

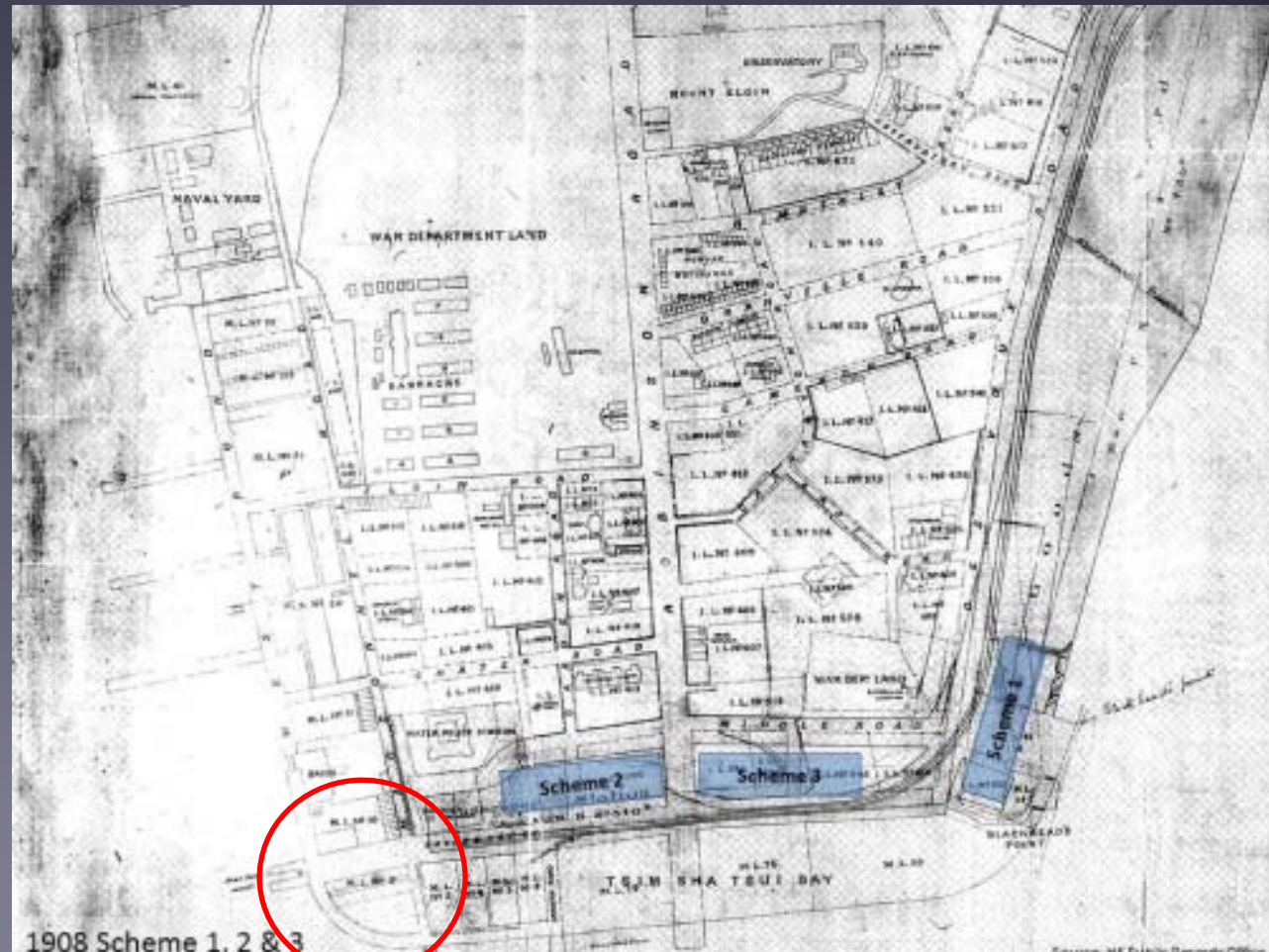
# Transforming Tsim Sha Tsui Star Ferry Bus Terminus into a Piazza



