

For discussion
on 24 May 2004

Legislative Council Panel on Economic Services

Transport Link in Tsim Sha Tsui East

Purpose

This paper seeks Members' support for the proposed Transport Link in Tsim Sha Tsui (TST) East.

Problem

2. There is a need to construct a new public transport interchange (PTI) in Wing On Plaza Garden (WOPG) to replace the existing one at the TST Star Ferry Pier and improve pedestrian links between the TST Promenade, TST East and the TST hinterland.

Proposal

3. 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 \$242.1 million in money-of-the-day (MOD) prices to carry out the Transport Link in TST East.

Background

4. The TST Star Ferry Pier PTI occupies a prominent location at the waterfront and has immense potential for tourism development. The function of the PTI has diminished over the years with the commissioning of cross harbour tunnels and rail services, therefore the former Transport Bureau proposed the relocation of the TST Star Ferry Pier PTI to make way for the development of an open plaza. The WOPG site, which is currently occupied by the Kowloon-Canton Railway Corporation (KCRC) as a works area for the East Rail Extensions (ERE) project, is considered a suitable location for constructing a new PTI. We propose to re-provision the WOPG on the deck of the new PTI. We will also build two footbridges spanning Chatham Road South and Salisbury Road to link up the PTI with the TST

promenade, the future KCRC East TST Station, TST East and TST hinterland. The project is one of the tourism initiatives championed by the Tourism Commission as part of the holistic tourism development plan for the TST area.

5. D Arch S has completed the detailed design for the project and is preparing the tender documents.

Document attached

6. To facilitate Members' consideration of the proposed works in detail, a copy of our draft submission to the Public Works Sub-Committee is attached at Annex.

Annex

Tourism Commission
Economic Development and Labour Bureau
May 2004

For discussion
on 23 June 2004

PWSC(2004-05)XX

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 \$242.1 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 relocate the Tsim Sha Tsui Star Ferry Pier Public Transport Interchange (the TST Pier PTI) to pave way for the development of an open plaza at its present location. In addition, we need to provide pedestrian links between the Tsim Sha Tsui (TST) hinterland, TST East, and the TST Promenade to improve pedestrian circulation and to enhance TST as a popular and prominent tourist district.

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 \$242.1 million in money-of-the-day (MOD) prices for the construction of a public transport interchange (PTI) with a podium garden and two footbridges in TST East.

PROJECT SCOPE AND NATURE

3. The scope of **74TI** comprises -
- (a) construction of a PTI with an area of 8 700 square metres (m²) at the present location of Wing On Plaza Garden (WOPG) containing -
 - (i) one bus terminus with nine sawtooth bus bays and seven bus stacking spaces, suitable for the operation of 12-metre double deckers; and
 - (ii) 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, sheltered seats, signage and a refreshment kiosk;
 - (c) construction of two footbridges across Salisbury Road and Chatham Road South linking the PTI with the TST Promenade and the new Middle Road Children's Playground on top of the Kowloon-Canton Railway Corporation (KCRC) East TST Station (ETS) respectively; and
 - (d) provision of public toilets.

4. Site plans for the podium garden and the PTI are at Enclosures 1 and 2 respectively. Views of the PTI and the podium garden and the two footbridges (artist's impression) are at Enclosures 3 to 6 respectively. As KCRC is currently occupying the WOPG site for works related to the East Rail Extensions (ERE) project, we intend to entrust the construction and supervision of works for **74TI** to KCRC to minimise interface problems. KCRC would then be able to coordinate the overall works programme at the WOPG site and secure early completion of this project. We plan to start the construction works in September 2004 for completion in April 2006. The relocation of the existing TST Pier PTI will tie in with the completion of the new PTI at the WOPG site.

JUSTIFICATION

5. TST is an important tourist, leisure and entertainment district in Hong Kong. It is a priority tourism node where a number of tourism-related projects are planned or under way to further enhance its attractiveness. Projects in the pipeline include the development of the Former Marine Police Headquarters for tourism-themed uses, the TST Promenade Beautification Project, improvement of the Centenary Garden, the development of the Salisbury Garden into a cultural square and the development of the TST Pier PTI site into an open plaza.

