

For discussion on
27 April 2020

Legislative Council
Panel on Development and Panel on Home Affairs
Joint Subcommittee to Monitor the Implementation of the
West Kowloon Cultural District Project

West Kowloon Cultural District - Update on the development of
Zone 2 and the Connectivity with its neighbouring district

PURPOSE

This paper updates Members on:

- 1) the development of Zone 2 within the West Kowloon Cultural District (WKCD or the District); and
- 2) the implementation of transport infrastructure projects linking the District to the neighbouring district and beyond.

BACKGROUND

2. The West Kowloon Cultural District Authority (WKCDA) selected the Conceptual Plan prepared by Foster + Partners (F+P) in March 2011 as the preferred option to form the basis of a Development Plan (DP) for WKCD. The DP, based on the F+P concept, was approved by the Chief Executive-in-Council in January 2013. The Integrated Basement (IB) is an integral component of the F+P Conceptual Plan which forms the basis of the DP of WKCD. The IB concept puts the traffic, loading bays, plant rooms and utilities all underground thereby freeing up the site above for public enjoyment, enhancing the walking environment at podium level. As shown on the zoning plan in **Annex A**, the IB in Zone 2A, Zone 2B and Zone 2C (IBZ2) altogether is the largest area (about 200 000 m²) between the Xiqu Centre and the Lyric Theatre Complex (LTC), and it supports the topside arts and cultural facilities (ACF), the Hotel/Office/Residential (HOR) developments

and the Retail/Dining/Entertainment (RDE). The IBZ2 consists of two main basement floor levels and a mezzanine, viz B1/F, B2M/F, B2/F. It can accommodate over 1 300 car parking spaces, 26 coach parking spaces and 150 loading and unloading bays to support the operation of the topside developments, a public Underground Road (UR) and its associated communal lobbies, plantrooms, means of escape and means of access.

3. At the Finance Committee (FC) meeting of the LegCo in January 2018, funding approvals were granted for the 'Integrated Basement for West Kowloon Cultural District – third stage of construction works' respectively (FC paper references FCR(2017-18)42). At the LegCo FC meeting on 20 March 2020, an additional sum of \$17.5 billion was approved and granted by the FC for the remaining design and SI in Zones 2B and 2C of IB and the construction of IBZ2 (FC Paper reference FCR (2019-20)38).

4. The Government executed the Land Grant on 2 April 2020, representing the final process of conferring upon WKCDA title to the land required for the development and operations of WKCD by the Government. The Land Grant enables WKCDA to take forward the development of the site into an integrated arts and cultural district together with the HOR developments, which will add vibrancy to the District and in the long term, generate recurrent income to sustain the operations of the ACF in WKCD.

5. Regarding the connectivity of WKCD with its neighbouring district, WKCDA has regularly briefed Members of the LegCo Joint Subcommittee to Monitor the Implementation of the WKCD Project (Joint Subcommittee) on issues related to the integration and connectivity of WKCD with the neighbouring districts at various Joint Subcommittee meetings since July 2013. The Yau Tsim Mong District Council has also similarly been regularly briefed and updated on such matters.

UPDATE ON THE ZONE 2 DEVELOPMENT

UPDATE ON THE TOPSIDE DEVELOPMENT IN ZONE 2

6. The topside development of the HOR combined with RDE will provide a future long-term income to support the operations of

the ACF venues and facilities in WKCD. Since a large portion of the HOR and RDE are located within Zone 2, completion of the IBZ2 is crucial for the financial sustainability of WKCD. The Authority has been proactive in enhancing the development mix and efficiency of HOR parcels and to refine the connectivity between topside parcels whilst working within the constraints and parameters of the DP and ensuring minimal changes to the approved General Building Plan (GBP) of the IB/UR. The first GBP approval by BD for the UR was obtained on 19 December 2018 and the first GBP approval by BD for the IB was obtained on 15 January 2019. The current proposal for Zone 2 topside HOR is shown in **Annex B**. In Zone 2B, some of the HOR blocks have been amalgamated to create a larger and more efficient floor plate with the aim of improving future revenue.

