

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 27 July 2011

TFK/12/2011

The Way Forward for the "Development of a Piazza in Tsim Sha Tsui" Project

PURPOSE

This paper aims to brief Members about the way forward for the "Development of a Piazza in Tsim Sha Tsui" Project (TST Piazza Project).

BACKGROUND

2. In June 2005, the Finance Committee of the Legislative Council (LegCo) approved funding for the construction of a "Transport Link in Tsim Sha Tsui (TST) East", which included developing a new public transport interchange (PTI) adjacent to the Wing On Plaza to replace the existing bus terminus outside the TST pier, so that the waterfront site can be released for development into a piazza for enjoyment by both locals and visitors.

3. The proposal comprises three parts. The first part includes the construction of a public transport interchange in Mody Road, TST East, which was already completed and commissioned in August 2007. The construction of a new turnaround outside the Hong Kong Cultural Centre (HKCC) at Salisbury Road forms the second phase of the development. The third phase of the development involves the construction of a piazza. The Tourism Commission (TC) consulted the Sub-committee on Harbour Plan Review, and Task Group on Management Model for the Harbourfront of the former Harbourfront Enhancement Committee (HEC) in January and February 2008 respectively, and received no objection on the proposed piazza.

4. Over the past few years, we have conducted a series of public consultation exercises on the proposed project, and have arranged for gazettal of works for construction of the new turnaround under the second part of the project in 2009 and 2010 respectively. Public views collected showed that there were concerns over the traffic and transport arrangements related to the project, notably the future arrangements for bus service, and

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possible impact of the piazza project on the traffic flow. Some also considered that the TST pier bus terminus should be conserved so as to preserve the collective memory of the Hong Kong community.

PROPOSAL

5. Taking into account the public views received, we have revisited the way forward for the piazza project. We propose to adopt a new design concept which will integrate the piazza with the revitalization of the TST pier, with an aim to developing the vicinity into a tourism node and creating a new landmark there. In order to address the public and District Councils' concerns about preserving the existing level of bus service at the TST pier bus terminus, and to improve the pedestrian environment outside the pier, we propose to expand the turnaround being planned to become a new public transport interchange. Under this revised design, all 15 bus routes currently using the TST pier bus terminus could continue to call at the TST pier in future. This arrangement would facilitate passengers in using bus service and interchanging with the Star Ferry services.

6. With the expansion of the area of the new transport interchange, the area of the piazza will be reduced accordingly by 40%. To cope with this change, in planning the development of the future tourism node, we would showcase the area's history as a public transport interchange so that both the public and visitors can reminisce about the history of this vicinity. We are actively exploring displaying a decommissioned train compartment and an antique bus, as well as other artifacts related to the history of the TST pier at the future tourism node. A location plan of the proposed tourism node is at Annex.

7. The "Star" Ferry Company Limited (Star Ferry Co. Ltd.) has been advocating the revitalization and expansion of the TST pier by the Government. Their preliminary proposal includes upgrading the existing pier facilities and extending the pier's boundary, so as to provide more area for retail shops, restaurants and public open space, hence allowing members of the public to enjoy the scenery of the Victoria Harbour. The proposal adopts the principle of conserving the original architectural characteristics of the pier as far as possible. The Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the HC

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Kowloon Task Force) had a preliminary discussion on Star Ferry Co. Ltd.'s proposal on 31 May 2011. The Task Force welcomed the suggestion, and considered that if the proposal was to be taken forth, its design should go in harmony with that of the TST piazza being planned by the Government. Since the TST pier is a government property, the revitalization works will need to be implemented by the Government in future. We plan to carry out the design work of the tourism node in this direction, making reference to the preliminary proposal of Star Ferry Co. Ltd.

