

**For discussion  
on 8 June 2005**

**PWSC(2005-06)21**

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 703 – BUILDINGS**

#### **Transport – Interchanges/bus termini**

#### **74TI – Transport link in Tsim Sha Tsui East**

Members are invited to recommend to Finance Committee the upgrading of **74TI** to Category A at an estimated cost of \$275.7 million in money-of-the-day prices for the construction of a public transport interchange with a podium garden and footbridges in Tsim Sha Tsui East.

### **PROBLEM**

We need to optimise the use of the waterfront site in Tsim Sha Tsui (TST) by constructing a new Public Transport Interchange (PTI) in TST East to replace the existing one adjacent to the TST Star Ferry Pier. In addition, we need to provide pedestrian links between TST East and other parts of TST with a view to improving the pedestrian circulation, and enhancing the tourism and economic activities in all parts of TST.

### **PROPOSAL**

2. The Director of Architectural Services (D Arch S), with the support of the Secretary for Economic Development and Labour, proposes to upgrade **74TI** to Category A at an estimated cost of \$275.7 million in money-of-the-day (MOD) prices for the construction of a PTI with a podium garden and two footbridges in TST East.

**/PROJECT .....**

**PROJECT SCOPE AND NATURE**

3. The scope of **74TI** comprises the construction of -
- (a) a PTI at the site of the Wing On Plaza Garden (WOPG) involving -
    - (i) the construction of a bus terminus with nine sawtooth bus bays and seven bus stacking spaces, suitable for the operation of 12-metre double deckers;
    - (ii) essential modification works<sup>1</sup> to the existing Kowloon-Canton Railway Corporation (KCRC) East TST Station to suit the PTI development; and
    - (iii) associated works on drainage, fire fighting, ventilation, lighting, and electrical and mechanical systems;
  - (b) a podium garden on top of the PTI with hard and soft landscaping, amenities such as water feature, a covered viewing deck, signage and a refreshment kiosk;
  - (c) a footbridge across Salisbury Road and another one across Chatham Road South linking the PTI with the TST Promenade and the new Middle Road Children's Playground on top of the KCRC East TST Station respectively. The promenade end of the former footbridge will be provided with a covered viewing deck; and
  - (d) a public toilet.

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<sup>1</sup> Essential modification works to the KCRC East TST Station have to be carried out so as to accommodate the scope and design of **74TI**. Such works include extension of the existing Station lift service to the podium garden, relocation of vent shafts, raising of the roof level of the existing Station plant room and modification of substructure to suit the PTI development.

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4. A ground level plan is at Enclosure 1 and a podium garden and footbridge level plan is at Enclosure 2. Views of the PTI, the podium garden and the two footbridges (artist's impression) are at Enclosures 3 to 6. As KCRC is currently occupying the WOPG site for works related to the East Rail Extension (ERE) project, we intend to entrust the construction and supervision of works for 74TI to KCRC to minimise interface problems and disruption to the public. The proposed entrustment will also help shorten the tendering and construction period by ten months. Upon entrustment, we shall be able to start the construction works in September 2005 for completion in 2007. The relocation of the existing TST Pier PTI will tie in with the completion of the new PTI at the WOPG site.

5. While KCRC has undertaken to re-provision the WOPG at ground level as part of the ERE project, such reinstatement works will no longer be necessary with the proposed PTI development at this site and the new WOPG to be re-provisioned on the podium deck above the PTI. KCRC has agreed to pay the Government the cost of the agreed reinstatement works, estimated to be \$21.6 million.

## JUSTIFICATION

6. The proposed new transport link in TST East aims to improve the pedestrian linkages in TST, and to release the waterfront site for development into an open plaza. The new transport link and the open plaza have to be taken forward in two stages. The former must proceed first to allow for the bus terminus to be relocated. Hence the current funding proposal is for the construction of a new transport link in TST East. We shall consult various stakeholders and interested parties before finalising the open plaza project.

7. Successful implementation of the two projects will not only improve the pedestrian and transport facilities in TST but will also significantly enhance the economic activities in both TST East and TST West, thereby benefiting various sectors of the Hong Kong community. Details are given in the ensuing paragraphs.

8. TST is an important tourist, leisure and entertainment district in Hong Kong. While various recent developments in TST are giving the district a new look, the existing PTI outside the Star Ferry Pier is in a dilapidated state in sharp contrast with its surroundings, particularly when the TST promenade beautification works are completed. More importantly, with the commissioning of the cross harbour tunnels and rail services, the function of this PTI has diminished over the years. At present, only 18% of the total patronage of the bus routes board and alight at this bus terminus. On the other hand, the PTI occupies a prime site at the TST waterfront.