7. As for the ACF in Zone 2C, comprising venues such as the Music Centre, Great Theatre, Musical Theatre, etc., there is no fixed programme or funding model. However, the planning of the IBZ2 will take into consideration the structural enabling works to facilitate such future venues. In the interim, this Zone 2C may be used by WKCDA as an open space connecting with the waterfront promenade for various temporary event purposes. WKCDA and the Government will further review the financial arrangements to enable the implementation of the remaining ACF, taking into account the costs of construction of the planned facilities, the changing requirements of the local arts scene and the views of relevant stakeholders

THE DESIGN AND SITE INVESTIGATION OF IBZ2

8. The first design consultancy for the IBZ2 design and site investigation (SI) services commenced in February 2017 and the scope included the preliminary design of Zones 2A, 2B and 2C and the detailed design of Zone 2A. During the past two years, significant progress has been made with the substantial completion of the preliminary design in November 2018, with the UR authorised in February 2019. Detailed design work for the remaining IB core and shell works for Zone 2A is in progress, which will facilitate the preparation of the IB/UR main works contract documentation.

9. As for the detailed design for Zones 2B and 2C, the consultancy pre-qualification exercise started in 2019. Subsequent to the approval by the LegCo FC for the funding application of the remaining works of the IB for WKCD on 20 March 2020, the Request for Proposal is expected to be issued in the second quarter of 2020 for the embarkment of the detailed design consultancy in second half of 2020.

10. Since the commencement of the IBZ2 project, four stages of SI works have been conducted and a total of 81 boreholes have been carried out. These are in addition to the ground investigation work previously carried out by MTRCL and WKCD in the vicinity. The collective information obtained from various SI works has provided an appropriate understanding of the ground conditions in the IBZ2 area. Based on results of stages 1 to 4 for Zone 2A area, the rock head level is generally shallower at the eastern portion of Zone 2A. The information provides valuable ground data information for the design works and tendering of the piling works.

THE CONSTRUCTION PHASING AND PLANNING FOR IBZ2

11. WKCD has prepared a phased implementation plan which aims to identify works packaging strategies and contract arrangements for the construction of IBZ2 and the topside developments. Currently, WKCD aims at completing IBZ2 in phases starting from 2025 with the topside HOR development to follow suit.

12. For Zone 2A, foundation and excavation and lateral support (ELS) works will soon commence with main works to follow. Development parcels located on top of the Hong Kong West Kowloon Station of the High Speed Rail (Hong Kong Section) in Zone 2A can be delivered sooner than the other parcels as the sub-structure involved has already been substantially completed by the MTRCL. Thus, WKCD aims at completing the topside HOR development in phases starting from 2025/6.

13. For Zones 2B and 2C, the aim is to commence the piling works within the 2020/2021 fiscal year, targeted for a fully operational IB Zone 2B in 2027. The topside HOR developments in Zone 2B will be completed in phases starting from 2028, according to the current programme. In conjunction with the HOR

developments, the Avenue and Central Plaza in Zones 2B and 2C will be built in parallel to enhance pedestrian connectivity within the District.

14. Tender invitations for the IB/UR in Zone 2A Works Contract for foundation and ELS were issued on 21 June 2019 with a tender return date on 29 November 2019. The Tender Assessment Results and Endorsement of Award of the Works Contract was recently approved by the WKCD Board on 25 March 2020, and together with the funding approval by the LegCo FC on 20 March 2020, the Zone 2A Works Contract is expected to commence soon.

UPDATE ON CONNECTIVITY WITH ITS NEIGHBOURING DISTRICT

PROGRESS UPDATE ON TRANSPORT INFRASTRUCTURE PROJECTS

Public Transport Planning and Operation

15. WKCD maintains a constant dialogue with the Transport Department (TD) and service providers on ways to improve the public transport services linking WKCD to the rest of the territory. Bus and green minibus services have been enhanced in the western part of WKCD covering the Art Park, Freespace and other construction sites. There are some 30 bus and minibus routes passing through the Western Harbour Crossing Toll Plaza, Nga Cheung Road and Austin Road West that provide convenient reach to WKCD from most part of Hong Kong, Kowloon and the New Territories. In addition, since November 2019, service providers have launched two new green minibus routes (74D and 26D) to link the Kowloon Station and the Art Park entrance. With more regular performances taking place in Freespace, the Art Park and the Xiqu Centre, information on the performance dates, periods and predicted visitor numbers are now shared with TD on a monthly basis. Service providers are already adjusting their service to pick up WKCD visitors according to the performance schedule. If high passenger demand is expected for large events planned at the Art Park, bus route 296D will be diverted to the Art Park to pick up visitors according to the circumstances.

