

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. To develop the existing public transport interchange (PTI) at the TST Star Ferry Pier into an open plaza, we need to construct a new PTI in TST East as a replacement. We also plan to improve the pedestrian links between TST East and other parts of TST.

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 \$275.7 million in money-of-the-day (MOD) prices to construct 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. It is therefore proposed that the existing TST Star Ferry Pier PTI be relocated to make way for the development of an open plaza. The site at Wing On Plaza Garden (WOPG) in TST East, which is currently occupied by the Kowloon-Canton Railway Corporation (KCRC) as a works area for the East Rail Extensions (ERE) project, is considered to be the most suitable location for the new PTI. We propose to re-provision the WOPG onto the deck of the new PTI and construct two new footbridges spanning Chatham Road South and Salisbury Road to link the new PTI with the TST promenade and other parts of TST.

5. D Arch S has completed the detailed design for the project in April 2005 and is preparing the tender documents.

6. We briefed Members of the ES Panel on the project on 24 May 2004. Non-Panel members were also invited to join the discussion on 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 reviewed the traffic and transport arrangements in connection with the relocation of the Star Ferry Pier PTI and consulted all affected District Councils, the taxi trade and the tourist coach operators. The new arrangements are generally agreeable to them. The Administration has also improved on the design of the project, including the provision of escalators for the new footbridges as suggested by Members.

Document attached

7. 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.

Economic Development and Labour Bureau
18 April 2005

**For discussion
on 11 May 2005**

PWSC(2005-06)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 \$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 relocate the Tsim Sha Tsui Star Ferry Pier Public Transport Interchange (the TST Pier PTI) to make way for the development of an open plaza in-situ. In addition, we need to provide pedestrian links between the TST East and other parts of TST with a view to improving pedestrian circulation and enhancing 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 \$275.7 million in money-of-the-day (MOD) prices for the construction of a public transport interchange (PTI) in TST East, with a podium garden and two footbridges in TST East.

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 works¹ 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.

_____ 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 minimize interface problems and disruption to the public. The proposed entrustment will also help shorten the tendering and construction period by 10 months and avoid abortive work. Upon entrustment, we shall be able to start the construction works in July 2005 for completion in February 2007. The

¹ 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.

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 upon completion of the relevant ERE works 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 will therefore refund the cost of the agreed reinstatement works, estimated to be \$21.6 million, to the Government.

JUSTIFICATION

6. 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 being implemented or planned include development of the former Marine Police Headquarters for tourism-themed uses, the TST Promenade Beautification Project, improvement of the Centenary Garden, development of the Salisbury Garden into a cultural square, and development of the TST Pier PTI site into an open plaza.

7. The TST Pier PTI site occupies a very prominent part of the TST waterfront and 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. It is therefore 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 and enhance the environment of the district by providing extensive open space by the harbourside.

8. 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 KCRC East TST Station and the Middle Road Children's Playground, we will construct two footbridges across Salisbury Road and Chatham Road South respectively. The transport link in TST East will not only serve as a terminus for public bus routes, but will also enhance the pedestrian links between TST East and other parts of TST. Once completed, the transport link will be an important facility that will help improve and enhance TST as a popular and prominent commercial area as well as tourist district in Hong Kong.

FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the project to be \$275.7 million in MOD prices (see paragraph 10 below), made up as follows –

	\$ million	
(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	
(h) On-cost payable to KCRC ²	28.0	
(i) Contingencies	24.9	

Sub-total	274.2	(in September 2004 prices)
(j) Provisions for price adjustment	1.5	

Total	275.7	(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 the building services costs, is \$8,775 per m² of CFA in September 2004 prices. We consider this unit cost reasonable as compared with similar projects built by the Government.

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

² 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 9 and the \$21.6 million reinstatement cost mentioned in paragraph 5 above) will be payable to KCRC.