# Brief History

# 1908

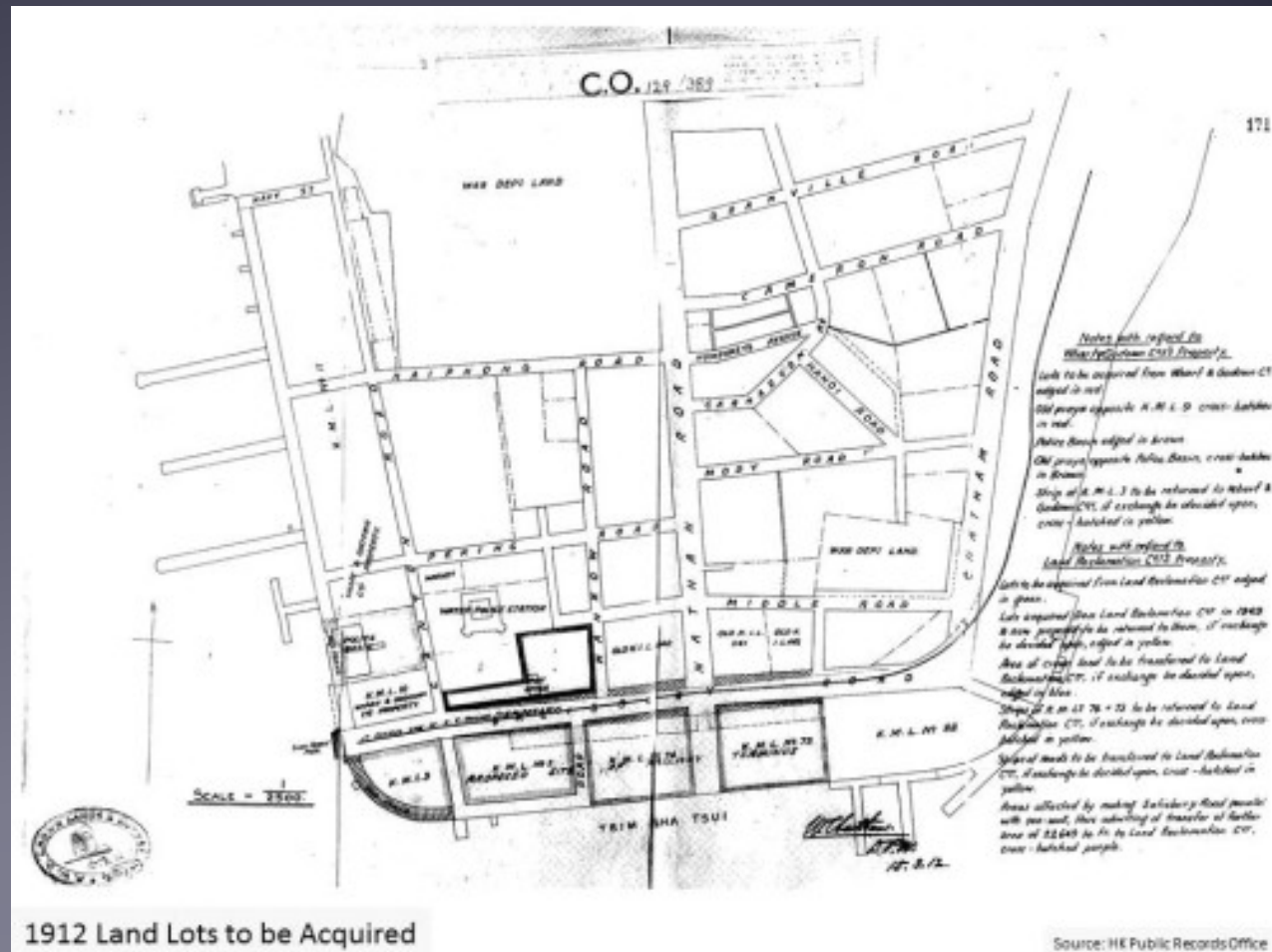
- In 1908, options for building Kowloon Station at Tsimshatsui were studied.
- At that time, Salisbury Road was running directly to the pier.
- The southern side of the site along Salisbury Road was a private lot.



<http://industrialhistoryhk.org/wp-content/uploads/2015/12/Slide4-500x375.jpg>

# 1912

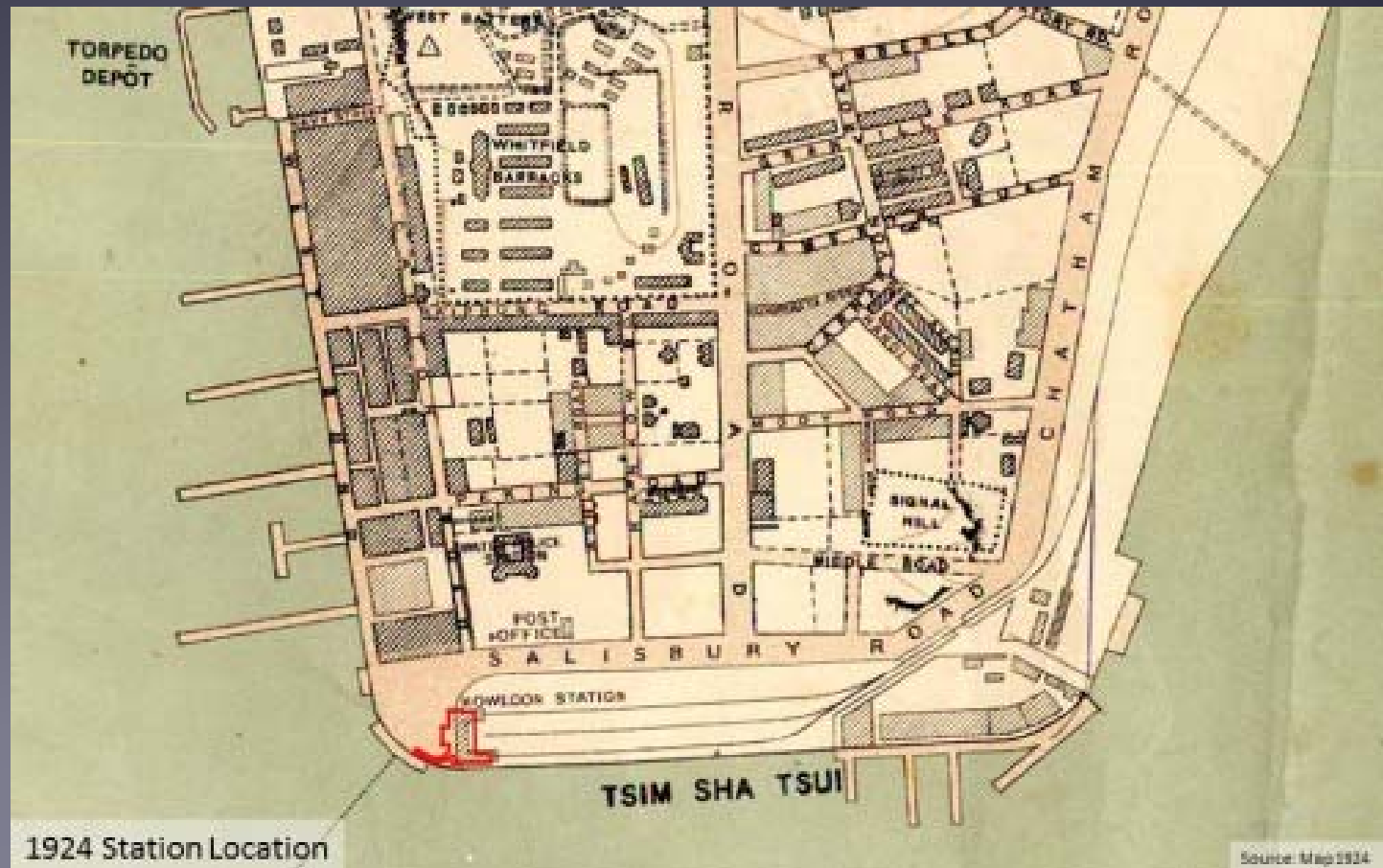
- Land lots to the south of Salisbury Road were acquired to facilitate construction of the railway and the station.
- Construction commenced in 1913 and completed in 1916.



