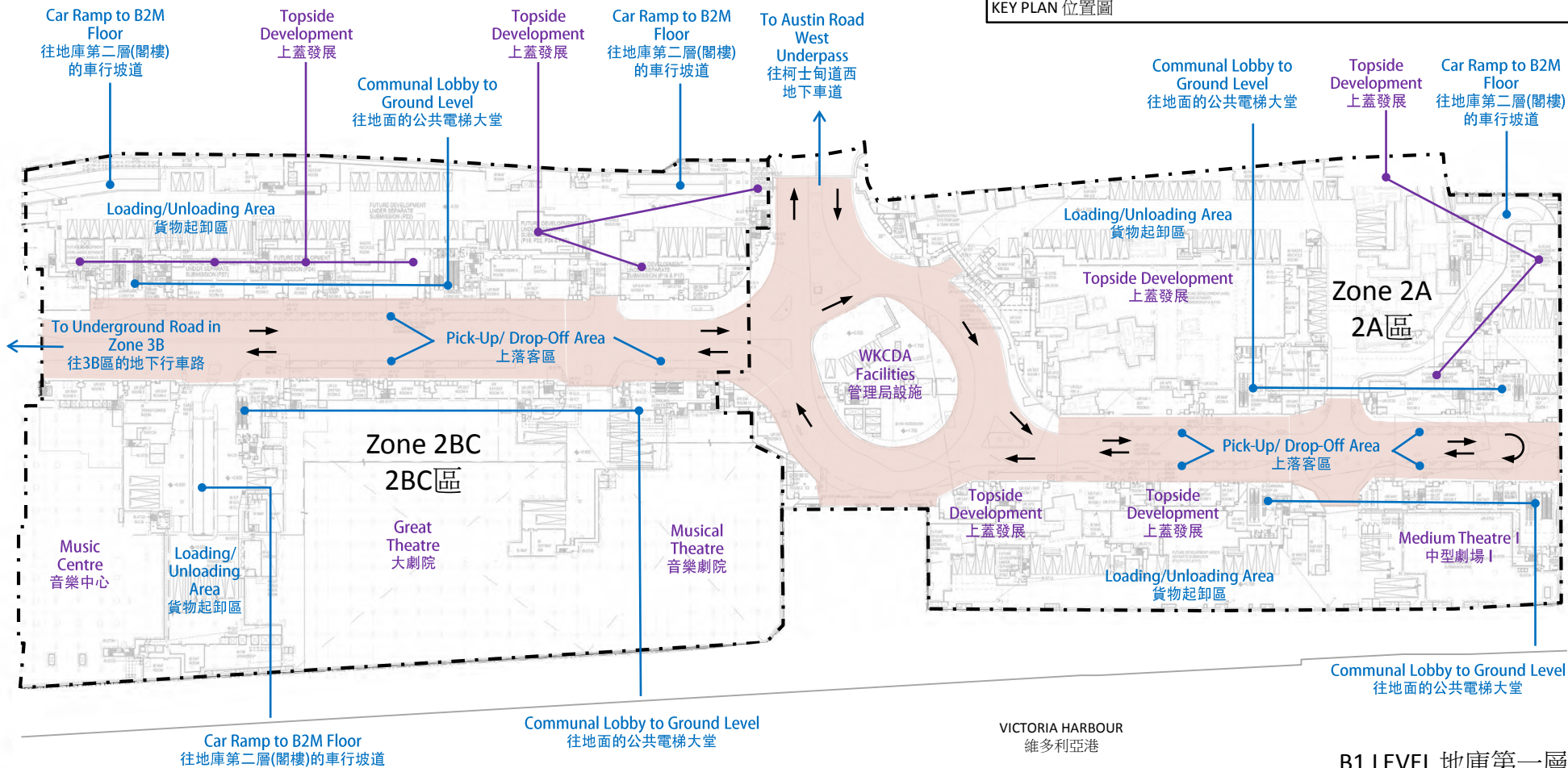


LEGEND: 圖例:

- APPROXIMATE BOUNDARY OF ESSENTIAL BASEMENT STRUCTURE OF ZONE 2
- 2區基本地庫結構的大約界線
- UNDERGROUND ROAD IN ZONE 2
2區地下行車路
- TRAFFIC DIRECTION
行車方向

NOTE: 註釋:

1. ANCILLARY WORKS FOR THE UNDERGROUND ROAD INCLUDING CIVIL AND STRUCTURAL ENGINEERING, MECHANICAL AND ELECTRICAL, DRAINAGE, WATER AND UTILITIES WORKS ARE NOT SHOWN ON THIS DRAWING FOR CLARITY.
為清晰表達，地下行車路的附屬工程，包括土木及結構、機電、渠務、水務和公用設施工程不在此圖則展示

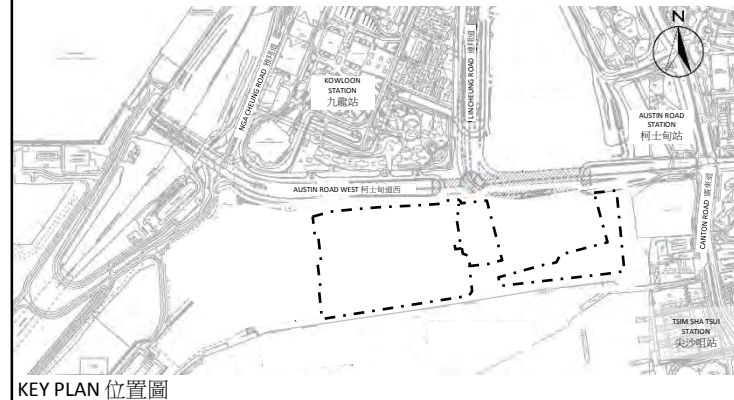


PROJECT TITLE 項目名稱
7763CL-B2 INTEGRATED BASEMENT FOR WEST KOWLOON CULTURAL DISTRICT – REMAINING WORKS
7763CL-B2 西九文化區綜合地庫 – 餘下工程

DRAWING TITLE 圖則名稱
LAYOUT PLANS OF INTEGRATED BASEMENT IN ZONE 2 (B1 LEVEL)
綜合地庫2區平面圖(地庫第一層)