6. The TST Pier PTI occupies a very prominent part of the TST waterfront which has immense tourism development potential. The function of the PTI has diminished over the years with the commissioning of cross harbour tunnels and rail services, therefore the former Transport Bureau proposed the relocation of the TST Pier PTI to make way for the development of an open plaza. The new plaza will link the adjoining activity nodes and developments to become a focal point for both tourists and local residents. It will complement the existing retail, cultural and tourism developments in TST as well as enhance the environment of the district. The creation of another key attraction in the heart of an important tourist, leisure and entertainment district will be beneficial to the tourism industry as a whole.

7. We will relocate the TST Pier PTI to the WOPG site in TST East and re-provision the WOPG on the podium deck above the PTI. To enhance pedestrian linkages between the new PTI, the TST promenade, the ETS and Middle Road Children's Playground, we will construct two footbridges across Chatham Road South and Salisbury Road. The transport link in TST East will not only serve as a terminus for public bus routes, but will also become a gateway to TST East in its own right. Once completed, the transport link will be an important facility that will help improve and enhance TST as a popular and prominent tourist district in Hong Kong.

8. The Transport Department (TD) consulted Yau Tsim Mong District Council (YTMDCC) on 27 February 2003 regarding the proposed traffic and transport arrangements in connection with the relocation of TST Pier PTI to WOPG. Comments made by Members have been considered and TD is reviewing the proposals with the bus operators. The proposal on the traffic and transport arrangements including the latest update is at Enclosure 7.

FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the project to be \$242.1 million in MOD prices (see paragraph 10 below), made up as follows –

	\$ million	
(a) Essential modification works to KCRC ETS ¹	20.3	
(b) Piling	19.0	
(c) Building	47.2	
(d) Building services	23.0	
(e) Drainage and external works	38.1	
(f) Footbridges	55.2	
(g) On-cost payable to KCRC ²	25.4	
(h) Contingencies	23.0	

Sub-total	251.2	(in September 2003 prices)
(i) Provisions for price adjustment	(9.1)	

Total	242.1	(in MOD prices)

The construction floor area (CFA) of **74TI** is about 8 000 m². The estimated construction unit cost, represented by the building and building services costs, is \$8,775 per m² of CFA in September 2003 prices. D Arch S considers this unit cost comparable to that of other similar projects built by the Government.

¹ Essential modification works to KCRC ETS have to be carried out so as to accommodate the scope and design of the proposed Transport Link in TSTE. Such works include extension of the existing KCRC lift service to the podium garden, relocation of vent shafts and raising of the roof level of the KCRC ETS plant room.

² Subject to further negotiation with KCRC, an on-cost estimated at 14% of the base cost (i.e. the difference between the sum of items (a) to (f) of paragraph 9 and the \$21.6 million reinstatement cost to be refunded to the Government by KCRC) will be payable to KCRC. As the design work for **74TI** has already been completed separately, the on-cost rate payable to KCRC under **74TI** is lower than the normal rate of 16.5% for the entrustment.

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

Year	\$ million (Sept 2003)	Price Adjustment Factor	\$ million (MOD)
2004 – 05	130.0	0.97150	126.3
2005 – 06	70.0	0.95450	66.8
2006 – 07	40.0	0.95450	38.2
2007 – 08	11.2	0.96643	10.8
	<hr/>		<hr/>
	251.2		242.1
	<hr/>		<hr/>

11. 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 2004 to 2008. KCRC has undertaken to re-provision the WOPG, currently used as a works area for KCRC ERE, based on a design approved by the then Urban Council. In order to minimise interface problems, shorten construction period, avoid abortive works and minimise disruption to the public, we will entrust the works of this project to KCRC. With the relocation of the TST Pier PTI to WOPG site, the works in relation to the reinstatement of WOPG at ground level by KCRC will no longer be required. KCRC will refund the cost of the original reinstatement to the Government, which is estimated to be \$21.6 million. KCRC intends to deliver the works of **74TI** through a variation to the existing ERE construction contracts.

12. The annual recurrent expenditure of the project is being worked out.

PUBLIC CONSULTATION

13. We consulted the Town Planning Board (TPB) in June 2003, the Tourism Strategy Group³ in September 2003 and the Yau Tsim Mong District Council in February 2003 and April 2004 respectively on the design and future traffic and transport arrangements. Members of the TPB noted, and Members of the Tourism Strategy Group and the District Council unanimously supported the project.