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

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 2005 to 2009. As mentioned in paragraph 4 above, we shall entrust the construction and supervision of works for **74TI** to KCRC. 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 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.

14. In November 2002, we, in conjunction with DArchS, conducted a 2-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.

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

16. The Tourism Strategy Group³ was consulted in September 2003 and expressed support for the project.

17. 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. 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.

18. TD consulted the taxi trade on the location of the new taxi stand 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 a new layby outside the Hong Kong Cultural Centre for picking up and alighting purposes. The arrangement is agreeable to them.

19. On 21 November 2003, we gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance, Cap. 370 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. We briefed CVL on the project details on 27 February 2004 and CVL subsequently withdrew the objection on 10 March 2004. The Secretary for the Environment, Transport and Works then authorized the project under the Roads (Works, Use and Compensation) Ordinance, Cap. 370 7 May 2004 and the notice of authorisation was gazetted on 14 May 2004.

20. 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 it was decided that there would be no Canton Road Station under KCRC's Kowloon Southern Link Scheme, the group raised objection to our project. We have had several discussions with the management of Star Ferry

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.

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 minimizing the impact on the patronage of Star Ferry. We also explained to them how the project, which would include widening of Salisbury Road and Canton road, provision of more taxi-stand and coach lay-by facilities, enhancement of the pedestrian links etc, would improve the traffic condition in TST as a whole.

21. We earlier briefed Members of the Legislative Council (LegCo) Panel on Economic Services 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. The supplementary information is at Enclosures 7 and 8.

22. *[We consulted the LegCo Panel on Economic Services again on 25 April 2005. Members of the Panel supported the project.]*

ENVIRONMENTAL IMPLICATIONS

23. This project is not a designated project under the Environmental Impact Assessment Ordinance and will have little potential for giving rise to long term environmental impacts.

24. 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.

25. 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 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.

26. 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.

27. We estimate that the project will generate about 10 500 cubic metres (m³) of C&D materials. Of these, KCRC 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

28. The project does not require land acquisition.

BACKGROUND INFORMATION

29. As the PTI to be constructed under this project will impose additional loading on the KCRC East TST Station 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** "Highway works, studies and investigations for items in Category D of the Public Works

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 and Development.

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.

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.

30. We upgraded **74TI** to Category B in October 2003. In order to minimize 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 finalizing the tender documents.

31. 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 trees⁶. 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 m² of grassed area.