SCALE 比例
NOT TO SCALE
不按比例

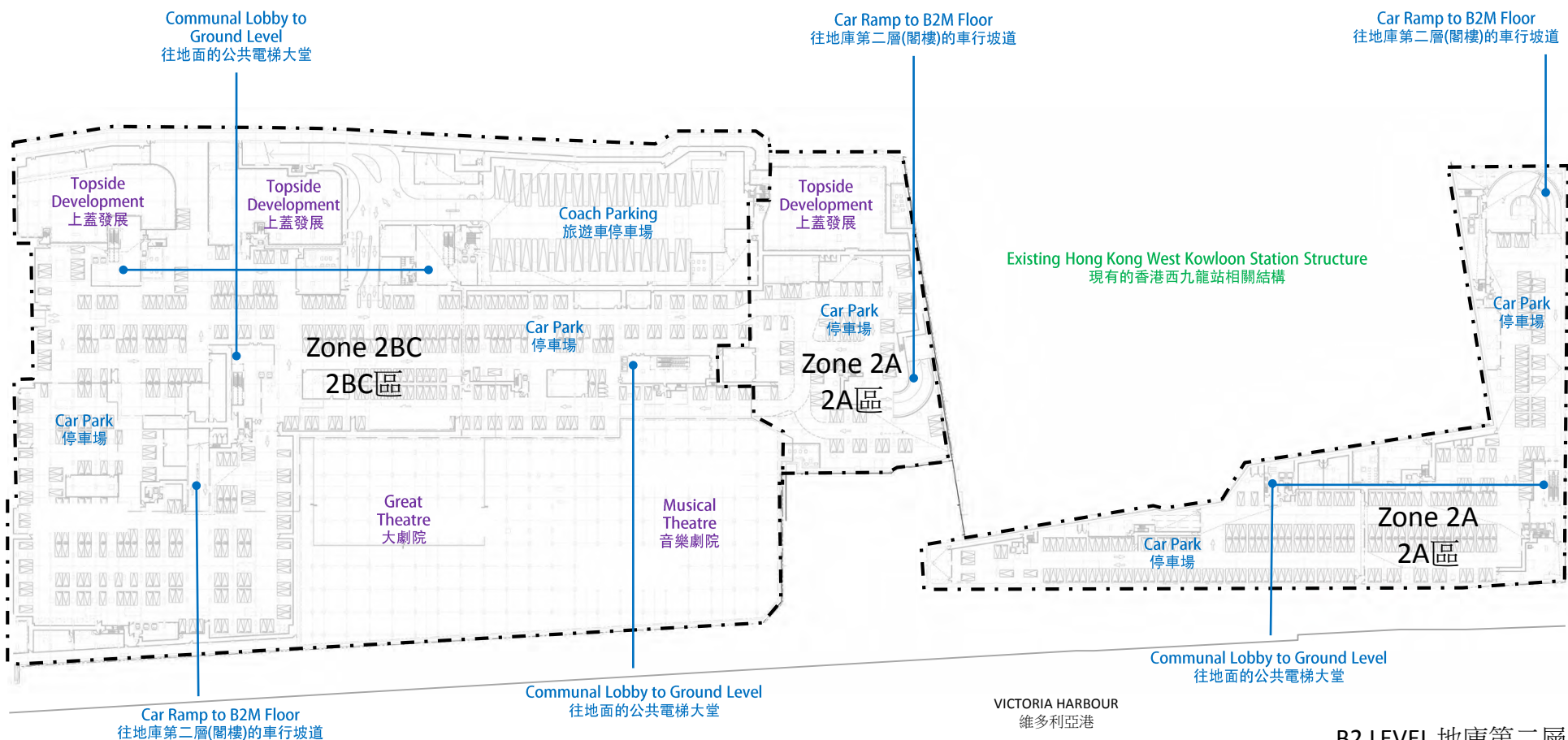
B1 LEVEL 地庫第一層



KEY PLAN 位置圖

LEGEND: 圖例:

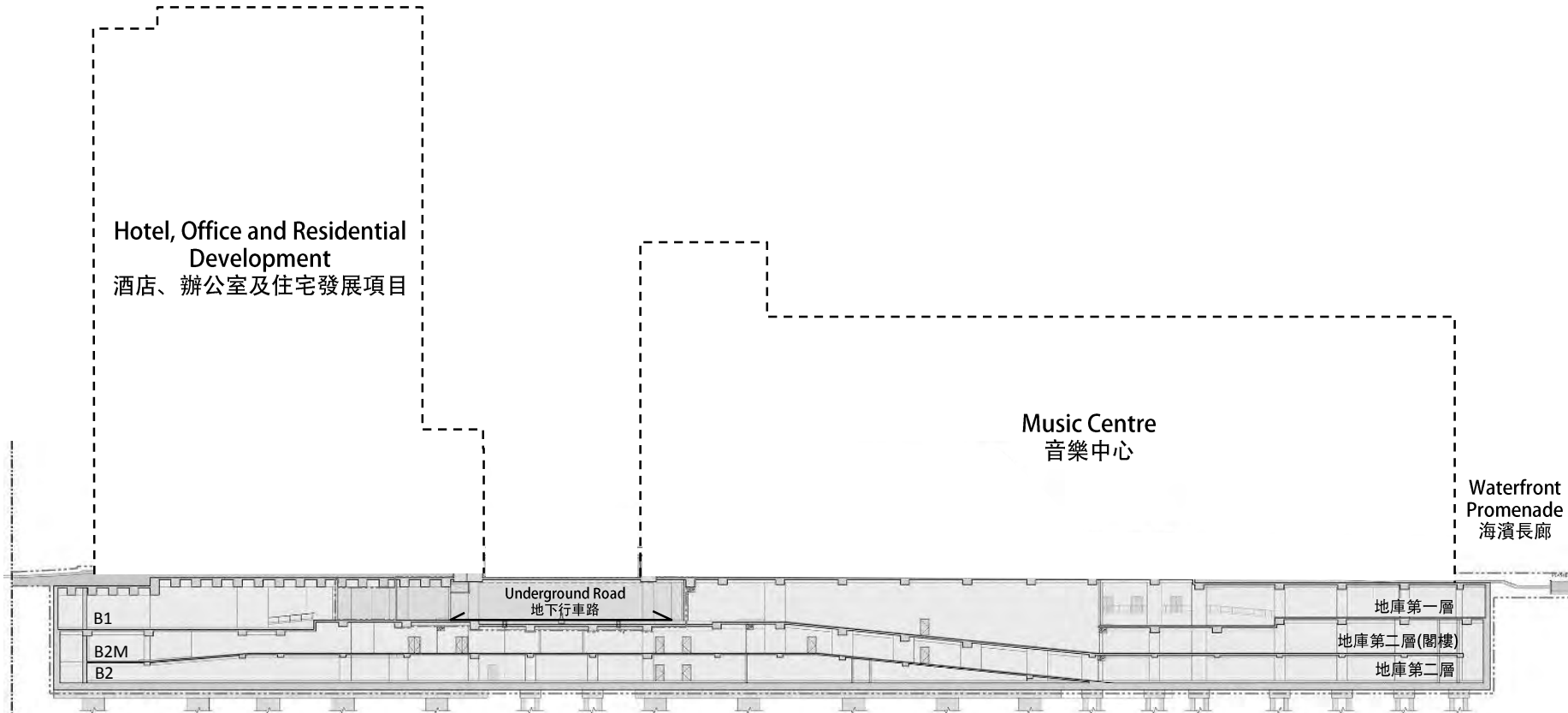
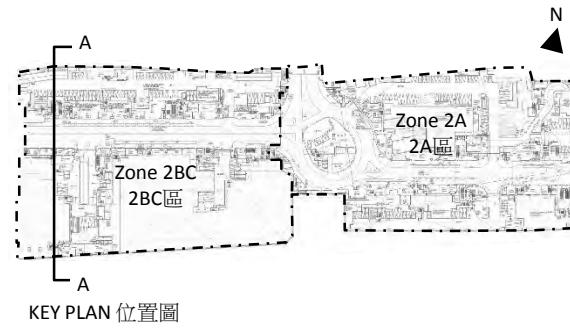
- - - - - APPROXIMATE BOUNDARY OF ESSENTIAL BASEMENT STRUCTURE OF ZONE 2
- - - - - 2區基本地鐵結構的大約界線



PROJECT TITLE 項目名稱
7763CL-B2 INTEGRATED BASEMENT FOR WEST KOWLOON CULTURAL DISTRICT – REMAINING WORKS
7763CL-B2 西九文化區綜合地庫 – 餘下工程

DRAWING TITLE 圖則名稱
LAYOUT PLANS OF INTEGRATED BASEMENT IN ZONE 2 (B2 LEVEL)
綜合地庫2區平面圖(地庫第二層)

SCALE 比例
NOT TO SCALE
不按比例

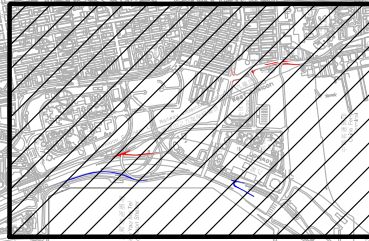


剖面圖 A-A

PROJECT TITLE 項目名稱
7763CL-B2 INTEGRATED BASEMENT FOR WEST KOWLOON CULTURAL DISTRICT – REMAINING WORKS
7763CL-B2 西九文化區綜合地庫 – 餘下工程