³ 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.

14. On 21 November 2003, we gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance and received one objection from Capital Vision Limited (CVL) alleging that the proposed PTI might affect the property value of their on-street shops on the other side of Chatham Road South. CVL was briefed on the project details on 27 February 2004 and subsequently withdrew the objection on 10 March 2004. SETW then authorised the project under the Roads (Works, Use and Compensation) Ordinance on 14 May 2004 and the notice of authorisation was gazetted on 21 May 2004.

15. *[We also briefed Members of the LegCo Panel on Economic Services on the proposed project on 24 May 2004. Members of the Panel supported the project.]*

ENVIRONMENTAL IMPLICATIONS

16. The project is not a designated project under the Environmental Impact Assessment Ordinance and will have little potential to give rise to long term environmental impacts.

17. During construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contracts. 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.

18. At the planning and design stages, we have considered measures to reduce the generation of construction and demolition (C&D) materials. D Arch S has introduced more prefabricated building elements into project designs to reduce temporary formwork and construction waste. These include proprietary fittings and fixtures. We will use suitable excavated materials for filling within the site to minimise off-site disposal. In addition, we will require the contractor to use metal site hoardings and signboards so that these materials can be recycled or reused in other projects.

19. D Arch S 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. D Arch S will

ensure that the day-to-day operations on site comply with the approved WMP. D Arch S will control the disposal of public fill and C&D waste to designated public filling facilities and landfills respectively through a trip-ticket system. D Arch S will require the contractor to separate public fill from C&D waste for disposal at appropriate facilities. We will record the disposal, reuse and recycling of C&D materials for monitoring purposes.

20. We estimate that the project will generate about 10 500 cubic metres (m³) of C&D materials. Of these, we will reuse about 4 700 m³ (44.8%) on site, 5 400 m³ (51.4%) as fill in public filling areas⁴ and dispose of 400 m³ (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 cost⁵ of \$125/m³).

LAND ACQUISITION

21. The project does not require land acquisition.

BACKGROUND INFORMATION

22. As the PTI to be constructed under this project will impose additional loading on the KCRC ETS underneath, 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** "Highways 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 ETS.

23. We upgraded **74TI** to Category B in October 2003. In order to minimise interfacing technical problems and to speed up the design process, we entrusted the preliminary and detailed design works as well as the preparation of tender documents to KCRC in October 2003 at a total cost of \$9.9 million. We charged this amount to block allocation **Subhead 3100GX** "Project feasibility

⁴ 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.

⁵ 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 m³), 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.

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 now preparing the tender documents.