9. We propose that a new PTI be constructed at the WOPG site in TST East, with a podium garden on top. To enhance pedestrian linkages amongst the new PTI, the TST promenade, the KCRC East TST Station and the Middle Road Children's Playground, we will construct two footbridges across Salisbury Road and Chatham Road South respectively. These footbridges will link TST East with the other parts of TST. At present, TST East is relatively inactive in terms of tourism and economic activities, despite that there is a cluster of hotels in the area. We envisage that the provision of this major pedestrian link together with the new harbour-view podium garden will greatly enhance the attractiveness of TST East thereby helping to revitalise the area.

10. For pedestrians, they will be provided with a vehicle-free walkway stretching from the Star Ferry Pier all the way to TST East. Experience shows that pedestrianised areas are very popular with both the locals and tourists. Moreover, this walkway is more than a pedestrian link because it will also be an excellent vantage point to appreciate the unimpeded view of the Victoria Harbour.

11. As regards the planned open plaza to be implemented as the next phase, it will link the adjoining activity nodes and developments to become a focal point for both local residents and tourists. According to the Hong Kong Tourism Board's survey, the TST Clock Tower is one of the top ten attractions in Hong Kong. The Clock Tower will be an important icon feature of the open plaza; and, coupled with the magnificent harbour view, the open plaza has tremendous potential to become another popular pedestrianised area and key tourist attraction. At present, the Avenue of Stars nearby has an average of 900 000 visitors (including locals) per month. The open plaza would also be linked up with the

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Avenue of Stars by the TST Promenade, which is an excellent vantage point for enjoying the harbour view and is now being upgraded under the TST Promenade Beautification Project. For comparison purpose, the full-time pedestrianisation of Russell Street in Causeway Bay, also a popular tourist district, has increased the pedestrian flow there by almost 60%. This may serve as a rough indication of the future pedestrian flow of the open plaza. Moreover, with the very high concentration of hotels in TST, 34% of the current overnight visitors are staying in TST. They could conveniently walk to the new plaza to enjoy the seaview, and then dine and shop within the vicinity, thereby further boosting the economic activities in TST West.

12. In order to bring commuters from all Kowloon districts to the Star Ferry Pier after the relocation of the existing PTI, and also to improve the traffic conditions in TST, a number of transport measures and improved facilities will be introduced, as detailed at Enclosure 7. Layout of the proposed transport facilities is shown on the plan at Enclosure 8. The walking distance/time from the various pick-up/drop-off points to the Star Ferry Pier is shown on the plan at Enclosure 9.

## FINANCIAL IMPLICATIONS

13. We estimate the capital cost of the project to be \$275.7 million in MOD prices (see paragraph 14 below), made up as follows –

	<b>\$ million</b>
(a) Essential modification works to KCRC East TST Station	25.5
(b) Piling	23.0
(c) Building	47.2
(d) Building services	23.0
(e) Drainage	4.5
(f) External works	36.0
(g) Footbridges	62.1

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(h) On-cost payable to KCRC <sup>2</sup>	28.0	
(i) Contingencies	24.9	
	274.2	(in September 2004 prices)
(j) Provisions for price adjustment	1.5	
	275.7	(in MOD prices)
	275.7	

The construction floor area (CFA) of **74TI** is about 8 000 m<sup>2</sup>. The estimated construction unit cost, represented by the building and the building services costs, is \$8,775 per m<sup>2</sup> of CFA in September 2004 prices. We consider this unit cost reasonable as compared with similar projects built by the Government.

14. Subject to approval, we will phase the expenditure as follows -

Year	\$ million (Sept 2004)	Price Adjustment Factor	\$ million (MOD)
2005 – 06	50.0	1.00450	50.2
2006 – 07	140.0	1.00576	140.8
2007 – 08	65.0	1.00576	65.4
2008 – 09	19.2	1.00576	19.3
	274.2		275.7
	274.2		275.7

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<sup>2</sup> Subject to further negotiation with KCRC, an on-cost estimated at 14% of the base cost (i.e. the difference between the total cost of items (a) to (g) of paragraph 13 and the \$21.6 million reinstatement cost mentioned in paragraph 5 above) will be payable to KCRC.

15. We have derived the MOD estimates on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2005 to 2009. As mentioned in paragraph 4 above, we shall entrust the construction and supervision works for **74TI** to KCRC. KCRC intends to deliver the works of **74TI** through a variation to the existing ERE construction contracts.