<http://industrialhistoryhk.org/wp-content/uploads/2015/12/Slide6-500x375.jpg>

# 1924

- The section of Salisbury Road was widened upon completion of the station.



<http://industrialhistoryhk.org/wp-content/uploads/2015/12/Slide10-e1450087942643-500x315.jpg>



# Widened Salisbury Road



<http://i.imgur.com/3Xe2U.jpg>

# A Public Transport Hub at that time



[https://gwulo.com/sites/gwulo.com/files/styles/extra-large\\_\\_640x640\\_/public/thumbnails/image/1918%20Sanitary%20Department%20Water%20Cart.jpg?itok=usrClznb](https://gwulo.com/sites/gwulo.com/files/styles/extra-large__640x640_/public/thumbnails/image/1918%20Sanitary%20Department%20Water%20Cart.jpg?itok=usrClznb)

# Then, Rickshaws



<http://www.seewide.com/upload/article/201603/1456819808191314562.jpg>



# 1930s



[https://gwulo.com/sites/gwulo.com/files/styles/extra-large\\_\\_640x640\\_/public/images/batgung-moddsey-1930s\\_kcr\\_\\_ymca\\_\\_pen.jpg?itok=R7RKw8yW](https://gwulo.com/sites/gwulo.com/files/styles/extra-large__640x640_/public/images/batgung-moddsey-1930s_kcr__ymca__pen.jpg?itok=R7RKw8yW)

# 1934



<https://gwulo.com/sites/gwulo.com/files/styles/large/public/flickr/32907076701.jpg?itok=WioqxRa1>

# 1937

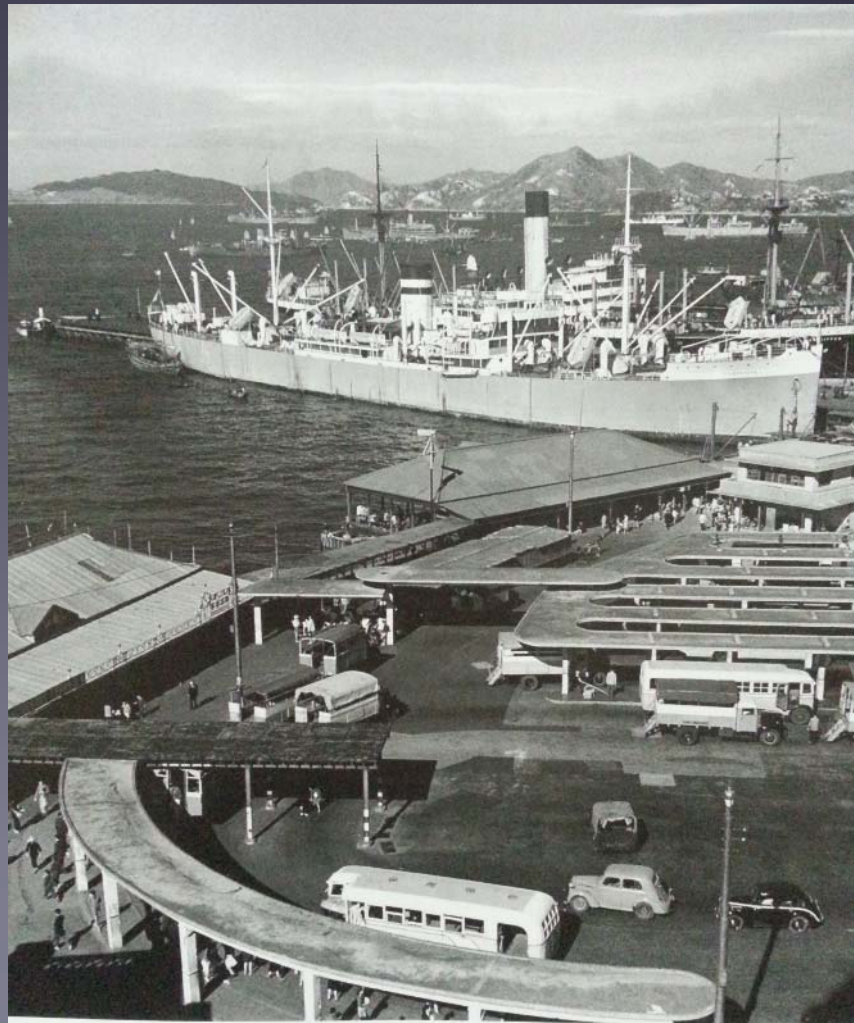


Tsim Sha Tsui - 1937



# Then, Bus Terminus

- The Star Ferry Pier was still a simple single-storey structure along the harbourfront.



尖沙嘴海邊的天星碼頭、九龍倉碼頭及九巴總站。  
*The tip of Tsim Sha Tsui, with the Star Ferry, Kowloon Wharf piers and the Kowloon bus terminus.*



# During World War II



[https://upload.wikimedia.org/wikipedia/commons/thumb/c/c3/Battle\\_of\\_HK\\_03.jpg/800px-Battle\\_of\\_HK\\_03.jpg](https://upload.wikimedia.org/wikipedia/commons/thumb/c/c3/Battle_of_HK_03.jpg/800px-Battle_of_HK_03.jpg)

# Star Ferry Pier

- The present twin-piered terminal was completed in 1957.