16. When patronage increases and the traffic pattern is more stable in future, service providers will further enhance their service by extending the service hours and introducing new routes. In the long term, electric buses, an Environmentally Friendly Transport System (EFTS), will be introduced to operate on the carriageway within the Underground Road of WKCD with stops at strategic locations convenient for various external transport links. Operational details for these electric buses such as routing, stopping locations and frequencies are being studied with service providers.

17. To meet the current traffic demand, taxi stands/pick-up/drop-off point at the Art Park and the east lay-by have been opened to the public. The existing taxi stands/pick-up and drop-off points in WKCD are illustrated in **Annex C**.

Autonomous Vehicle Trial within WKCD

18. In July 2017, WKCDA started trials of an Electric Autonomous Vehicle at the Nursery Park. As of the end 2019, about 12 000 participants have taken part in the trial which will continue to operate in 2020 seven days a week, except on event days. The current circular trial route has been extended to around 3.0 km in length (about 30 minutes ride), serving the entire Art Park with stops at all major venues and visiting points including the SmartBike service kiosk, Competition Pavilion, RDE along the waterfront promenade and viewing terrace, M+ Pavilion and Freespace. The updated route plan is shown in **Annex D**. The trial is very much welcomed by the participants, with over 99% of the surveyed participants supporting the services. If the trial proves to be successful and as the technology matures, WKCDA will consider further testing on the newly completed Museum Drive and the future Underground Road to evaluate the interaction of the autonomous vehicle with normal vehicular traffic. These trials will be subject to approval by relevant government departments.

SmartBike

19. SmartBike is a bike sharing programme designed to complement the future provision of cycle routes in WKCD. Launched in April 2014, the SmartBike programme is operated by

the Tung Wah Group of Hospitals (TWGHs) BiciLine Cycling Ecotourism Social Enterprise. About 50 bikes are available for children and adult. The bicycle route has been extended to cover the Art Park and the waterfront promenade, making all the venues and facilities in the Art Park accessible by bike.

Private Car and Coach Parking Provision

20. According to the current development parameters of WKCD, about 2 300 covered car parking spaces will be provided across the site. At present, the temporary car parks at the Xiqu Centre and project site office of WKCD provide about 60 and 30 parking spaces. On the western side, the underground Zone E car park located underneath the Art Park provides over 200 parking spaces. When M+ opens, an addition of about 150 permanent underground parking spaces will be made available to serve patrons of the museum. The remaining car parks will be opened by phases together with the commissioning of the corresponding topside developments.

21. WKCDA has committed to provide 43 coach parking spaces across WKCD upon the full completion of the District. This proposed provision will address the overall needs of the WKCD facilities, thus reducing the demand for coach parking in the adjacent area. Seventeen coach parking spaces will be provided at the future Art, Commerce and Exhibitions (ACE) Project and Hong Kong Palace Museum. The remaining 26 coach parking spaces will be embedded in the Zone 2B of the Integrated Basement. To address the interim coach parking demand brought by the cultural venues, temporary coach parking spaces are provided at the Xiqu Centre and the site area near the Art Park prior to the completion of the Integrated Basement and ACE. When M+ opens, additional coach pick-up/drop-off bays will be provided at the entrance of the museum.

Update on Provision of Marine Access at WKCD

22. In response to the public request for more in-harbour ferry services and the suggestion for the provision of 'water taxi' in the Development Blueprint for Hong Kong's Tourism Industry, the Government is preparing for the re-commissioning of the 'Central-

Hung Hom' ferry route and launching of the pilot 'water taxi' services plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central. TD plans to introduce the 'Central–Hung Hom' and the 'water taxi' ferry services in the first half and fourth quarter of 2020 respectively at the earliest.