16. The annual recurrent expenditure of existing facilities is \$775,000. Upon completion of **74TI**, the recurrent expenditure of the new facilities is estimated to be \$4.0 million.

## **PUBLIC CONSULTATION**

17. We have involved various stakeholders in the development of the project since 2002. In August 2002, Planning Department briefed the Yau Tsim Mong District Council (YTMDC) on the overall development of TST including the relocation of the existing PTI outside TST Star Ferry Pier to TST East to make way for the development of an open plaza.

18. In November 2002, we, in conjunction with DArchS, conducted a two-day Value Management Workshop with various stakeholders including representatives from YTMDC, professional institutes, private developers, the tourism sectors etc. to collect views on the various tourism initiatives planned for TST. The majority of the participants supported the idea of redeveloping the existing PTI outside Star Ferry Pier for tourism purpose.

19. The Town Planning Board was briefed on the planned developments in TST in September 2002 and June 2003 and noted the proposals.

20. The Tourism Strategy Group<sup>3</sup> was consulted in September 2003 and expressed support for the project.

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<sup>3</sup> The Tourism Strategy Group consists of representatives of the tourism trade to consider and make recommendations to the Government in respect of tourism development from a strategic perspective.

21. We sought YTMDC's support in principle in February 2003 and consulted them on the conceptual design of the project in April 2004. Members expressed support. Transport Department (TD) briefed YTMDC on the revised transport arrangements in September 2004 and Members commented that more bus routes should call near the Star Ferry Pier. TD also consulted the DCs of other districts affected by the franchised bus services. These include Kowloon City DC in January 2005, Wong Tai Sin DC in February 2005, Kwun Tong DC in December 2004 and February 2005, and Sham Shui Po DC in November 2004 and March 2005. All of them had no objection to the relocation of the Star Ferry Pier PTI but some expressed concern on the bus routes diversion arrangements. Having taken into account the DCs' comments, TD revised the bus diversion proposals based on the concept of at least one existing bus route per district to route via the new open plaza outside TST Star Ferry Pier. These arrangements were generally accepted by all DCs. TD will continue to monitor the transport condition and, if necessary, further fine-tune the arrangements to suit the needs of the districts.

22. TD consulted the taxi trade on the location of the new taxi stands and traffic arrangements at the Urban Taxi Conference in June 2004 and the proposals were supported. TD also consulted the tourist coach trade in October 2004 on the provision of new lay-bys outside the Hong Kong Cultural Centre and at the northern part of Salisbury Road for picking up and alighting purposes. The arrangement is agreeable to them.

23. On 21 November 2003, we gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and received one objection from a company alleging that the proposed PTI might affect the property value of their on-street shops on the other side of Chatham Road South. We briefed the company on the project details on 27 February 2004 and it subsequently withdrew the objection on 10 March 2004. The Secretary for the Environment, Transport and Works then authorised the project under the Roads (Works, Use and Compensation) Ordinance on 7 May 2004 and the notice of authorisation was gazetted on 14 May 2004.

24. We had involved the Wharf Group, including the Star Ferry, in the development of the project since 2002 and they indicated support at the time. Subsequently, when the KCRC Kowloon Southern Link Scheme, which did not

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include a railway station near Harbour City, was gazetted under the Railway Ordinance in March 2004, the Group raised objection to our project. We have had several discussions with the management of Star Ferry and Harbour City in January, February and April 2005 to address their concerns over the revised traffic and transport arrangements upon relocation of the PTI. We explained to them how the revised bus diversion arrangements would still bring commuters from all Kowloon districts to the open plaza outside Star Ferry Pier thereby minimising the impact on the patronage of Star Ferry. We also explained to them how the project, which would include widening Salisbury Road and Canton Road, provision of more taxi-stands and coach lay-by facilities, enhancement of the pedestrian links etc. would improve the traffic condition in TST as a whole. At a subsequent meeting with the Star Ferry in May 2005, we had a further exchange of views with its senior management on the proposed transport arrangements. In response to their concern over the impact of the relocation of the existing PTI on the patronage of Star Ferry, we informed them that most bus routes will still bring passengers directly to the Star Ferry Pier and that only about 3 900 passengers would need to use the bus-bus interchange service to take the Star Ferry. The latter represented about 5% of the total daily patronage of Star Ferry. On the other hand, when the open plaza became another popular focal point for pedestrians like the Avenue of Stars nearby which had an average of 900 000 visitors (including locals) per month, the patronage of Star Ferry would likely benefit from the increase in pedestrian flow. Star Ferry agreed to further assess the implications of the proposal to its patronage. Subject to the design and layout of new turnaround, Star Ferry could re-consider their position.