DRAWING TITLE 圖則名稱
SECTION OF INTEGRATED BASEMENT IN ZONE 2
綜合地庫2區剖面圖

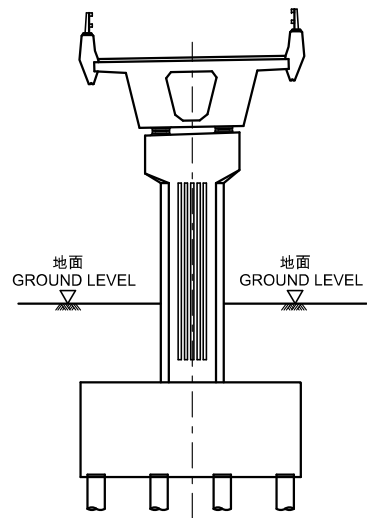
SCALE 比例
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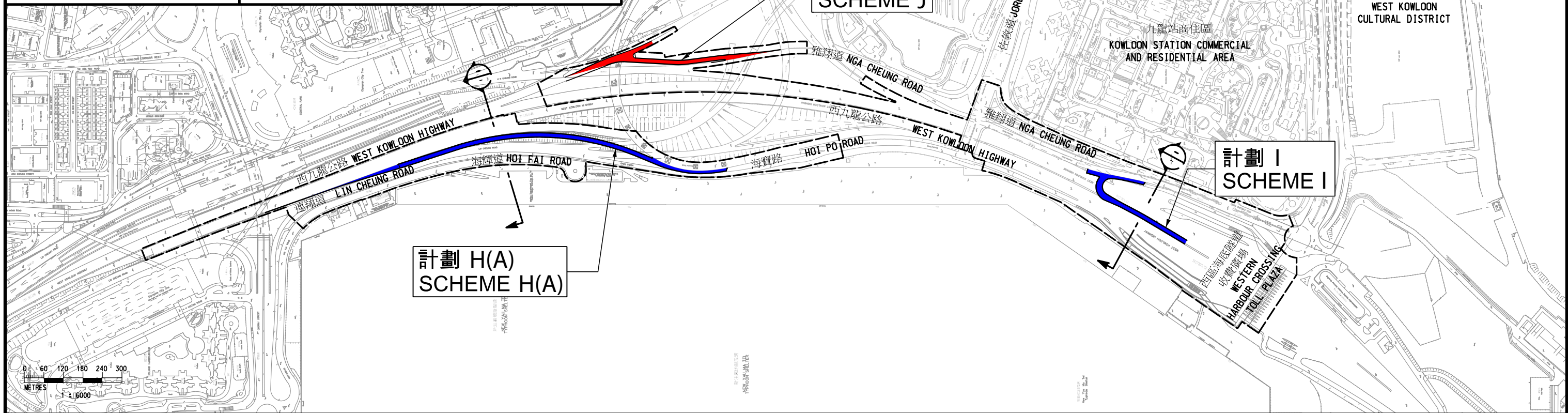
位置圖
LOCATION PLAN
比例 SCALE 1:10000

圖例 LEGEND :

- 施工區界限
LIMIT OF WORKS AREA
- 在本工程項目內的道路改善工程
(地面行車道)
ROAD IMPROVEMENT WORKS TO BE
IMPLEMENTED UNDER THIS PROJECT
(AT-GRADE CARRIAGEWAY)
- 在本工程項目內的道路改善工程
(高架行車道)
ROAD IMPROVEMENT WORKS TO BE
IMPLEMENTED UNDER THIS PROJECT
(ELEVATED CARRIAGEWAY)



典型剖面圖-高架行車道
TYPICAL SECTION FOR
ELEVATED CARRIAGEWAY
SCALE N.T.S.



0 60 120 180 240 300
METRES

工務計劃項目第6855TH號
西九龍填海發展的道路改善工程(第一期) - 平面圖
PWP ITEM NO. 6855TH
ROAD IMPROVEMENT WORKS FOR WEST KOWLOON RECLAMATION DEVELOPMENT (PHASE 1) - LAYOUT PLAN

圖紙名稱 DRAWING NO. CE44-K-CV-0001 此例 SCALE 1:6000 (A3)

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