23. To cater for the above-mentioned 'water taxi' service and in the absence of new public facilities in the middle portion of WKCD, the existing public landing steps at the New Yau Ma Tei Typhoon Shelter will remain as the interim landing point for West Kowloon. As agreed with TD, 'water taxi' service will be provided by the operators during the weekends, public holidays and on WKCD event days. The existing pedestrian footpath to the landing steps are being improved and widened to enhance visitors' arrival experience prior to the service commencement.

24. In the long term, proper marine landing facilities will be built at the southern waterfront of WKCD, near M+ and at the northern end of WKCD adjacent to the ACE site. This will make the cultural district a water transport gateway to the harbour. The engineering feasibility study for the new facility started in March 2020. It is targeted for the southern landing facility to be completed around 2023 to tie in with the completion of the Lyric Theatre Complex and the Artist Square. As for the northern landing facility, it is expected to commence operation when the ACE Development and its adjoining promenade opens.

PROGRESS UPDATE ON PEDESTRIAN CONNECTIONS

25. The Austin Road Pedestrian Linkage System (APLS) is over 85% completed. Upon completion, it will provide a direct underground connection between the MTR Austin Station and the Xiqu Centre. The installation of the escalators / lift commenced in March 2020. The linkage is anticipated to be finished and open to the public before the end of 2020. Most of the pedestrians crossing of the Austin Road West will then be diverted to the new underground passageway through the basement of the Xiqu Centre.

26. The revised Artist Square Bridge design (in a viendral arch structural form) was presented to the Members at the Joint

Subcommittee meeting on 11 May 2018. Upon completion, it will provide a direct, round-the-clock and barrier-free connection between the developments above MTR Kowloon Station and the Artist Square of WKCD. The footbridge is scheduled to commence the construction in first half of 2020 with a target to complete in 2022.

27. In the Explanatory Statement of the approved WKCD Development Plan (No. S/K20/WKCD/2), a footbridge over Canton Road is proposed as a future possible linkage connecting WKCD to Kowloon Park. Another new connection above ground between China Ferry Terminal and the waterfront promenade of WKCD is also proposed. WKCDA is going to engage a consultant to study the engineering feasibility and pedestrian demand of these linkages.

PROGRESS UPDATE ON VEHICULAR CONNECTIONS

28. The dual-2 lane Museum Drive has been completed and opened for public use, serving the Art Park together with construction sites of M+ and Hong Kong Palace Museum, and the future ACE Project.

29. WKCDA is currently carrying out a consultancy to design a new vehicular exit road connecting the West Kowloon Highway through the Museum Drive. Under the preferred scheme, the new exit road will branch off and connect to the future vehicular flyover across the toll plaza of Western Harbour Tunnel, linking the western edge of WKCD to the existing roundabout of the elevated Nga Cheung Road.