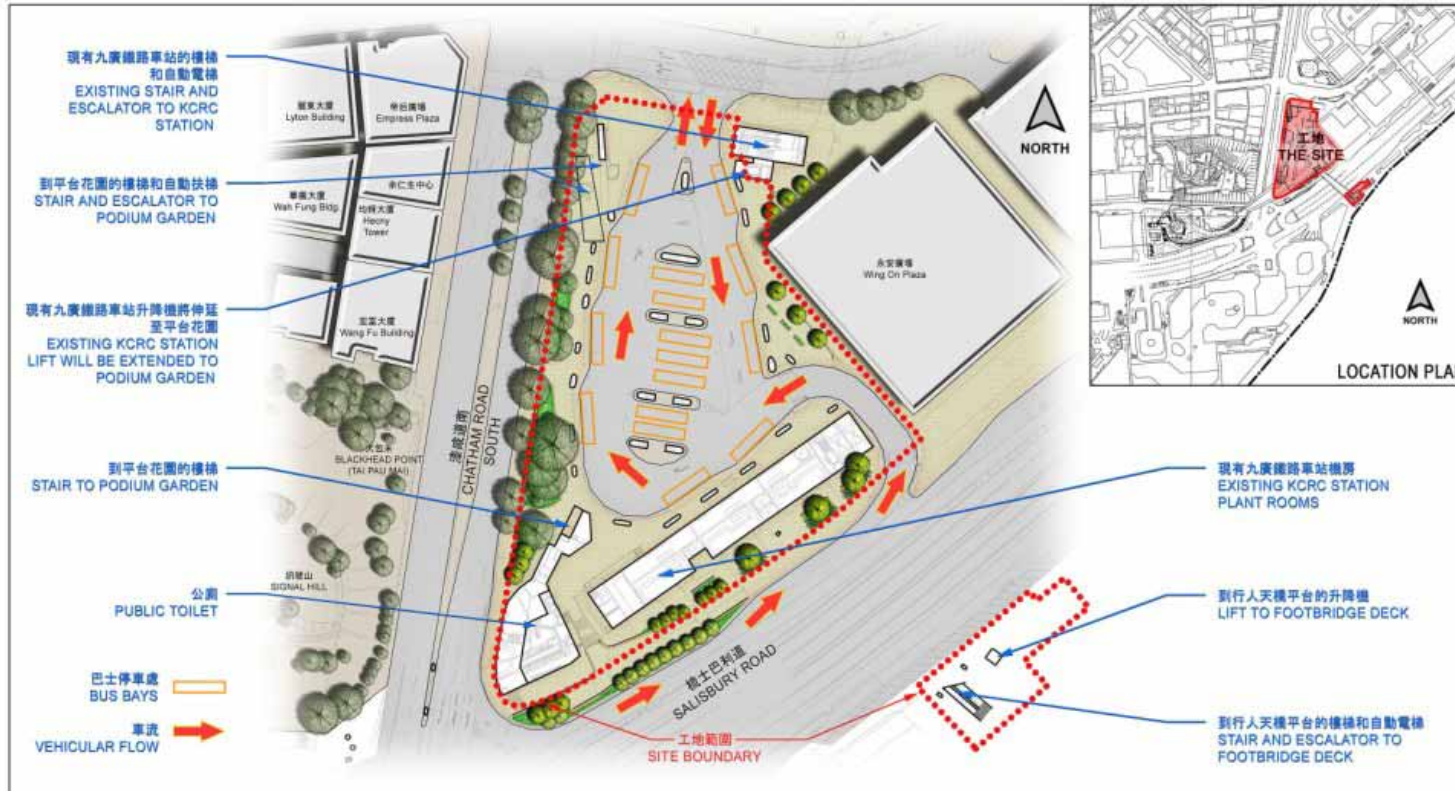
32. We estimate that the project will create about 335 jobs (280 for labourers and another 55 for professional/technical staff) providing a total of 5 050 man-months.

Tourism Commission

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).