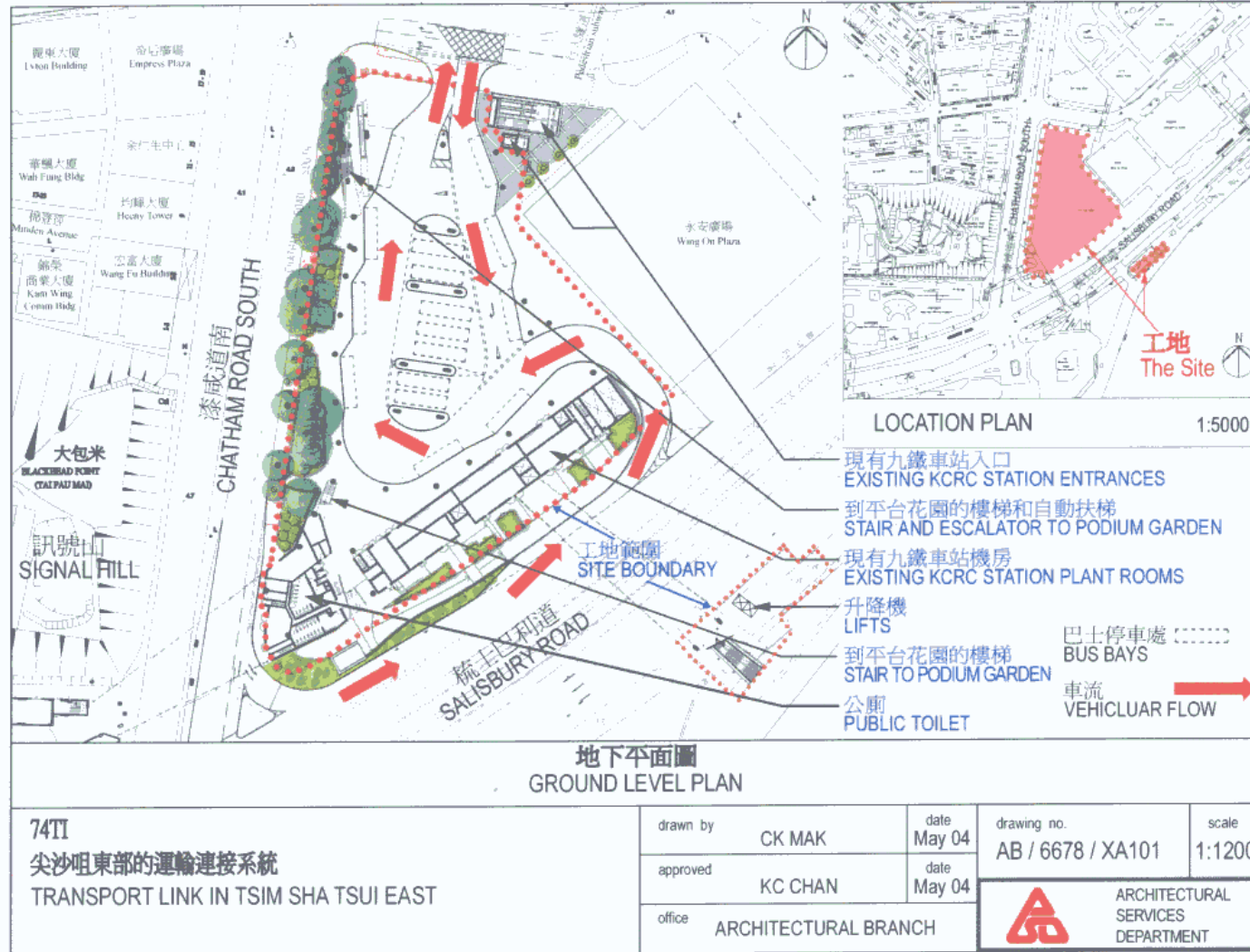
24. The proposed works will involve removal of 22 trees including two trees to be felled and 20 trees to be transplanted elsewhere. All trees to be removed are not important trees⁶. We will incorporate planting proposals as part of the project, including estimated quantities of 207 trees, 13 400 shrubs, 15 800 groundcover and 340 m² of grassed area.

25. We estimate that the project will create about 300 jobs (250 for labourers and another 50 for professional / technical staff) providing a total of 4 250 man-months.

Tourism Commission
Economic Development and Labour Bureau
June 2004

⁶ 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).



74TI
尖沙咀東部的運輸連接系統
TRANSPORT LINK IN TSIM SHA TSUI EAST

drawn by	CK MAK	date	May 04
approved	KC CHAN	date	May 04
office	ARCHITECTURAL BRANCH		