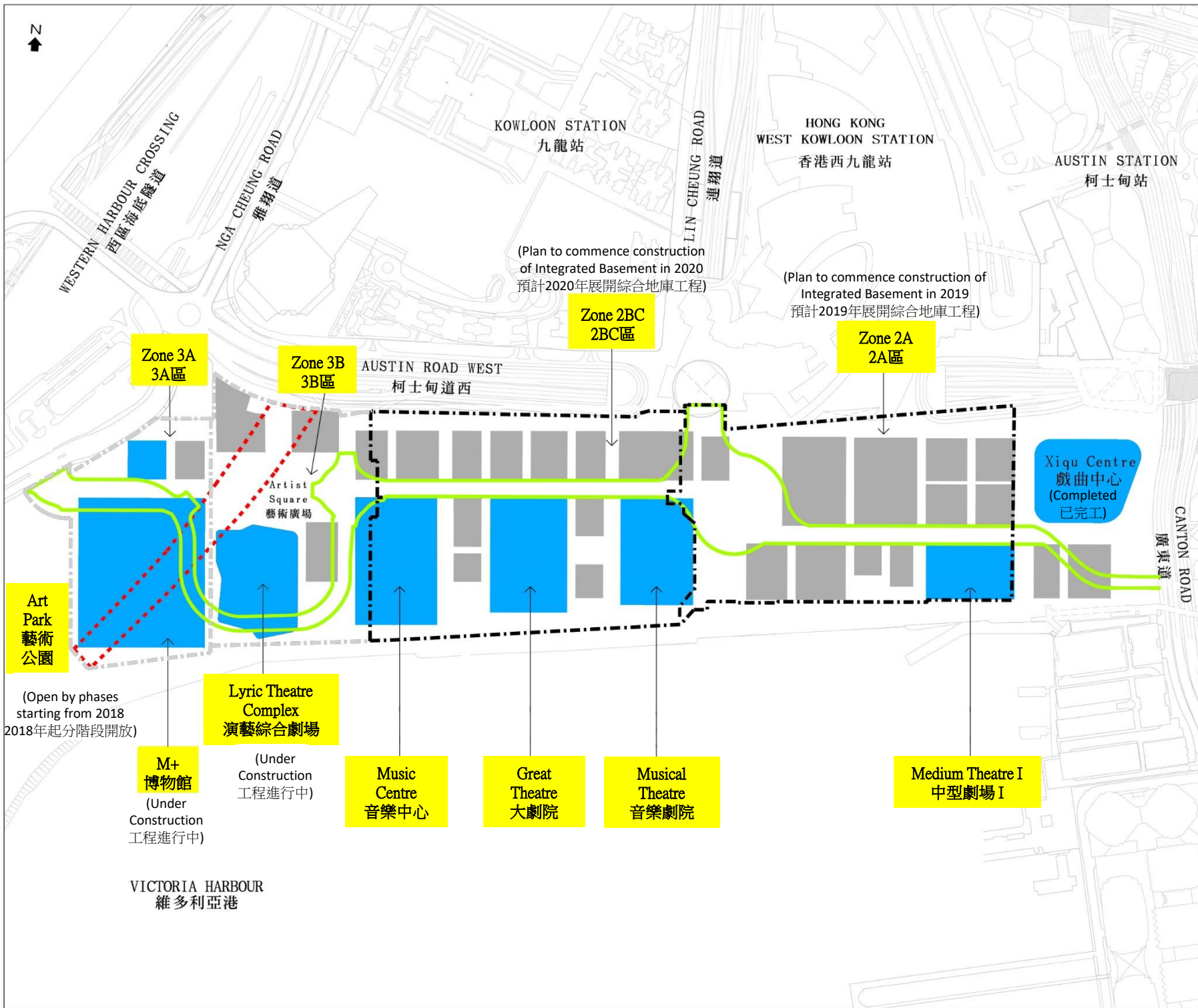
30. The underground road in Zone 3A has been substantially completed with remaining works to be implemented along with the overall programme of M+ whilst the underground road in Zone 3B is under construction. It is anticipated that the section under M+ in Zone 3A will be opened for public use in 2021 whilst the road section under the Lyric Theatre Complex in Zone 3B will be opened together with the theatre in 2023/24. The preliminary design of the remaining portion in Zone 2 is also finished. The construction of the Integrated Basement in Zone 2A and the embedded portion of the underground road, will commence soon.

31. As regards the road improvement schemes being carried out by the Highways Department under PWP Item no. 6855TH, all junction improvement works at Canton Road have been completed. The single lane elevated carriageway connecting Hoi Po Road to West Kowloon Highway northbound and realignment of a section of Hoi Fai Road were completed and opened for public use in January 2020. The remaining road improvement works would be completed in 2020. Plan showing the works concerned is at **Annex E**.

ADVICE SOUGHT

32. Members are invited to note the update of the Zone 2 development and the implementation progress of the transport infrastructure projects linking WKCD with its neighbouring districts.