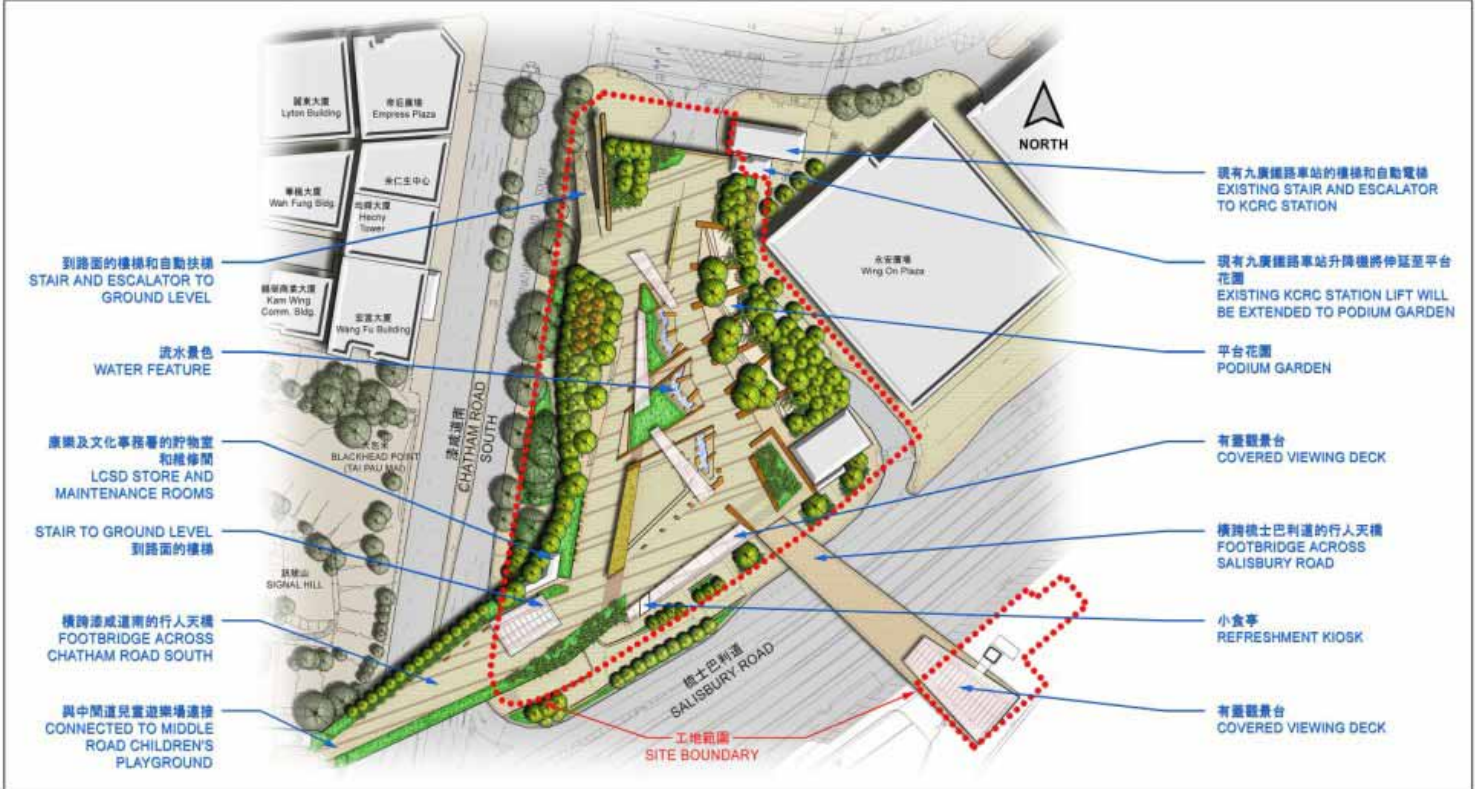
Economic Development and Labour Bureau
May 2005



地下平面圖 GROUND LEVEL PLAN


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

drawn by	BILLY CHOW	date	Feb 05	drawing no.	AB / 6678 / XA101	scale	1:1350
checked by	KC CHAN	date	Feb 05	 ARCHITECTURAL SERVICES DEPARTMENT			
office	ARCHITECTURAL BRANCH						




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	BILLY CHOW	date	Feb 05	drawing no.	AB / 6678 / XA102	scale	1:1350
checked by	KC CHAN	date	Feb 05	 ARCHITECTURAL SERVICES DEPARTMENT			
office	ARCHITECTURAL BRANCH						



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)

74TI 尖沙咀東部的運輸連接系統 TRANSPORT LINK IN TSIM SHA TSUI EAST	drawn by BILLY CHOW	date Feb 05	drawing no. AB / 6678 / XA103	scale N.T.S.
	approved KC CHAN	date Feb 05	 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	BILLY CHOW	date	Feb 05
approved	KC CHAN	date	Feb 05
office	ARCHITECTURAL BRANCH		

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



ARCHITECTURAL
 SERVICES
 DEPARTMENT



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	BILLY CHOW	date	Feb 05
approved	KC CHAN	date	Feb 05
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

BILLY CHOW

date

Feb 05

drawing no.