<https://www.flickr.com/photos/fonglaikuen/1796851408/in/photostream/>

# 1950s



<http://www.weshare.hk/uploads/12155/Ekxm3FUrZTHNxt6pdoMPIw.jpg>



# Old Star House demolished in 1963



[https://c1.staticflickr.com/3/2220/1796854904\\_41e74d2c97\\_b.jpg](https://c1.staticflickr.com/3/2220/1796854904_41e74d2c97_b.jpg)



# New Star House completed in 1967



<https://s-media-cache-ako.pinimg.com/originals/e8/3e/99/e83e99a6410c1aboedbo26421a572cb5.jpg>

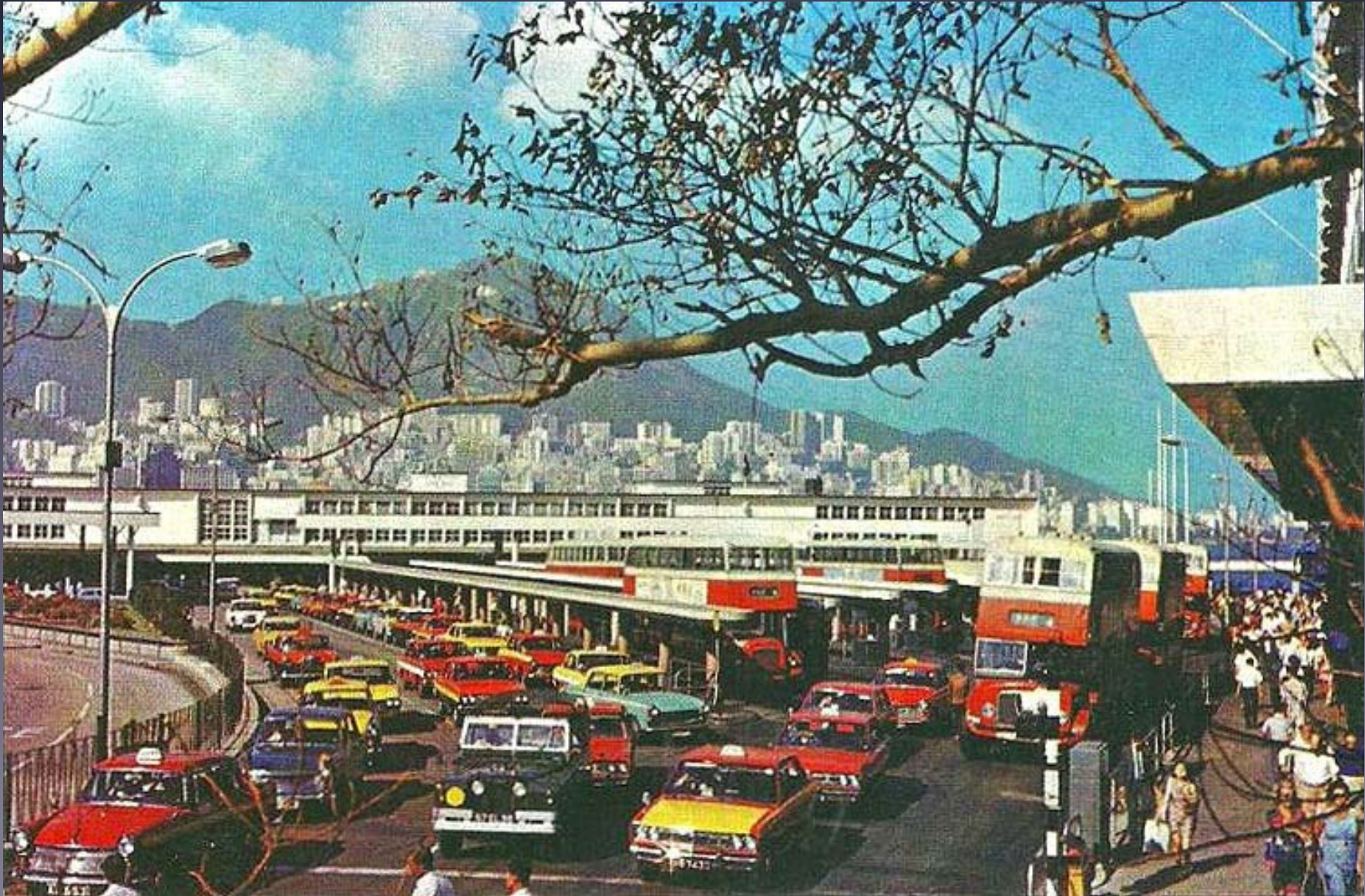
# A Public Transport Hub



[https://c1.staticflickr.com/5/4131/5038411774\\_15d514ab17\\_b.jpg](https://c1.staticflickr.com/5/4131/5038411774_15d514ab17_b.jpg)



# Busy Traffic at Bus Terminus



[https://c1.staticflickr.com/5/4107/5219985636\\_bc8000685f\\_b.jpg](https://c1.staticflickr.com/5/4107/5219985636_bc8000685f_b.jpg)



# Closure of Kowloon Station in 1974

- The Kowloon Station was operated until 1974.
- It was relocated to Hung Hom.
- The structure of the station was demolished in 1978 and the Clock Tower was preserved.



<http://i.imgur.com/Dlu4K.jpg>



# 2007



[http://the-sun.on.cc/channels/news/20070525/img/sno5052501\\_big.jpg](http://the-sun.on.cc/channels/news/20070525/img/sno5052501_big.jpg)

# Overseas Examples - Waterfront Plazas



# Venice, Italy

- A rich spatial setting with linear and non-linear public spaces e.g. alleys and squares.