drawing no.	AB / 6678 / XA101	scale	1:1200
 ARCHITECTURAL SERVICES DEPARTMENT			

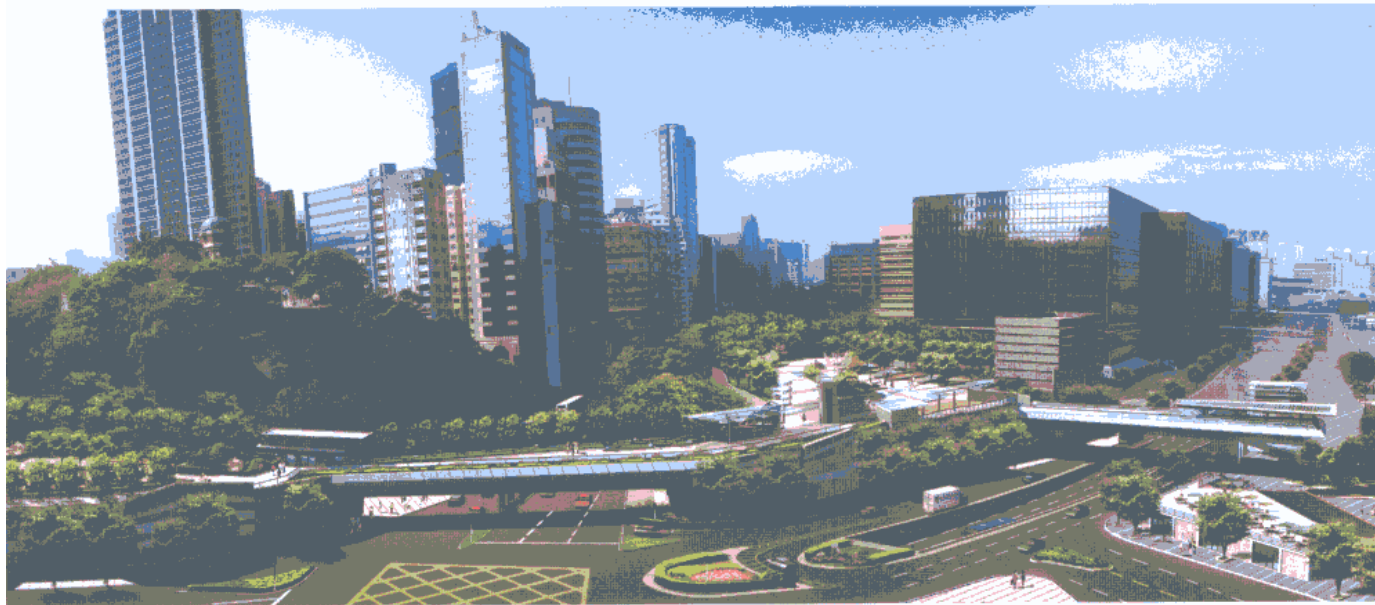


平台花園及行人天橋平面圖
PODIUM GARDEN AND FOOTBRIDGE LEVEL PLAN

74TI
尖沙咀東部的運輸連接系統
TRANSPORT LINK IN TSIM SHA TSUI EAST


drawn by	CK MAK	date	May 04
approved	KC CHAN	date	May 04
office	ARCHITECTURAL BRANCH		

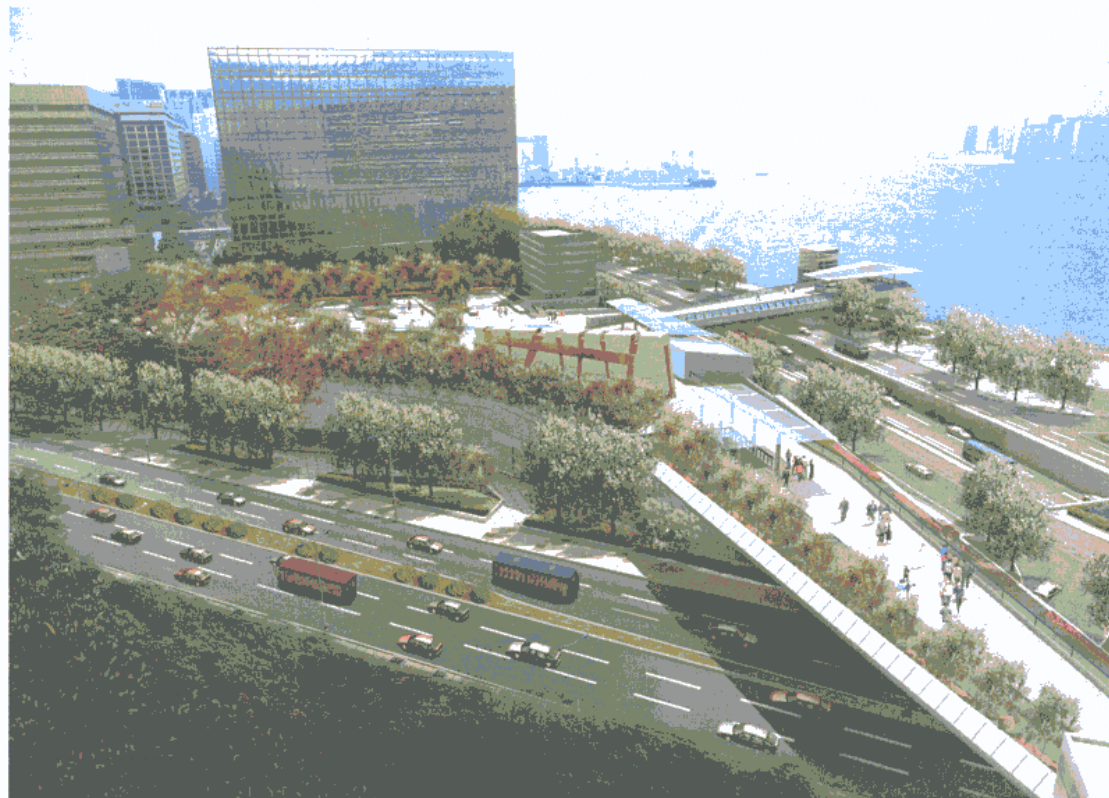
drawing no.	scale
AB / 6678 / XA102	1:1200
 ARCHITECTURAL SERVICES DEPARTMENT	