AB / 6678 / XA106

scale

N.T.S.

approved

KC CHAN

date

Feb 05

office

ARCHITECTURAL BRANCH



ARCHITECTURAL
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DEPARTMENT

Supplementary Information on the Design of the Project

D Arch S and the design consultant have reviewed the design of the project. As new PTI is built above the concourse of KCRC East TST Station, there are some site constraints that have an impact on the design. In the original design, D Arch S has already included ways of scaling down the negative impact. Nevertheless, we will introduce the following additional measures to enhance the design having regard to the technical feasibility and site constraints –

- (a) KCRC has constructed three ventilation shafts along Salisbury Road for the KCRC East TST Station. In view of the negative visual impact of these ventilation shafts, we will relocate two of them and integrate them into the design of the podium garden as a feature wall. This will enable the freeing up of the space on the podium deck along Salisbury Road for use as a viewing deck;
- (b) we will provide more shades on the podium garden by constructing additional shelters;
- (c) we will improve the facade of the PTI entrance at Mody Road by a more elaborated decorative architectural feature on the building frontage to create a more transparent feel. Visual link between the PTI and the Wing On Plaza will be enhanced by adopting such a design; and
- (d) we have reviewed the structural design of the two footbridges and concluded that the current proposal to adopt a steel structure for the long span Salisbury Road Bridge and a conventional bridge design for the landscaped Chatham Road South Bridge has proved to be the best design option. Nevertheless, we will improve the appearance of the footbridges through elevation treatment, which includes the selection of a light colour glazed balustrade that makes the bridges look slimmer.

2. After taking into account the technical feasibility and site constraints, we will provide an escalator at the end of the footbridge across Salisbury Road linking with the Tsim Sha Tsui Promenade.

3. The revised artist impressions are at Enclosures 3 to 6.

**Proposed traffic and transport arrangement upon relocation
of the existing PTI outside TST Star Ferry Pier
to Wing On Plaza Garden (WOPG) in TST East**

The existing PTI

The existing PTI outside TST Star Ferry Pier is a terminus for buses serving area near the Star Ferry pier. There are at present 14 bus routes observing the PTI, of which 11 are terminating routes and three are passing routes. Each day about 33,000 bus passengers (accounting for around 18% of the total daily patronage of these 14 bus routes) board or alight at the PTI. The PTI also has a taxi stand but is not served by public light buses.

2. This enclosure explains the proposed traffic and transport arrangements upon the relocation of the existing PTI to WOPG.

The new PTI

3. TD have examined different options to accommodate the displaced bus routes to other PTIs in the vicinity, including TST East Bus Terminus, Hung Hom KCRC Bus Terminus, China Ferry Terminal PTI, Jordan (Wui Cheung Road) PTI, Kowloon MTR Station PTI and Hankow Road. Three empty bays would be available from the above PTIs and Hankow Road to accommodate three of the displaced bus routes.

4. Having regard to its location, site area and timing of availability, WOPG, which is used as a work site for the KCRC TST ERE project, was identified as the most suitable site for a new PTI to accommodate the other seven bus routes and a new shuttle bus route that will be introduced.

New facilities outside the Hong Kong Cultural Centre

5. After the relocation of the existing PTI to WOPG, we will create an open space of about 686m² at the turnaround area outside the Hong Kong Cultural Centre (HKCC) to facilitate buses, taxis and coaches to stop near the open plaza outside TST Star Ferry Pier, as follows:

Facility	Existing provisions at PTI outside TST Star Ferry Pier	Proposed provisions at the widened area outside HKCC
Bus bays	<ul style="list-style-type: none"> • 20 to 55m long bus bays to serve as Terminus for 11 bus routes and as boarding and alighting point for 3 routes 	<ul style="list-style-type: none"> • A new 95m long bus bay for en-route stopping of 7 routes and the new shuttle bus plying between the new Star Ferry Pier plaza and the WOPG PTI • A new en-route stop outside YMCA Building for 4 routes
Taxi stand	<ul style="list-style-type: none"> • 55m long taxi stand 	<ul style="list-style-type: none"> • 80m long taxi stand • 23m long taxi drop off point
Coach lay-by	<ul style="list-style-type: none"> • Nil 	<ul style="list-style-type: none"> • 48m long coach lay-by