25. The Tsim Sha Tsui East Property Developers Association Ltd., in their letter to the Chairman of the Legislative Council (LegCo) Panel on Economic Services in April 2005, stated their support for the project. They firmly believed that the improved pedestrian linkages would greatly increase the pedestrian flow in TST East thereby helping to revitalise the area.

26. We earlier briefed the LegCo Panel on Economic Services (the Panel) on the proposed project on 24 May 2004. Non-Panel members were also invited to join the discussion of this item. Members of the Panels requested the Administration to address Members' concern on the arrangements for public transport facilities, and enhance the design and user-friendliness of the project. The Administration has subsequently revised the traffic and transport arrangements in connection with the relocation of the Star Ferry Pier PTI and improved on the design of the project, including the provision of escalators for the new footbridges as suggested by Members.

27. We consulted the Panel again on 25 April 2005. Members of the Panel on Transport were also invited to the meeting. Members had no comments on the design of the new transport link in TST East. They supported the project in general but still had some concerns over the traffic and transport arrangements. They noted that a new turnaround of 686m<sup>2</sup> would be created near the future open plaza. While TD considered that a turnaround of this size should be adequate to cope with the future traffic, Members requested the Administration to consider increasing its capacity further. Having considered Members' views, we have reduced the size of the open plaza to increase the size of the new turnaround to 776m<sup>2</sup> to facilitate even more smooth traffic flow. The updated transport arrangements are described in Enclosure 7 and shown on the plans at Enclosures 8 and 9. According to TD's assessment, the revised size of the new turnaround is more than adequate to accommodate the transport needs. On the other hand, further reduction in the size of the planned open plaza would defeat the purpose of the project. As mentioned above, the Administration will continue to consult relevant stakeholders to take into account their views in the future design of the open plaza and layout of the new turnaround.

## ENVIRONMENTAL IMPLICATIONS

28. This project is not a designated project under the Environmental Impact Assessment Ordinance and will have little risk for giving rise to long term environmental impacts. We will follow the relevant procedures and guidelines to design and operate the semi-confined PTI.

29. During construction, the contractor will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contract. These include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities.

30. At the planning and design stages, KCRC has considered measures to reduce the generation of construction and demolition (C&D) materials. KCRC has introduced more prefabricated building elements into the project design to

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reduce temporary formwork and construction waste. These include proprietary fittings and fixtures. KCRC will use suitable excavated materials for filling within the site to minimise off-site disposal. In addition, KCRC will require the contractor to use metal site hoardings and signboards so that these materials can be recycled or reused in other projects.

31. KCRC will require the contractor to submit a waste management plan (WMP) for approval. The WMP will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. KCRC will ensure that the day-to-day operations on site comply with the approved WMP. KCRC will control the disposal of public fill and C&D waste to designated public filling facilities and landfills respectively through a trip-ticket system. KCRC will require the contractor to separate public fill from C&D waste for disposal at appropriate facilities. KCRC will record the disposal, reuse and recycling of C&D materials for monitoring purposes.

32. We estimate that the project will generate about 10 500 cubic metres ( $m^3$ ) of C&D materials. Of these, KCRC will reuse about 4 700  $m^3$  (44.8%) on site, about 5 400  $m^3$  (51.4%) as fill in public filling areas<sup>4</sup> and dispose of about 400  $m^3$  (3.8%) at landfills. The notional cost of accommodating C&D waste at landfill sites is estimated to be \$50,000 for this project (based on a notional unit cost<sup>5</sup> of \$125/ $m^3$ ).

## LAND ACQUISITION

33. The project does not require land acquisition.

## /BACKGROUND .....

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<sup>4</sup> A public filling area is a designated part of a development project that accepts public fill for reclamation purposes. Disposal of public fill in a public filling area requires a licence issued by the Director of Civil Engineering and Development.

<sup>5</sup> This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per  $m^3$ ), nor the cost to provide new landfills (which are likely to be more expensive) when the existing ones are filled. The notional cost estimate is for reference only and does not form part of this project estimate.

## BACKGROUND INFORMATION

34. As the PTI to be constructed under this project will impose additional loading on the KCRC East TST Station underneath, the Director of Highways commissioned KCRC in June 2002 to conduct a feasibility study to review the implications of providing a PTI on the WOPG site. The cost of \$1.0 million was charged to block allocation **Subhead 6100TX** “Highway works, studies and investigations for items in Category D of the Public Works Programme”. The study confirmed the feasibility of developing a PTI with a podium garden and footbridges on the WOPG site and identified a number of potential architectural schemes for the PTI and footbridges to ensure compatibility with the existing structural design of KCRC East TST Station.