從南面望向運輸連接系統的構思圖
 VIEW OF TRANSPORT LINK FROM SOUTHERN DIRECTION (ARTIST'S IMPRESSION)

74II
 尖沙咀東部的運輸連接系統
 TRANSPORT LINK IN TSIM SHA TSUI EAST

drawn by	CK MAK	date	May 04	drawing no.	AB / 6678 / XA103	scale	N.T.S.
approved	KC CHAN	date	May 04	 ARCHITECTURAL SERVICES DEPARTMENT			
office	ARCHITECTURAL BRANCH						



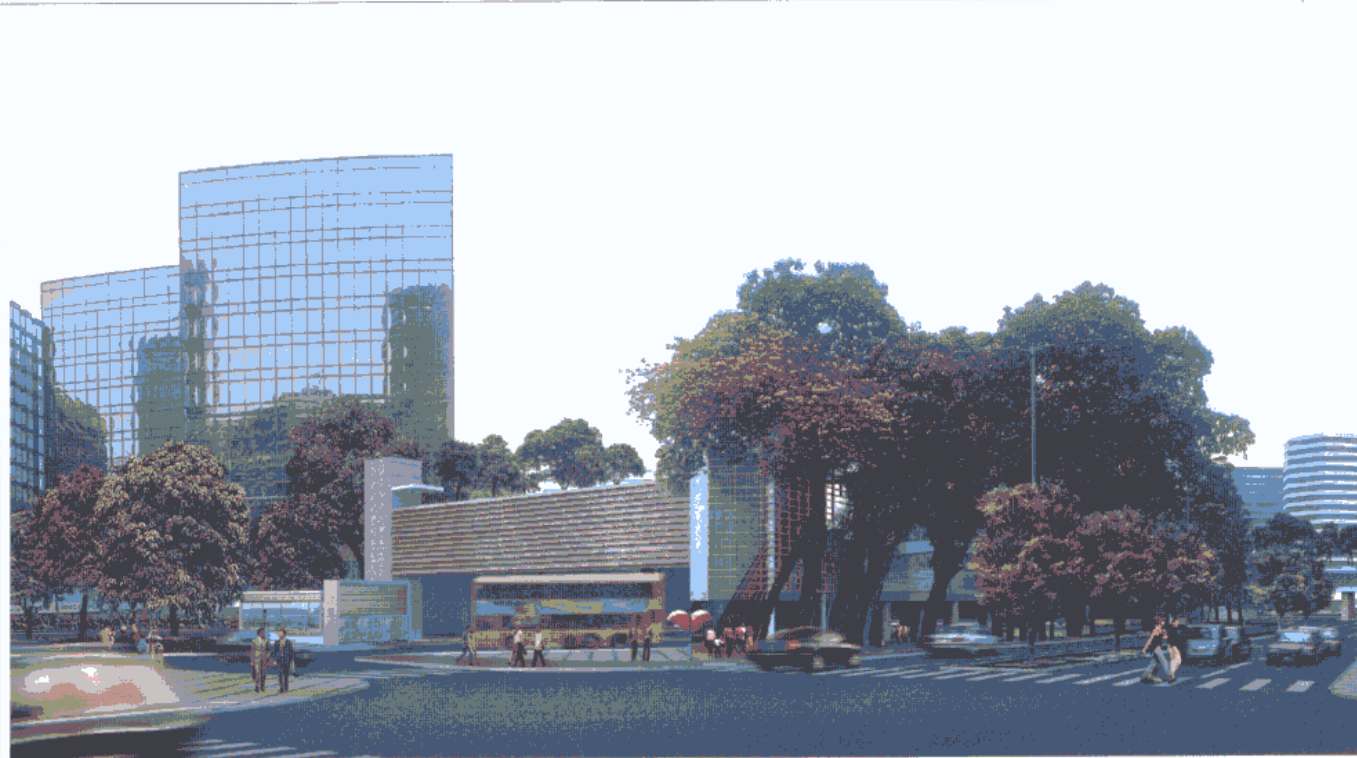
從訊號山望向運輸連接系統的構思圖
 VIEW OF TRANSPORT LINK FROM SIGNAL HILL (ARTIST'S IMPRESSION)