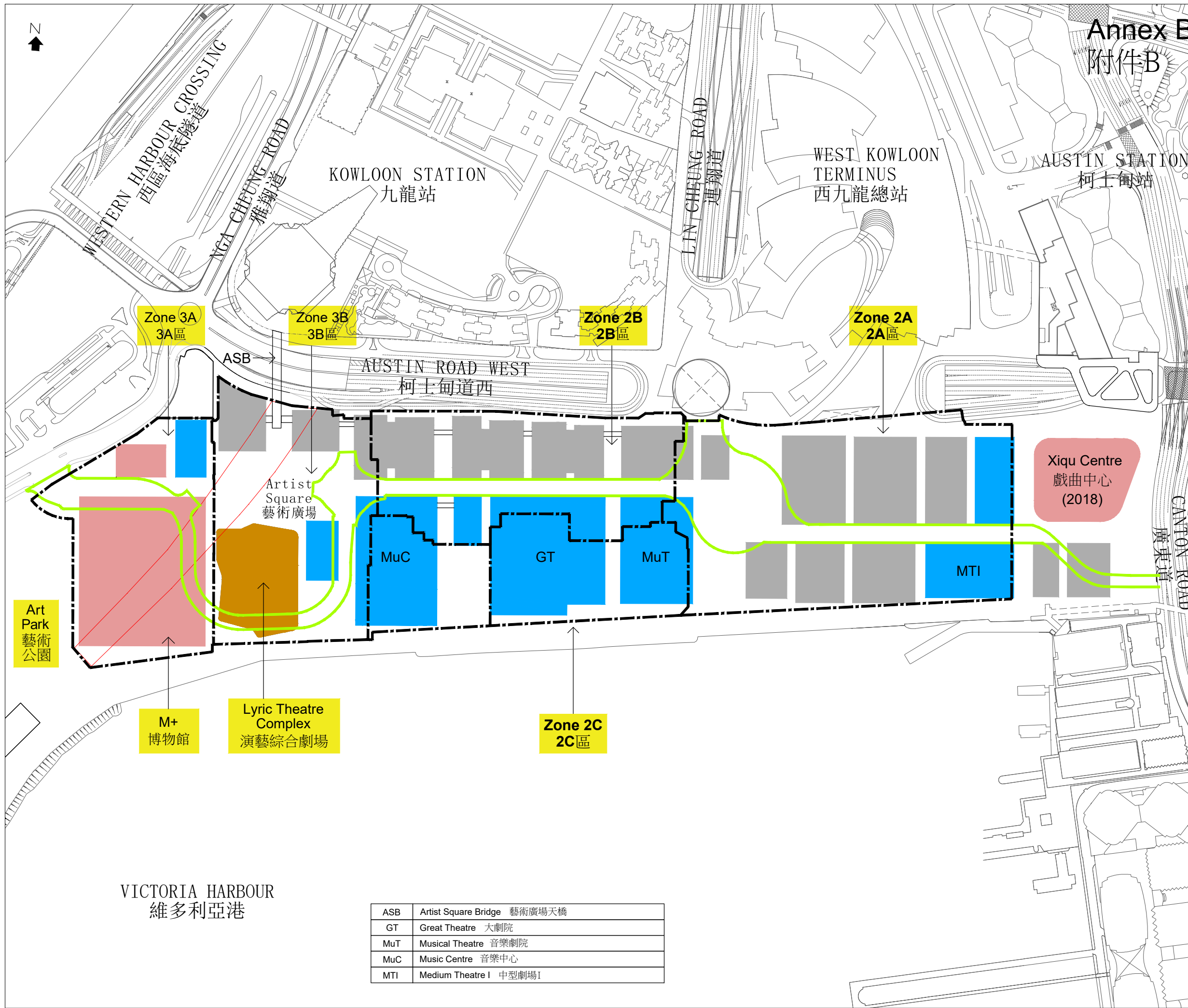
West Kowloon Cultural District Authority
April 2020



- LEGEND: 圖例:
- WKCDA'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

**Annex A
附件A**

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



Annex B
附件B

- LEGEND: 圖例:
- Batch 1 WKCDA's Facilities
第一批管理局設施
 - Batch 2 WKCDA's Facilities
第二批管理局設施
 - Remaining WKCDA's Facilities
餘下管理局設施
 - Hotel, Office and Residential Development
酒店、辦公室及住宅發展
 - 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

NOTES: 註釋:

1. GENERAL ARRANGEMENT AND DEMARCATION BETWEEN DIFFERENT ZONES OF INTEGRATED BASEMENT SUBJECT TO DETAILED DESIGN.
綜合地庫的布局及分區分界有待詳細設計確定