[https://cdn.shopify.com/s/files/1/0827/7859/products/venice-map-print-italy-MapsAsArt-5\\_1024x1024.png?v=1484695005](https://cdn.shopify.com/s/files/1/0827/7859/products/venice-map-print-italy-MapsAsArt-5_1024x1024.png?v=1484695005)



# St. Mark's Square, Venice

- Public square with direct linkage to waterfront.
- Creating a node for gathering and activities.



[https://scdn3.thomascook.com/crop?imageUrl=http://magnolia.production.thomascook.io/wcms/dam/tcuk/city-breaks/venice/venice\\_009.jpg&maxWidth=800&maxHeight=0](https://scdn3.thomascook.com/crop?imageUrl=http://magnolia.production.thomascook.io/wcms/dam/tcuk/city-breaks/venice/venice_009.jpg&maxWidth=800&maxHeight=0)



[http://thewanderinggourmand.files.wordpress.com/2013/06/sam\\_2164.jpg](http://thewanderinggourmand.files.wordpress.com/2013/06/sam_2164.jpg)



# St. Mark's Square, Venice

- Buildings with feature facades are located around the square to enhance the visual setting of the square.
- Landmark building (Clock Tower) in the square provides focal interest.
- The space also allows visitors to appreciate the façades of the buildings.



[http://wallpaperswide.com/download/st\\_marks\\_square\\_venice\\_italy-wallpaper-800x480.jpg](http://wallpaperswide.com/download/st_marks_square_venice_italy-wallpaper-800x480.jpg)

# Darling Harbour, Sydney

- Car parks are located outside the promenade to optimize the recreational setting of the waterfront.





# Darling Harbour, Sydney

- With linear promenade for leisure uses.
- With non-linear space for activities.



<http://www.exploreaustralia.net.au/images/content/rec/119/59589-1000x800.jpg>



<https://s-media-cache-ak0.pinimg.com/originals/ea/5c/0c/ea5c0c5a0095a95a132d27ed996859b9.jpg>



# Darling Harbour, Sydney

- And abundant seating facilities for people to stay comfortably and enjoy the harbour.



<http://h7.alamy.com/comp/BTHGMJ/city-skyline-of-sydney-from-darling-harbour-BTHGMJ.jpg>



# Marina Bay, Singapore

- Bus stops and public transport facilities are located along the waterfront to facilitate public access.
- No bus terminus is located at the waterfront.





# Marina Bay, Singapore

- Continuous promenade framework linking attractions along waterfront.
- Vehicular traffic is separated from users in the waterfront.



[https://mir-s3-cdn-cf.behance.net/project\\_modules/max\\_3840/960be335797907.570d09b983065.jpg](https://mir-s3-cdn-cf.behance.net/project_modules/max_3840/960be335797907.570d09b983065.jpg)



# Marina Bay, Singapore

- Promenade with boardwalk, not concrete paving, to enhance the waterfront setting.
- Feature shelters to offer cooling to users underneath.



[http://www.arup.com/Projects/Marina\\_Bay\\_Waterfront\\_Promenade/~media/Images/Projects/M/Marina\\_Bay\\_Waterfront\\_Promenade/Marina\\_Bay\\_Promenade\\_800x55.ashx?mh=800&mw=1000](http://www.arup.com/Projects/Marina_Bay_Waterfront_Promenade/~media/Images/Projects/M/Marina_Bay_Waterfront_Promenade/Marina_Bay_Promenade_800x55.ashx?mh=800&mw=1000)



[https://farm6.static.flickr.com/5662/19990006974\\_2d212c77e1\\_b.jpg](https://farm6.static.flickr.com/5662/19990006974_2d212c77e1_b.jpg)

# Common Key Elements

- Bus termini and carpark would not occupy the space at the waterfront, separating the public from the water body.
- Conflicts between pedestrians and vehicular traffic should be minimized for a safe walking environment at the waterfront.
- In addition to linear promenade, non-linear spaces (e.g. squares) are incorporated in the waterfront framework to enrich the spatial setting and provide venues for activities.
- Building features with architectural merit are displayed along the waterfront to enhance the visual setting.