74TI
 尖沙咀東部的運輸連接系統
 TRANSPORT LINK IN TSIM SHA TSUI EAST

drawn by	CK MAK	date	May 04
approved	KC CHAN	date	May 04
office	ARCHITECTURAL BRANCH		

drawing no.	scale
AB / 6678 / XA104	N.T.S.





從漆咸道南與麼地道交界望向運輸連接系統的構思圖
 VIEW OF TRANSPORT LINK FROM JUNCTION OF
 CHATHAM ROAD SOUTH / MODY ROAD (ARTIST'S IMPRESSION)

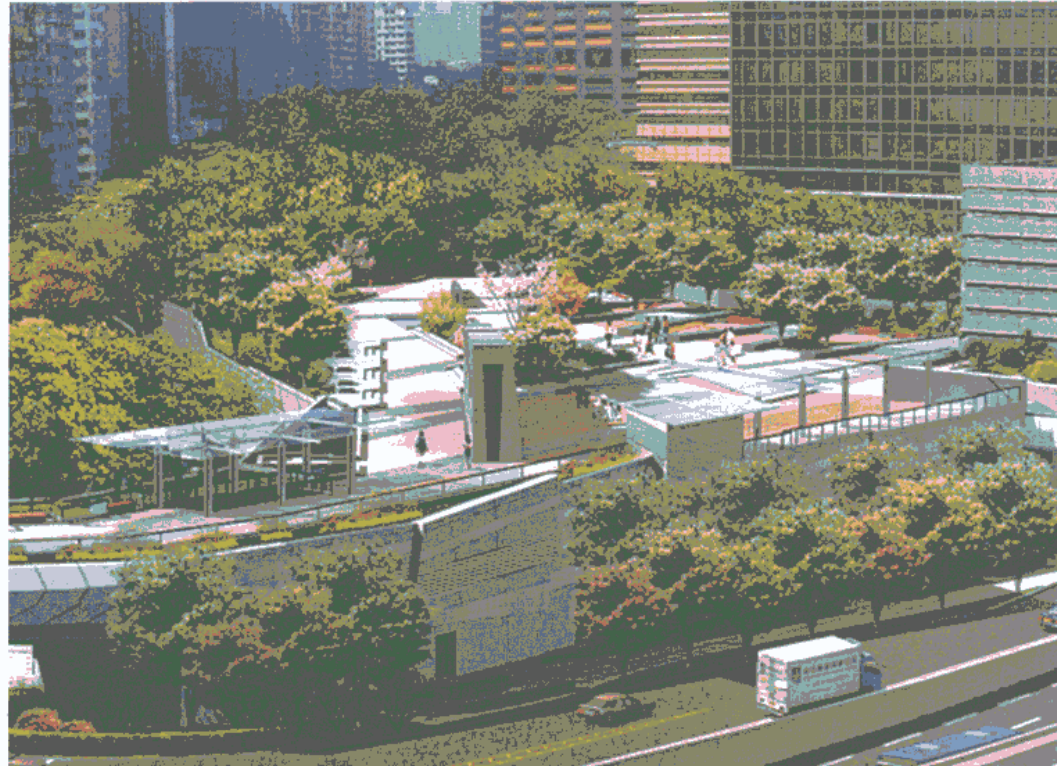
74TI
 尖沙咀東部的運輸連接系統
 TRANSPORT LINK IN TSIM SHA TSUI EAST

drawn by	CK MAK	date	May 04
approved	KC CHAN	date	May 04
office	ARCHITECTURAL BRANCH		

drawing no.	scale
AB / 6678 / XA105	N.T.S.