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.
KZ921A-1	
比例	scale
	Not to scale 不按比例

ASB	Artist Square Bridge 藝術廣場天橋
GT	Great Theatre 大劇院
MuT	Musical Theatre 音樂劇院
MuC	Music Centre 音樂中心
MTI	Medium Theatre I 中型劇場I

VICTORIA HARBOUR
維多利亞港

M+
博物館

Lyric Theatre
Complex
演藝綜合劇場

Zone 2C
2C區

MuC

GT

MuT

MTI

Xiqu Centre
戲曲中心
(2018)

Zone 3A
3A區

Zone 3B
3B區

Zone 2B
2B區

Zone 2A
2A區

KOWLOON STATION
九龍站

WEST KOWLOON
TERMINUS
西九龍總站

AUSTIN STATION
柯士甸站

WESTERN HARBOUR CROSSING
西區海底隧道

NGA CHUNG ROAD
雅翔道

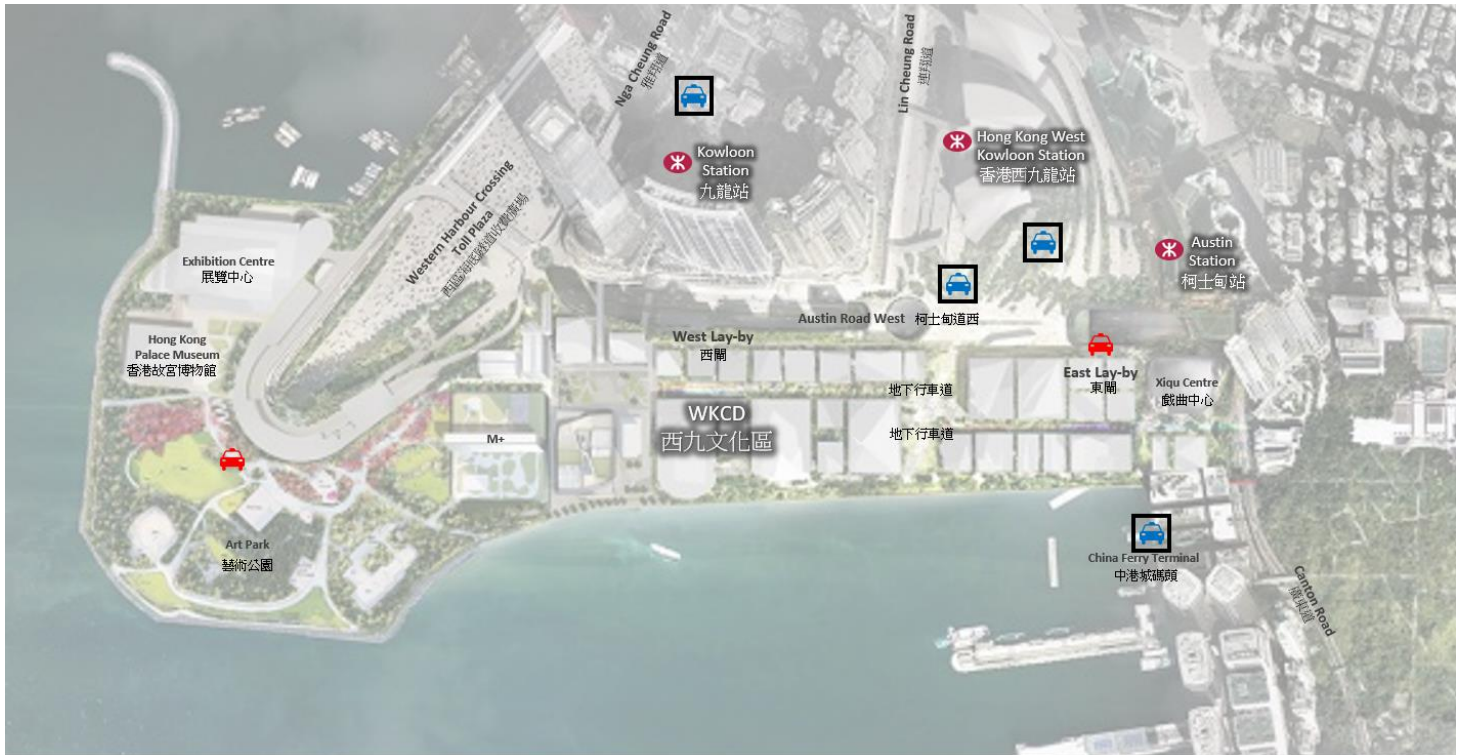
LIN CHUNG ROAD
連翔道



AUSTIN ROAD WEST
柯士甸道西

CANTON ROAD
廣東道