# Tsim Sha Tsui Bus Terminus

## Current Conditions



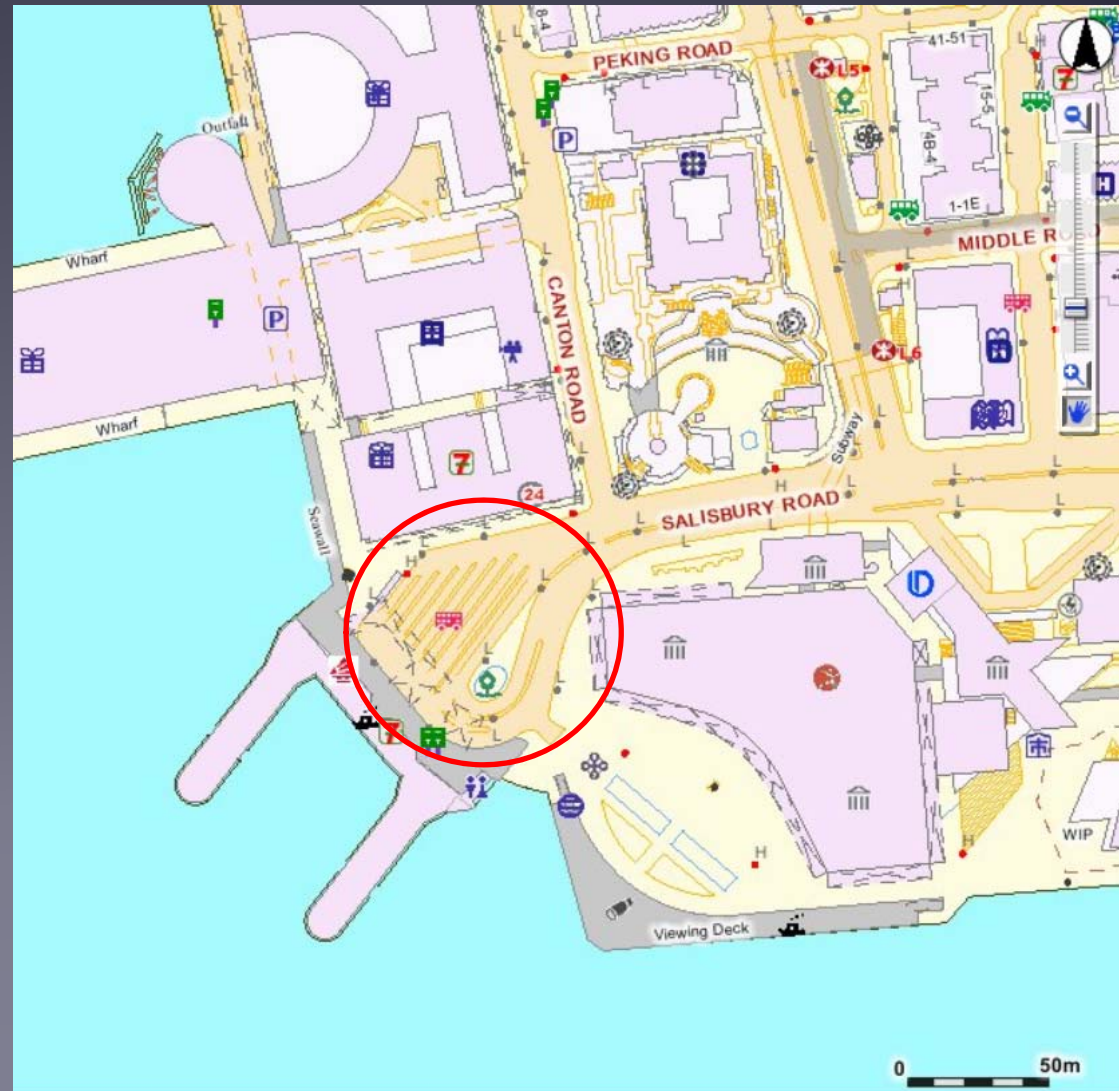
# Current Conditions

- The site is located at a prime location in Kowloon peninsula with a lot of visitors and tourists.
- The area is dominated by road traffic.
- The bus terminus is parked with buses.



# Current Conditions

- The bus terminus with traditional parallel bus bay layout requires passengers to cross the busy road with heavy vehicles and bus bays before access to the passenger platforms.
- Conflict between pedestrians and vehicular traffic imposes safety hazard.





# Current Conditions



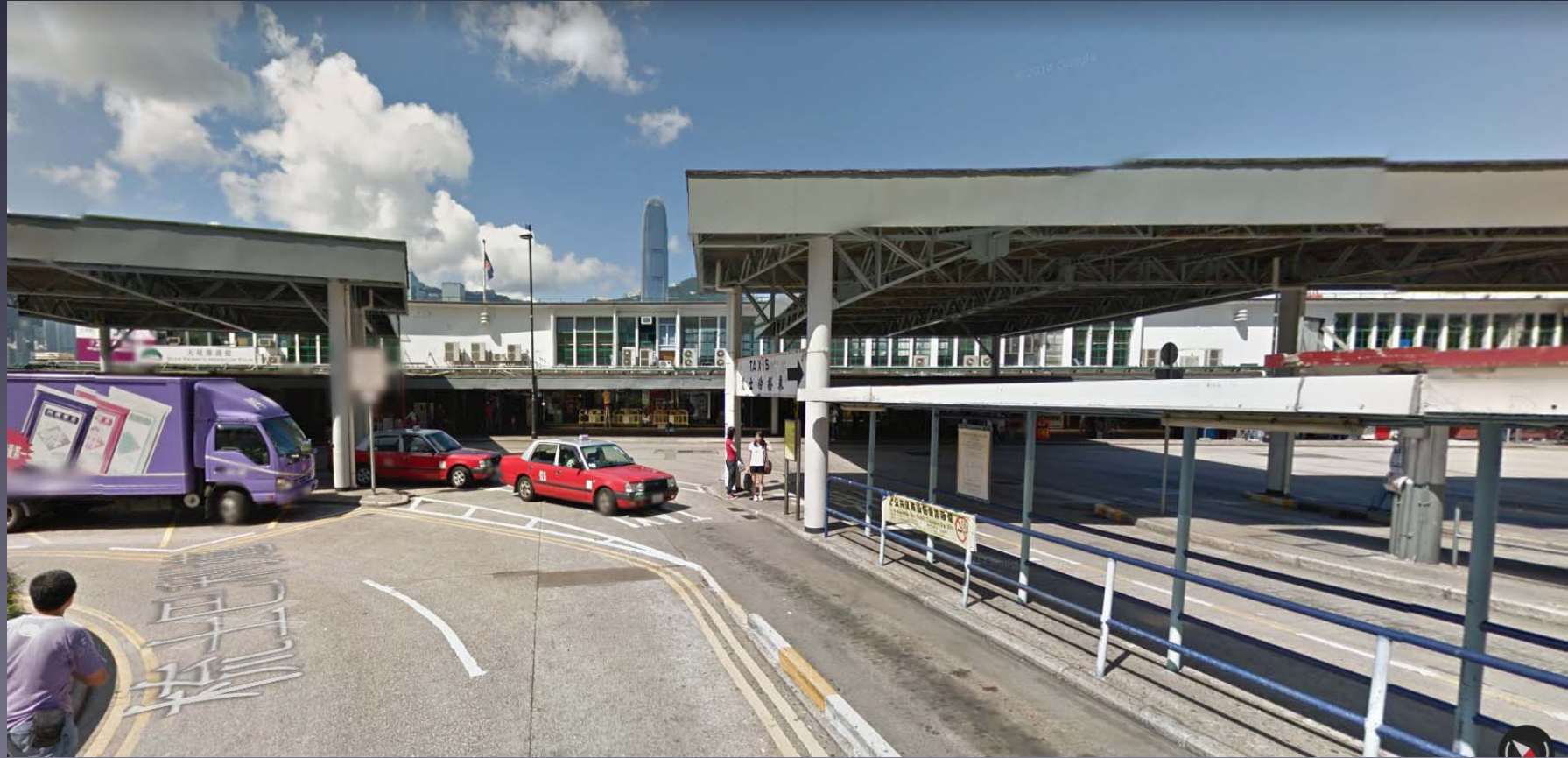
- Space dominated by road and buses.