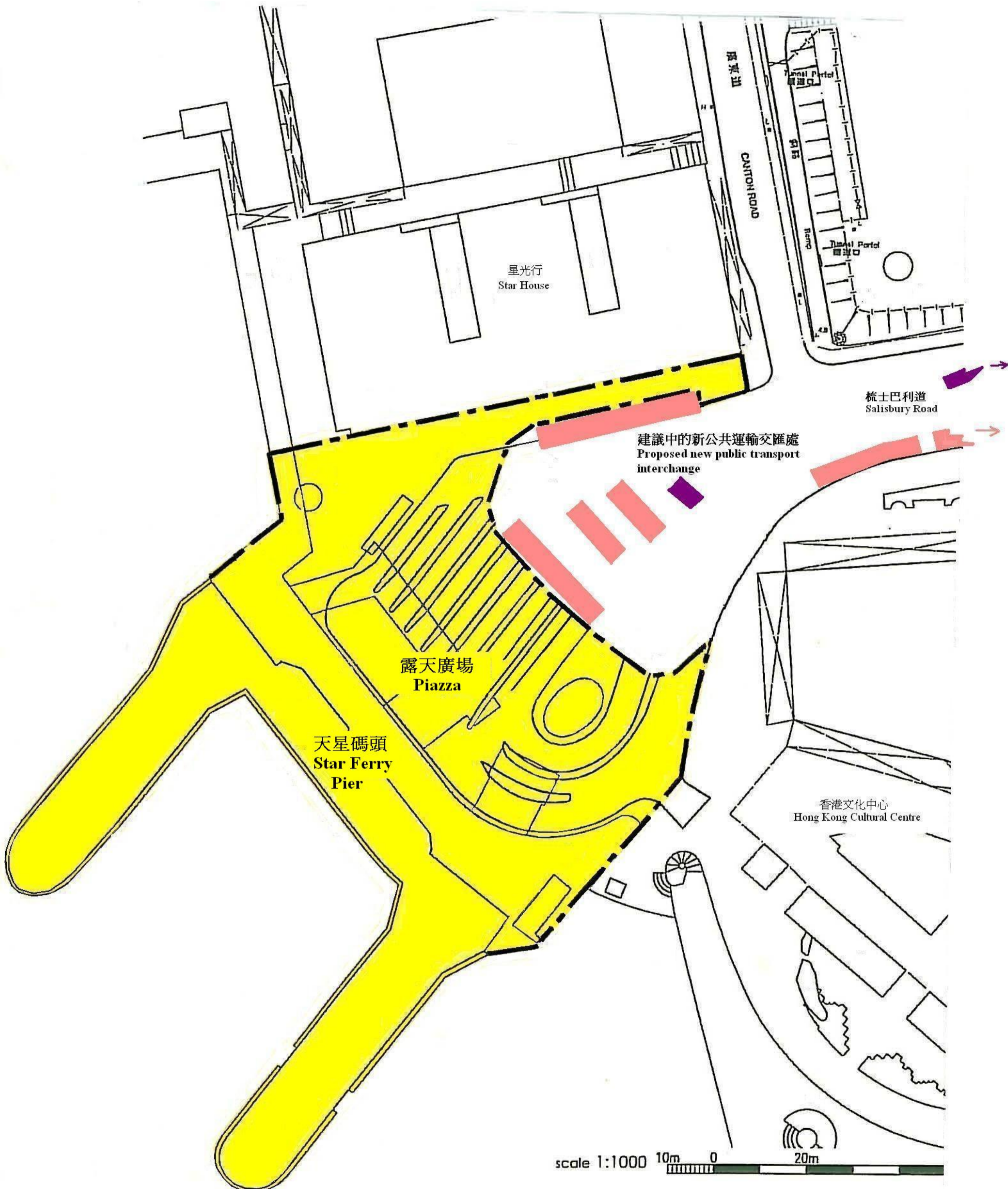
8. We consulted the YTMDC on the new conceptual scheme of the tourism node and the related traffic and transport arrangements on 23 June 2011, and received their support for the proposal. We are also consulting the Traffic and Transport Committees of other affected District Councils in Kowloon on the revised bus routes arrangements.

WAY FORWARD

9. Subject to consultation outcome, the Administration would arrange necessary gazettal of the revision to the turnaround scheme in the second half of September 2011. We would also conduct a technical feasibility assessment on the revitalization of the TST pier, and commence work for the design of the tourism node including the pier. We would further consult the YTMDC, HC Kowloon Task Force and other relevant parties when a more concrete design proposal for the tourism node is available.

10. Members are invited to note and comment on the way forward for the proposed project.

**Tourism Commission
July 2011**



建議中的旅遊匯點位置圖

Location of Proposed Tourism Node

-  建議中的旅遊匯點
Proposed tourism node
-  建議中公共運輸交匯處
的新巴士站
New bus stops at the proposed
public transport interchange
-  建議中的新的士站 / 落客點
Proposed new taxi stand /
unloading bay