ARCHITECTURAL
 SERVICES
 DEPARTMENT

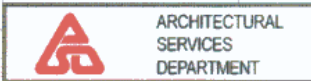


從南面望向花園平台的構思圖
 VIEW OF PODIUM GARDEN FROM SOUTHERN DIRECTION (ARTIST'S IMPRESSION)

74II
 尖沙咀東部的運輸連接系統
 TRANSPORT LINK IN TSIM SHA TSUI EAST

drawn by	CK MAK	date	May 04
approved	KC CHAN	date	May 04
office	ARCHITECTURAL BRANCH		

drawing no.	scale
AB / 6678 / XA106	N.T.S.



**Proposed traffic and transport arrangement upon relocation
of the TST Pier PTI to WOPG**

Traffic arrangement

To tie in with the relocation of the TST Pier PTI to WOPG and the development of the site into an open plaza, vehicles heading towards Star Ferry Pier along Salisbury Road will be de-toured via Kowloon Park Drive northbound, Peking Road westbound, Canton Road southbound and back to Salisbury Road eastbound.

2. The following facilities will be provided near the future open plaza –
 - (a) a 90-metre long replacement taxi stand on Canton Road;
 - (b) a new 47-metre long tourist coach picking up and setting down bays outside the Hong Kong Cultural Centre (HKCC);
 - (c) a new 24-metre long shuttle bus bay outside the HKCC;
 - (d) the existing bus stop on Canton Road, will be relocated to Salisbury Road outside the Former Marine Police Headquarters (FMPHQ); and
 - (e) a new bus stop will be provided on Salisbury Road outside YMCA building.

Public transport arrangement

3. Existing public transport serving TST Pier PTI include 14 bus routes, of which 11 terminate at the TST Pier PTI and the other three serve the TST Pier PTI en-route. The new PTI at WOPG will accommodate one shuttle service between the future open plaza and WOPG PTI and six of the bus routes currently terminating at TST Pier PTI. Subject to consultation with the other relevant District Councils, the bus routes terminating at TST Pier PTI would be merged, truncated or relocated to WOPG PTI and other PTIs in TST area. This arrangement will help reduce the number of bus trips in TST area in particular via Nathan Road and hence improve the traffic and environmental condition on Nathan Road.

4. A shuttle bus service serving between the PTI at WOPG and the future open plaza will be introduced. The new service will operate at a high frequency with sufficient capacity to accommodate anticipated demand. New bus bay will

be provided outside HKCC on Salisbury Road to facilitate operation of this route. With the new shuttle bus service, passengers currently going to Star Ferry Pier using the relocated bus services may either interchange at the PTI at WOPG or bus-bus interchange on-route, bearing no additional transport fees. The new shuttle service will also enhance travelling between TST East and the new open plaza in future.

5. Proposed public transport arrangement for the TST Pier PTI bus routes are shown in the table below -

WOPG PTI

Route No.	Origin	Current destination
1A	Sau Mau Ping (Central)	Star Ferry
2	So Uk	Star Ferry
5	Choi Hung	Star Ferry
5A	Kowloon City (Shing Tak Street)	Star Ferry
5C	Tsz Wan Shan (Central)	Star Ferry
6	Mei Foo	Star Ferry
6A	Lai Chi Kok	Star Ferry

Other PTIs in Jordan and TST East

Route No.	Origin	Current destination
1	Chuk Yuen Estate	Star Ferry
7	Lok Fu	Star Ferry
8	MTR Kowloon Station	Star Ferry
9	Ping Shek	Star Ferry

* Passing through bus services including routes 8A, 8P and 243X will have a bus stop on Salisbury Road near YMCA to maintain services to passengers.