- Space leftover for pedestrians is congested, particularly during rush hours.



# Current Conditions



- Tall eyesore shelters dominating the setting and blocking the view to the Star Ferry Pier.

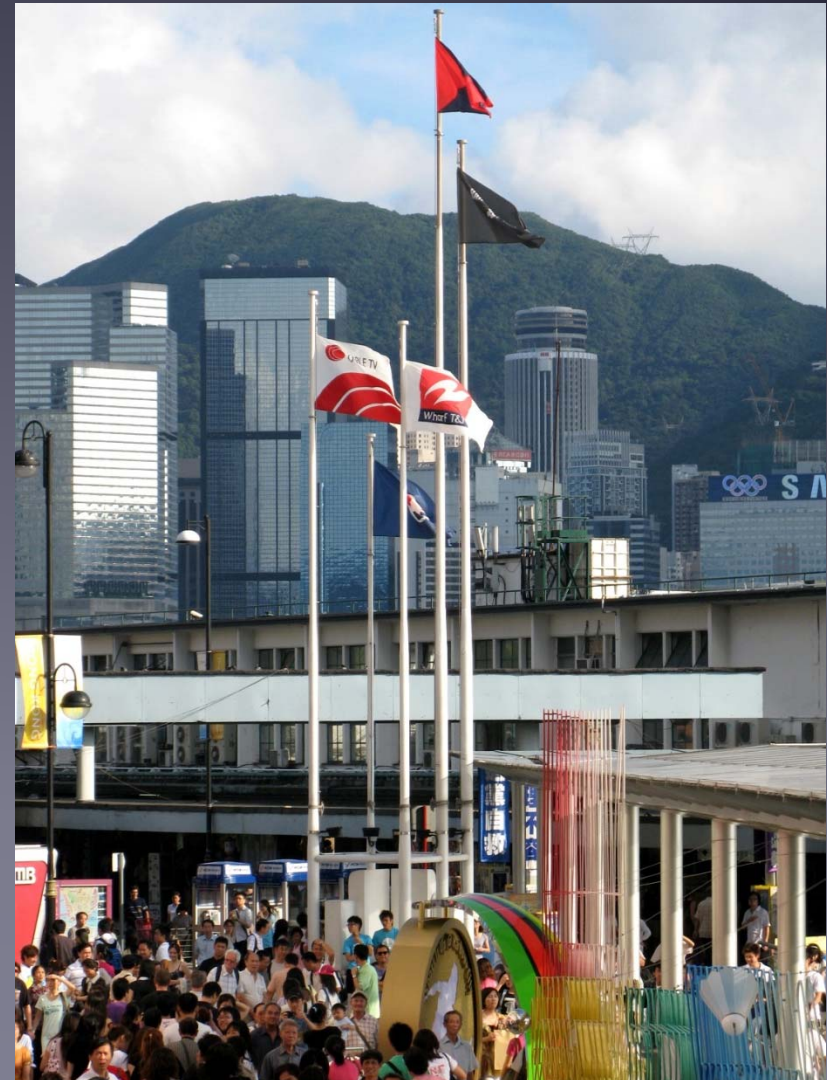


# Current Conditions

- The area is of popular use, more space should be returned from vehicular traffic to pedestrians at this prime location.



[http://farm9.staticflickr.com/8283/7855443322\\_4901ba53a5\\_o.jpg](http://farm9.staticflickr.com/8283/7855443322_4901ba53a5_o.jpg)



[https://upload.wikimedia.org/wikipedia/commons/8/8e/Harbour\\_City\\_flags.jpg](https://upload.wikimedia.org/wikipedia/commons/8/8e/Harbour_City_flags.jpg)

# Changes in the Mode of Transport

Key events which affect the significance of the bus terminus at Tsiu Sha Tsim:

Event	Year
Opening of the Cross Harbour Tunnel	1972
KMB and CMB jointly operated first 3 routes serving both sides of the harbour	1972
First harbour crossing MTR train under Kwun Tong Line in operation	1980
Tsuen Wan Line to facilitate cross harbour transport in operation	1982
Opening of Eastern Harbour Crossing	1989
Kwun Tong Line extended across the harbour to Quarry Bay Station	1989
Tung Chung Line linking Kowloon and Hong Kong Stations in operation	1998
Opening of Western Harbour Crossing	1997
Tseng Kwon O Line linking Quarry Bay Station in operation	2002
Shatin to Central Line linking Hung Hom and Admiralty in operation	2021 (target )



# Changes in the Mode of Transport

- The Star Ferry remained the main means of public transportation between Hong Kong Island and the Kowloon side until the opening of the Cross Harbour Tunnel in 1972.
- The Tsim Sha Tsui Ferry bus terminus served a key role in the transport network because it provided direct link to ferry services across the harbour.
- With the development of Mass Transit Railway and other cross-harbour tunnels to facilitate land-based transport across the harbour, the significance of this bus terminus to serve as a public transport connection between bus and ferry services is now largely reduced.