Existing Taxi Stands / Pick-up and Drop-off Points
現有的士站/上落客點

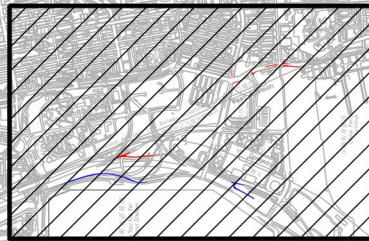


-  Taxi Stands/ Pick up - Drop off (within WKCD) 的士站/上落客點 (西九文化區內)
-  Taxi Stands/ Pick up - Drop off (outside WKCD) 的士站/上落客點 (西九文化區外)
-  Underground / under covered 地底/有蓋

Route Plan of Autonomous Vehicle Trial within WKCD

西九電動智能自動車路線圖

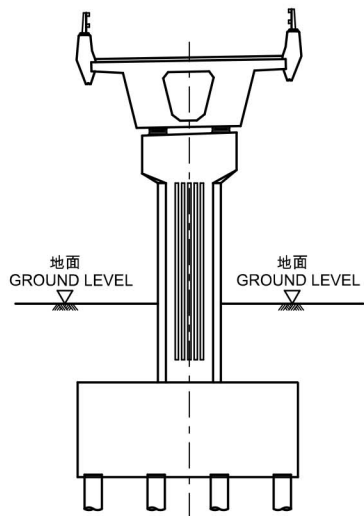




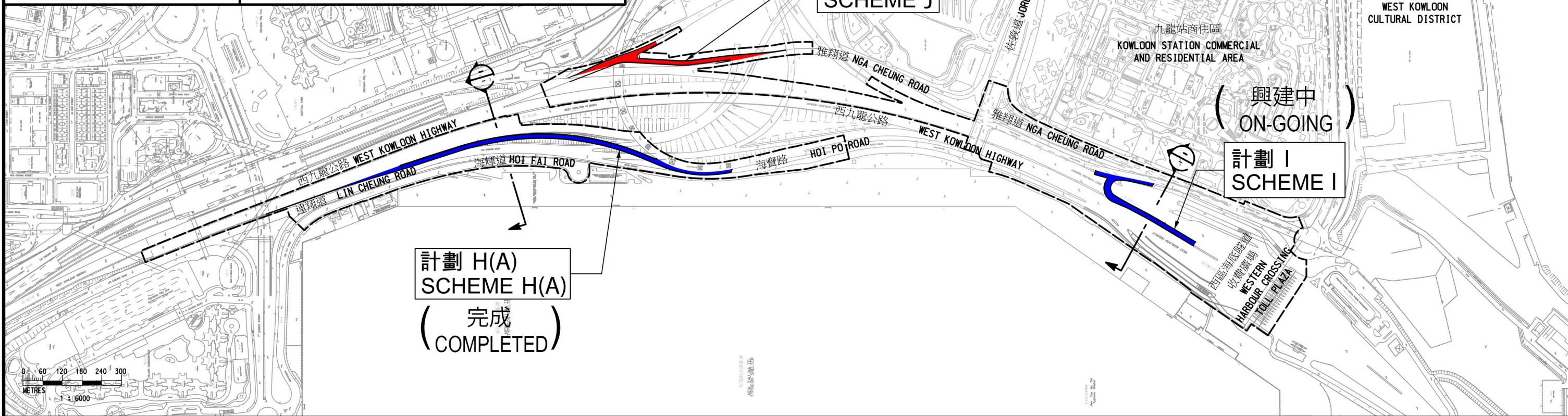
位置圖
LOCATION PLAN
比例 SCALE 1:10000

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
1:6000

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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