

## **Appendix**

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**Table A1 Implementation Sequence of Traffic Improvement Schemes**

| Priority of Schemes                                                    | Schemes                                                                                                                                 | Key Considerations                                                                                                                                                                                                                                                                                                                                                                                                                     | Tentative Implementation Programme <sup>1</sup> |
|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| Short term Schemes to be started in 2012/13                            | Scheme 1.2 – Relocation of taxi stand<br>(refer to <b>Figure 7.1</b> and para. 7.1.5)                                                   | <ul style="list-style-type: none"> <li>• Implement after re-allocation of bus route 601</li> <li>• Impose 24-hr NSR at Drake Street</li> <li>• Relocate an existing parking space for the disabled at Tamar Street southbound to Drake Street. Extend L/UL layby at Tamar Street</li> <li>• Construct the new pedestrian cautionary crossing across Tamar Street</li> </ul>                                                            | 2012 - 2013                                     |
|                                                                        | Scheme 1.5 – Provision of General Pick-up/Drop-off Bay (South of Taxi Stand)<br>(refer to <b>Figure 7.1</b> and para. 7.1.11)           | <ul style="list-style-type: none"> <li>• Implement after the New Taxi Stand comes to operate</li> <li>• Demolish of the original taxi stand island and form the Drake Street westbound lane to Tamar Street for all traffic</li> <li>• Demolish the divider at the north of Admiralty Garden. Bus trial run will be required<sup>2</sup></li> </ul>                                                                                    | 2012 - 2013                                     |
|                                                                        | Scheme 4 - Improvement to Harcourt Road/Cotton Tree Drive (Short Term Measure)<br>(refer to <b>Figure 7.2</b> and para. 7.1.15)         | <ul style="list-style-type: none"> <li>• Designate the Cotton Tree Drive slow lane to Tim Wa Avenue only</li> </ul>                                                                                                                                                                                                                                                                                                                    | 2012 - 2013                                     |
|                                                                        | Scheme 1.5 – Provision of General Pick-up/Drop-off Bay (near Far East Finance Centre)<br>(refer to <b>Figure 7.1</b> and para. 7.1.11)  | <ul style="list-style-type: none"> <li>• Re-allocation of bus stops at West Admiralty PTI, and it also needs trimming of the traffic island. Bus trial run will be required<sup>2</sup></li> <li>• Conversion of the section of Drake Street fronting the Far East Finance Centre to one-way eastbound<sup>3</sup></li> </ul>                                                                                                          | 2013                                            |
| Medium term Schemes for implementation in phases between 2013 and 2015 | Scheme 1.1 - BOL within Admiralty PTI<br>(refer to <b>Figure 7.1</b> and para. 7.1.3)                                                   | <ul style="list-style-type: none"> <li>• Temporary stack the buses along Tim Mei Avenue southbound</li> <li>• Form the road and bus bays to final layout outside Lippo Centre</li> </ul> <p>Note * Reverse the travel direction of the road outside Lippo Centre to eastbound and allocate the buses services to the new BOL<sup>3</sup><br/>Require coordination with bus company after the opening of SIL(E)<sup>4</sup> by 2015</p> | 2013 - 2015                                     |
|                                                                        | Scheme 1.6 - Free Flow Lane to Admiralty PTI (refer to <b>Figure 7.1</b> and para. 7.1.14)                                              | <ul style="list-style-type: none"> <li>• Independent to other schemes and would be implemented at any time</li> </ul>                                                                                                                                                                                                                                                                                                                  | 2014                                            |
|                                                                        | Scheme 4 - Improvement to Harcourt Road/ Cotton Tree Drive Junction (Medium Term Measure) (refer to <b>Figure 7.3</b> and para. 7.1.16) | <ul style="list-style-type: none"> <li>• An additional traffic lane from Cotton Tree Drive to eastbound Harcourt Road</li> </ul>                                                                                                                                                                                                                                                                                                       | 2014                                            |