# Bus Terminus or Bus Stops?

- Although the significance in the role to facilitate cross harbour transportation is reduced, provision of public transport is still required to address the public need for access to the area (which do not need to cross the harbour by ferry).
- There is a need to provide pick up and drop off points for bus services and other vehicular traffic.
- However, there is no need to have a bus terminus where the space is dominated by road traffic with buses sitting idle at this precious location.



# Bus Terminus or Bus Stops

- The bus stops located adjacent to the Cross Harbour Tunnel can serve a huge amount of passengers.
- The arrangement can minimize the spatial requirement.
- Passengers can get on/off the buses safely without the need to walk across the bus bays.



[https://cdn3.i-scmp.com/sites/default/files/styles/980x551/public/images/methode/2017/01/14/57718fc0-d989-11e6-bbb7-6a43a6f882fe\\_1280x720.JPG?itok=LhBN8rrg](https://cdn3.i-scmp.com/sites/default/files/styles/980x551/public/images/methode/2017/01/14/57718fc0-d989-11e6-bbb7-6a43a6f882fe_1280x720.JPG?itok=LhBN8rrg)

# Potentials for Improvement



# Potentials for Improvement

Create more space for pedestrians:

- The road surface occupies over 95% of the area at this prime location and this results in a congested pedestrian environment.
- Changing the bus terminus into bus stops or public transport pick up/drop off points can release more space for pedestrians and improve linkage along waterfront.
- Rearrangement of bus routes to facilitate relocation of the terminus off this prime location, e.g. West Kowloon district, should be considered.



<https://vignette.wikia.nocookie.net/hongkongbus/images/5/50/TsimShaTsui-StarFerry-7000.jpg/revision/latest?cb=20130831104536&path-prefix=zh>

# Potentials for Improvement

Reduce conflicts between pedestrians and vehicular traffic:

- The bus terminus with traditional parallel bus bay layout requires passengers to cross the busy road with heavy vehicles before access to the passenger platforms.
- To eliminate the conflicts between pedestrians and vehicular traffic, a better to design to separate vehicular traffic from pedestrians is required to create a safer environment.





# Potentials for Improvement

Remove the eyesore shelters for display of Star Ferry Pier to enhance the visual setting:

- Re-provision of new shelters at smaller scale to facilitate the view to Star Ferry Pier.
- Design of the new shelters should be compatible to the Star Ferry Pier and enhance the visual setting of the place.



[https://static1.squarespace.com/static/55b4704be4b059e43b23da01/55bd1835e4b08f49f4931628/55bd187be4b068359ac3d60f/1438455943737/\\_MG\\_0197.jpg?format=750w](https://static1.squarespace.com/static/55b4704be4b059e43b23da01/55bd1835e4b08f49f4931628/55bd187be4b068359ac3d60f/1438455943737/_MG_0197.jpg?format=750w)



<http://www.nextstophongkong.com/wp-content/uploads/2015/10/Star-Ferry-Pier-TST.jpg>

# Potentials for Improvement

Introduce a caring and comfortable setting:

- People have to stand at the passenger platforms or footpaths to wait for buses or public transport.
- With the increase in aged population, provision of seating facilities at the bus stops is desirable.
- Shelters at the new bus stops and covered walkway linking the Star Ferry pier and the new bus stops should be provided.



<http://s3files.core77.com/blog/images/2010/04/pdf-seat.jpg>

[http://img.aeroexpo.online/de/images\\_ar/photo-g/172259-11532109.jpg](http://img.aeroexpo.online/de/images_ar/photo-g/172259-11532109.jpg)



# Potentials for Improvement

Preserve some of the bus shelters and introduce the display of antique buses (or previous models) to reflect the collective memories of the place:

- For passive use, the buses can provide venue to introduce the history of the place and allow public to get on the buses to experience the past.
- For active use, provision of antique bus city tours can be considered.



<https://s-media-cache-ako.pinimg.com/originals/58/7a/07/587a07f641ed1e75cob4de54d4bcc6bo.jpg>



<http://www.oxford-chiltern-bus-page.co.uk/upload%20191008/OBM%20KMB%20A165%20121008%20R%20Sharman.jpg>

# Summary of Key Recommendations

- Change the bus terminus into bus stops to release more space for pedestrians.
- Adopt design of bus stops which can minimize conflict between pedestrians and road traffic to improve road safety.
- Remove eyesore structures and provide shelters with quality design to enhance the visual setting.
- Provide seating facilities and shelters for pedestrians to create a comfortable pedestrian environment.
- Introduce display of antique buses to reflect collective memories of the place.



# Better Collective Memories for our Future Generations

- We respect the history of a place and this element should be properly preserved during the change.
- We should also create a better place for better collective memories of our future generations.
- Leaving the space at Tsim Sha Tsui Bus Terminus as existing condition is undesirable.
- We should strive to create a quality waterfront setting for more pleasurable memories.



<http://www.hong-kong-traveller.com/image-files/hong-kong-fireworks-from-tst.jpg>



<https://s-media-cache-ak0.pinimg.com/originals/01/1f/1c/011f1c8d553a98a5370ba73112aec620.jpg>



<https://i.ytimg.com/vi/KwLa1DQd9Nk/maxresdefault.jpg>

# Support for the Change

We would appreciate it if the Harbourfront Commission can support the recommendations and steer the government to change Tsim Sha Tsui Bus Terminus into a piazza.





Thank you