

**立法會**  
**Legislative Council**

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**Panel on Economic Services**

**Background Brief on Transport Link in Tsim Sha Tsui East**

**Introduction**

Tsim Sha Tsui (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 being 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 and the development of the Salisbury Garden into a cultural square.

**The new transport link proposal in TST**

2. In May 2004, the Administration briefed the Panel on Economic Services that it intended to submit a proposal to the Public Works Subcommittee on 23 June 2004 for the construction of a new public transport interchange (PTI) in Wing On Plaza Garden (WOPG). The PTI in WOPG would replace the existing PTI at TST Star Ferry Pier to make way for the development of an open plaza. It was also proposed that the WOPG would be reprovisioned on the deck of the new PTI, where a covered viewing terrace would be constructed to facilitate visitors to enjoy the beauty of the Victoria Harbour.

3. To enhance pedestrian linkages between the new PTI, the TST promenade, the East TST Station of the Kowloon-Canton Railway Corporation (KCRC) and Middle Road Children's Playground, the Administration also proposed to construct two footbridges across Chatham Road South and Salisbury Road. Once completed, the transport link would form an important facility that would help improve and enhance TST as a popular and prominent tourist district in Hong Kong.

### Scope of the project

4. The scope of the new transport link project comprises –
  - (a) construction of a PTI with an area of 8 700 square metres (m<sup>2</sup>) at the present location of 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 KCRC East TST Station respectively; and
  - (d) provision of public toilets.

The original estimate was \$242.1 million in money-of-the-day prices.

5. According to the Administration, it has improved the design of the project, including the provision of escalators for the new footbridges as suggested by members. The revised estimate is \$275.7 million in money-of-the-day prices. Further details are set out in an information paper (LC Paper No. CB(1) 1303/04-05(03)) provided by the Administration for the Panel meeting on 25 April 2005.

### Objection to the project

6. On 25 June 2004, the Administration informed the Panel that due to objection raised by Star Ferry Company Limited, the Administration decided to defer submission of the new transport link proposal to the Legislative Council. The Administration pointed out that Star Ferry Company Limited originally expressed support for the relocation of the PTI outside their pier as they believed that there would be a station for the Kowloon Southern Link (KSL) on Canton Road. However, the gazettal of the KSL project in March 2004 showed that this station might not be developed. The Star Ferry Company Limited therefore objected to KSL's gazettal and withdrew their previous support for the relocation of the PTI on grounds that the lack of access to the mass transport system would significantly affect patronage and thus the

viability of Star Ferry.

7. The Administration has pointed out that the relocation of the bus terminus should not seriously affect the patronage of Star Ferry because of all the traffic arrangements and measures to be adopted. On the other hand, the development of this prime site into a piazza will greatly enhance the attraction of TST and the new PTI will revitalize TST East.

8. In view of the concerns expressed by Star Ferry Company Limited, the Administration decided to defer submission of the new transport link proposal to PWSC.

#### Latest development

9. On 7 January 2005, the Government published in the Gazette the proposed amendments to the KSL scheme. The finalized scheme design does not include a Canton Road Station.

10. The Administration will brief the Panel on the latest development of the new transport link proposal in TST East at the forthcoming meeting to be held on 25 April 2005.

#### Concerns expressed by Panel members on the project

11. The major views expressed by Panel members at the meeting in May 2004 are as follows:

- (a) the design of the new PTI and footbridges should blend in with the surrounding environment with a view to making TST a more attractive place for both the local community and visitors. The design should also avoid the use of concrete and give visitors a modern feel;
- (b) the landscape design of the podium garden should alleviate adverse visual impacts and improve the quality of the experience for both the local community and visitors;
- (c) the design of the footbridges should facilitate pedestrian flow and public access. Escalators should be provided to ensure user-friendliness of the facilitates;
- (d) the design of the covered viewing terrace should be in cascade form;
- (e) the impact of the proposed relocation of the PTI at TST Star Ferry on the ferry operator, and the future arrangement for bus-ferry interchange; and

- (f) the design of the new PTI, and the future traffic and transport arrangements should cater for the needs of the traveling public, motorists and transport operators. Adequate parking spaces should be provided in TST.

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