**Table A1 Implementation Sequence of Traffic Improvement Schemes – Cont'd**

| Priority of Schemes                                                                | Schemes                                                                                                                   | Key Considerations                                                                                                                                                                                                                                                    | Tentative Implementation Programme <sup>1</sup> |
|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| Medium term Schemes for implementation in phases between 2013 and 2015<br>(Cont'd) | Scheme 1.3 - Closure of Rodney Street entrance at Queensway<br>(refer to <b>Figure 7.1</b> and para. 7.1.8)               | <ul style="list-style-type: none"> <li>Require coordination with MTRCL for SIL(E)/SCL<sup>4</sup> works at Rodney Street</li> <li>Dependent on Scheme 1.4 to provide an alternative access route to Harcourt Garden Underground Carpark and the taxi stand</li> </ul> | 2015                                            |
|                                                                                    | Scheme 1.4 - Proposed Turn-around facilities at Rodney Street<br>(refer to <b>Figure 7.1</b> and para. 7.1.9)             | <ul style="list-style-type: none"> <li>Demolish part of existing planter area at Rodney street to form a traffic lane</li> </ul>                                                                                                                                      | 2015                                            |
|                                                                                    | Scheme 1.5 – Provision of General Pick-up/Drop-off Bay (at Rodney Street) (refer to <b>Figure 7.1</b> and para. 7.1.11)   | <ul style="list-style-type: none"> <li>Require coordination with MTRCL for SIL(E)/SCL<sup>4</sup> works at Rodney Street</li> </ul>                                                                                                                                   | 2015                                            |
|                                                                                    | Scheme 1.5 – Provision of General Pick-up/Drop-off Bay (at Tamar Street)<br>(refer to <b>Figure 7.1</b> and para. 7.1.11) | <ul style="list-style-type: none"> <li>After the diversion of bus to the new BOL</li> </ul>                                                                                                                                                                           | 2015                                            |
| Long term Scheme to be implemented in 2016 and beyond                              | Scheme 3 - Proposed Escalators and Lift to Queensway Plaza<br>(refer to <b>Figure 7.4</b> and para. 7.1.17)               | <ul style="list-style-type: none"> <li>Delineate the land from existing allocation will be required such that the proposed escalator and lift will be constructed</li> </ul>                                                                                          | 2016 and beyond                                 |

Remarks:

- 1 The implementation programme is tentative and subject to review if major utilities diversion is required after the site investigation.
- 2 Trial schemes for temporary traffic management (TTM) are recommended especially for works with new features to add. It helps refine TTM schemes which are sensitive to the occasional surged of traffic of both pedestrians and/or vehicles.
- 3 In the formulation and implementation of TTM schemes, close liaisons with bus operators, TD and the Police are required.
- 4 The proposed schemes to match with the construction works of SIL(E)/SCL at Rodney Street assuming the opening of SIL(E) would be in 2015.

**Bar-chart A Implementation Programme of Traffic Improvement Schemes**

| Schemes                                                                           | Year |      |      |      |               |
|-----------------------------------------------------------------------------------|------|------|------|------|---------------|
|                                                                                   | 2012 | 2013 | 2014 | 2015 | 2016 & beyond |
| <b>Short Term Schemes</b>                                                         |      |      |      |      |               |
| 1.2 Relocation of Drake Street Taxi Stand                                         | ■    | ■    |      |      |               |
| 1.5 Provision of General Pick-up / Drop-off Bay (south of taxi stand)             | ■    | ■    |      |      |               |
| 4 Improvement to Harcourt Road / Cotton Tree Drive Junction (Short Term Measure)  | ■    | ■    |      |      |               |
| 1.5 Provision of General Pick-up / Drop-off Bay (near Far East Finance Centre)    |      | ■    |      |      |               |
| <b>Medium Term Schemes</b>                                                        |      |      |      |      |               |
| 1.1 Bus Only Lane (BOL) within Admiralty PTI                                      |      |      | ■    | ■    |               |
| 1.6 Free Flow Lane to Admiralty PTI                                               |      |      | ■    |      |               |
| 4 Improvement to Harcourt Road / Cotton Tree Drive Junction (Medium Term Measure) |      |      | ■    |      |               |
| 1.3 Closure of Rodney Street Entrance from Queensway                              |      |      |      | ■    |               |
| 1.4 Rodney Street Vehicle Turn-around facilities                                  |      |      |      | ■    |               |
| 1.5 Provision of General Pick-up / Drop-off Bay (at Rodney Street)                |      |      |      | ■    |               |
| 1.5 Provision of General Pick-up / Drop-off Bay (at Tamar Street)                 |      |      |      | ■    |               |
| <b>Long Term Scheme</b>                                                           |      |      |      |      |               |
| 3 Proposed Escalators and Lift to Queensway Plaza                                 |      |      |      |      | ■             |