35. We upgraded **74TI** to Category B in October 2003. In order to minimise interfacing technical problems and to speed up the design process, ArchSD entrusted the preliminary and detailed design works as well as the preparation of tender documents to KCRC in October 2003 at a cost of \$12.9 million which was charged to block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”. KCRC has completed the preliminary and detailed design works and is finalising the tender documents.

36. The proposed works will involve removal of 22 trees, including two trees to be felled and 20 trees to be transplanted elsewhere in TST. None of these trees fall into the definition of important trees<sup>6</sup>. We will incorporate planting proposals as part of the project which include an addition of 302 trees, 27 000 shrubs, 19 400 annuals and 133 m<sup>2</sup> of grassed area.

37. We estimate that the project will create about 335 jobs (280 for labourers and another 55 for professional/technical staff) providing a total of 5 050 man-months.

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<sup>6</sup> Important trees refer to trees on the Register of Old and Valuable Trees, and any other trees which meet one or more of the following criteria –

- (a) trees over 100 years old;
- (b) trees of cultural, historical or memorable significance;
- (c) trees of precious or rare species;
- (d) trees of outstanding form; or
- (e) trees with trunk diameter exceeding one metre (measured at one metre above ground level).

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Tourism Commission  
Economic Development and Labour Bureau  
May 2005

**Transport measures and improved facilities upon relocation  
of the existing PTI outside TST Star Ferry Pier  
to Wing On Plaza Garden in TST East**

Buses

Buses will continue to bring commuters from all Kowloon districts to the future open plaza under the principle of at least one bus route per district. The revised bus routes are agreeable to the concerned District Councils. The arrangements will be as follows -

- (a) Ten out of 14 routes currently terminating or calling at the existing PTI will continue to serve the future open plaza and its vicinity. The remaining four routes will be provided with bus-bus interchange service at no additional charge to bring commuters to the open plaza;
- (b) A total of eight bus bays will be provided at the 776m<sup>2</sup> new turnaround area near the open plaza, six for boarding and two for alighting passengers. Having taken into account the views of the Panel, we shall provide clearly demarcated bus bays at the new turnaround to separate the 'boarding' bus stops and 'alighting' bus stops to avoid any possible confusion. The new bus stops are about 100 to 140 meters (one to one and a half minutes' walk) from the Star Ferry Pier;
- (c) The section of Salisbury Road at the turnaround area will be widened from two to three lanes to facilitate smooth traffic flow;
- (d) As most of the new bus stops will be the first stop from the new PTI in TST East, the bus service schedule can be effectively controlled and bunching of buses at bus stop is unlikely; and
- (e) There will be bus regulator deployed at the new bus stops to regulate the bus services.

2. According to TD's survey, about 33 000 bus passengers (18% of the total patronage of the 14 bus routes) will board and alight at the open plaza. About 7 300 of them will use the new bus-bus interchange service and among them 3 900 will take the Star Ferry.

/Taxis .....

Taxis

3. The following arrangements have been agreed with the taxi trade -
  - (a) A 80-meter taxi stand (for 16 taxis) will be provided right next to the open plaza. This is an improvement over the existing 55-meter taxi stand (for 11 taxis); and
  - (b) There will be two taxi stands near the new PTI in TST East. These include a new 72-meter taxi stand (for 14 taxis) in Middle Road at KCRC East TST Station to serve passengers interchanging with railways; and an existing 45-meter long taxi stand (for nine taxis) in Mody Road outside the Shangri-La Hotel.

Coaches

4. The following facilities proposed under the project are new additions and are welcomed by the coach trade -
  - (a) ten new coach lay-bys will be provided at the northern part of Salisbury Road; and
  - (b) four new coach lay-bys will be provided near HKCC.

Mini-buses

5. The proposed project will not affect the current operation of the mini-buses.

Private vehicles

6. Canton Road will be widened from two to three lanes, providing an additional lane for private vehicles to pick-up and drop-off passengers. Private vehicles may continue to drop off or pick up passengers at the lay-by outside Star House, and also along the driveway outside HKCC.
7. These pick-up/drop-off points are about 150 to 230 meters (one and a half minutes' to two and a half minutes' walk) from the Star Ferry Pier.

/Loading .....

Loading and unloading activities

8. To meet the operational needs of the restaurants and shops in the vicinity, loading and unloading of goods might be specially arranged outside the busy hours. The existing lay-by outside Star House in Canton Road will continue to serve this purpose at all times.

9. Plans showing the above arrangements are at Enclosures 8 and 9.