Road widening :

Road	Existing provisions	Proposed provisions
Salisbury Road	<ul style="list-style-type: none"> • two lanes 	<ul style="list-style-type: none"> • will be widened to three lanes and a yellow box marking will be provided at the junction of Salisbury Road and Kowloon Park Drive
Canton Road	<ul style="list-style-type: none"> • two lanes 	<ul style="list-style-type: none"> • will be widened to three lanes

6. Under the new traffic arrangement, only taxis and some franchised buses are allowed to enter the turnaround area outside HKCC for picking up or setting down passengers while coaches are only allowed to pass through (see **Figure 1**) after picking up or setting down passengers at the new picking up/setting down bay at Salisbury Road. Other vehicles can pick up or set down passengers at the section of Canton Road near the Star House. The number of lanes in Canton Road will be increased from two to three.

Arrangement for the affected bus routes

7. The arrangement for the affected bus routes will be as follows:
- (a) **For the seven bus routes (KMB 1, 1A, 2, 5, 5C, 6 and 6A) to be terminating at WOPG PTI:** five of them (KMB1,1A,5C, 6 and 6A) and the new shuttle bus route will stop at the new bus stop outside HKCC to maintain direct bus connection between all districts in Kowloon and the open plaza outside TST Star Ferry Pier;
 - (b) **For the three bus routes to be terminated at bus termini in the vicinity:** the three displaced routes which have lower patronage than the others will be terminated at Kowloon MTR Station PTI (KMB 9), Tsim Sha Tsui East Bus Terminus (KMB 7) and Hankow Road (KMB 8). KMB 8 will also observe en-route the new bus stop outside HKCC; and
 - (c) **For the remaining four bus routes (KMB 5A, 8A, 8P and 234X):** they will observe the bus stop outside YMCA Building. One of them (KMB 234X) will also observe en-route the new bus stop outside HKCC; and
 - (d) Bus-bus interchange at a fare discount would be available for affected passengers of bus routes not passing the open plaza to make use of designated bus routes, namely KMB 6, 6A and 8 as well as the shuttle bus route to travel to and from the new Star Ferry Pier plaza.

Provision of taxi stand

8. With the relocation of the existing PTI, a new taxi stand with 80m long (16 spaces) will be provided along Salisbury Road outside HKCC to replace the existing 55m long (11 spaces) taxi stand. In addition, there will be two taxi stands near the new PTI. These include:
- (a) a new 72m long taxi stand (14 spaces) on Middle Road at KCRC East TST Station to serve passengers interchanging with railways; and
 - (b) an existing 45m long taxi stand (9 spaces) on Mody Road outside the Shangri-La Hotel.

Arrangements for tourist coaches

9. A new 48m long tourist coach layby for four coaches to pick up and set down passengers will be provided at Salisbury Road westbound outside HKCC. Another new 100m long layby for about 10 tourist coaches will be provided in Salisbury Road westbound opposite to WOPG PTI in mid 2005. They are in addition to the existing general loading/unloading spaces in Hankow Road, Peking Road, Middle Road, Canton Road, Kowloon Park Drive and Salisbury Road westbound outside the Space Museum.

Pedestrian links

10. The existing crossing facilities including pedestrian subways in TST will be maintained. The new pedestrian subway system along Middle Road, Nathan Road, Mody Road and Blenheim Avenue linking the KCRC East TST Station with the MTR TST Station has been substantially completed and was gradually open for public use since September 2004. In addition, two new footbridges will be provided across Salisbury Road and Chatham Road South linking WOPG PTI with the TST Promenade and the new Middle Road Children's Playground on top of the KCRC East TST Station respectively.

