

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 25 April 2023

TKF/01/2023

Proposed Pedestrian Walkway Linking West Kowloon Cultural District and Tai Kok Tsui

PURPOSE

This paper seeks Members' views on the proposed walkway linking West Kowloon Cultural District ("**WKCD**") and Tai Kok Tsui ("**TKT**"), alongside the New Yau Ma Tei Public Cargo Working Area ("**NYPCWA**").

BACKGROUND

2. WKCD is being developed into a world-class integrated arts and cultural district and has been attracting thousands of local and overseas' visitors daily nowadays.

3. The success of this iconic cultural district, coupled with the rapid development at this part of the West Kowloon area and the continuous effort in developing waterfront promenade in Kowloon over the past years, has triggered a strong aspiration from the public for a direct pedestrian walkway connecting the WKCD and TKT, which also completes the north-south continuous pedestrian passage along the West Kowloon waterfront as shown in **Annex 1**.

4. Further to the 37th Task Force meeting in June 2020 on the suggested at-grade walkway and proposed way forward, Harbour Office seized opportunity to incorporate relevant requirements on setting back the NYPCWA boundary by 2-3m in the new term

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PCWA Berth Licence Agreements awarded in 2021 in order to facilitate the future provision of proposed pedestrian walkway.

5. In the subsequent consultation with PCWA stakeholders in August 2021, the operators raised concerns on the possible impacts brought to the PCWA operation as the area has been fully utilized.

6. In order to address operators' concerns, Civil Engineering and Development Department was tasked to conduct a feasibility study in 2022 with an aim of developing a feasible at-grade walkway scheme.

CONSIDERATIONS OF EXISTING SITE CONSTRAINTS

7. The proposed walkway to be constructed between the NYPCWA and Hoi Po Road/ West Kowloon Highway is about 950m in length connecting the two ends of the existing public footpath at NYPCWA entrance at Hoi Fai Road and the existing public footpath near the bus-bus-interchange at Western Harbour Crossing.

8. Due to the limited space available between the NYPCWA and Hoi Po Road, some sections of the proposed walkway will necessitate the setting back of the eastern side boundary of the NYPCWA to provide a public footpath. While the width of proposed connection could largely be maintained at about 2-3m wide, local area near the entrance of PCWA with limited space available could only maintain a minimum width of 1.5m in order to meet the required standard of a public footpath and minimize

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the impacts to PCWA operation.

9. There exist many operational facilities in close proximity to the site boundary fence which are essential for the operation of the NYPCWA, for examples, (i) vehicular driveway entrance (**Annex 2 Section B**); (ii) weighbridges and containers for office and storage (**Annex 2 Section C**); and (iii) utility installations and high mast lights (**Annex 2 Section D**) at back-of-house area, etc. The setting back of the boundary fencing would necessitate the relocation of such facilities. If relocation of driveway entrance and high mast lights are proposed, the large-scale foundation works and multiple stages of traffic diversion would be entailed which would lengthen the construction period by at least 18-24 months and have a more severe impact to NYPCWA operation.

10. Furthermore, the existing trees and high voltage electricity cables (**Annex 2 Sections E & F**) in the area between NYPCWA boundary and Hoi Po Road impose constraints on the alignment and width of the proposed walkway.

PROPOSED SCHEME

11. It is our prime goal to provide a barrier-free public walkway which could coexist with the NYPCWA. By utilizing the available space including the reduced back-of-house area in NYPCWA and the verge between boundary of NYPCWA and Hoi Po Road, it is considered technically feasible to make way for a pedestrian walkway of minimum width of 1.5m up to about 3m (i.e. about 880m out of 950m [93%] with 2-3m wide while about 70m [7%] with 1.5-2m wide to cater for local constraints). The alignment

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and width of the proposed walkway have been optimized with best effort in minimizing the scope of relocation works for the operational facilities, in particular the relocation of entrance gates, vehicular access and high mast lights will not be required under the proposed scheme and hence minimizing the disturbance to the operation of NYPCWA during construction and upon completion of the project. Details of the proposed scheme are shown in **Annex 3**.

12. We plan to construct the walkway with environmentally friendly paving materials, provide adequate lighting and reconstruct the PCWA's boundary fence. In addition, in order to further enhance the walkway environment, we will explore to incorporate features along the walkway, such as wayfinding and decorative paintings on existing highway structures (**Annex 3 Sections B&C**) and plants on the boundary fence (**Annex 3 Sections D**). We will strive to preserve and exploit the existing landscape including the tree grove and multiple green assets spotted along the proposed walkway for public enjoyment (**Annex 3 Sections E**). We will also seek opportunity to provide possible pocket open space or sitting out area underneath the existing Jordon Road/Hoi Po Road Flyover (**Annex 3 Section F**), subject to further discussion with Government departments.

13. Several rounds of meetings and site visits with relevant Government departments, representatives of PCWA Committee and NYPCWA operators were held on 20 February 2023, 10 March 2023 and 29 March 2023 respectively for collecting views on the proposed scheme. The comments received were mainly on the design details and construction arrangement which will be considered in the design, construction and operation of the

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proposed walkway.

STATUTORY PROCEDURES, MANAGEMENT AND MAINTENANCE

14. The proposed public walkway will be gazetted under Cap 370 Roads (Works, Use and Compensation) Ordinance and managed and maintained by Transport Department and Highways Department respectively. And the associated amendment of the NYPCWA boundary will be gazetted under Cap 81B Port Control (Public Cargo Working Areas) (Consolidation) Order. We will continue to liaise with the relevant Government departments for the detailed works implementation and associated management and maintenance arrangement.

WAY FORWARD

15. We will take into account Members' views in carrying out the detailed design of the proposed walkway and continue to work with NYPCWA operators on the works arrangement so as to minimize the impact to their operation. Subject to Members' comments, we plan to consult Yau Tsim Mong District Council in Q2 2023 and proceed with the statutory procedures, detailed design and construction with a view to making the walkway accessible to public by 2026.

ADVICE SOUGHT

16. Members are invited to offer comments on the proposed

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scheme.

ATTACHMENTS

- Annex 1: Pedestrian passage along West Kowloon harbourfront
- Annex 2: Site constraints
- Annex 3: Proposed scheme

**Harbour Office, Development Bureau
Civil Engineering and Development Department
April 2023**

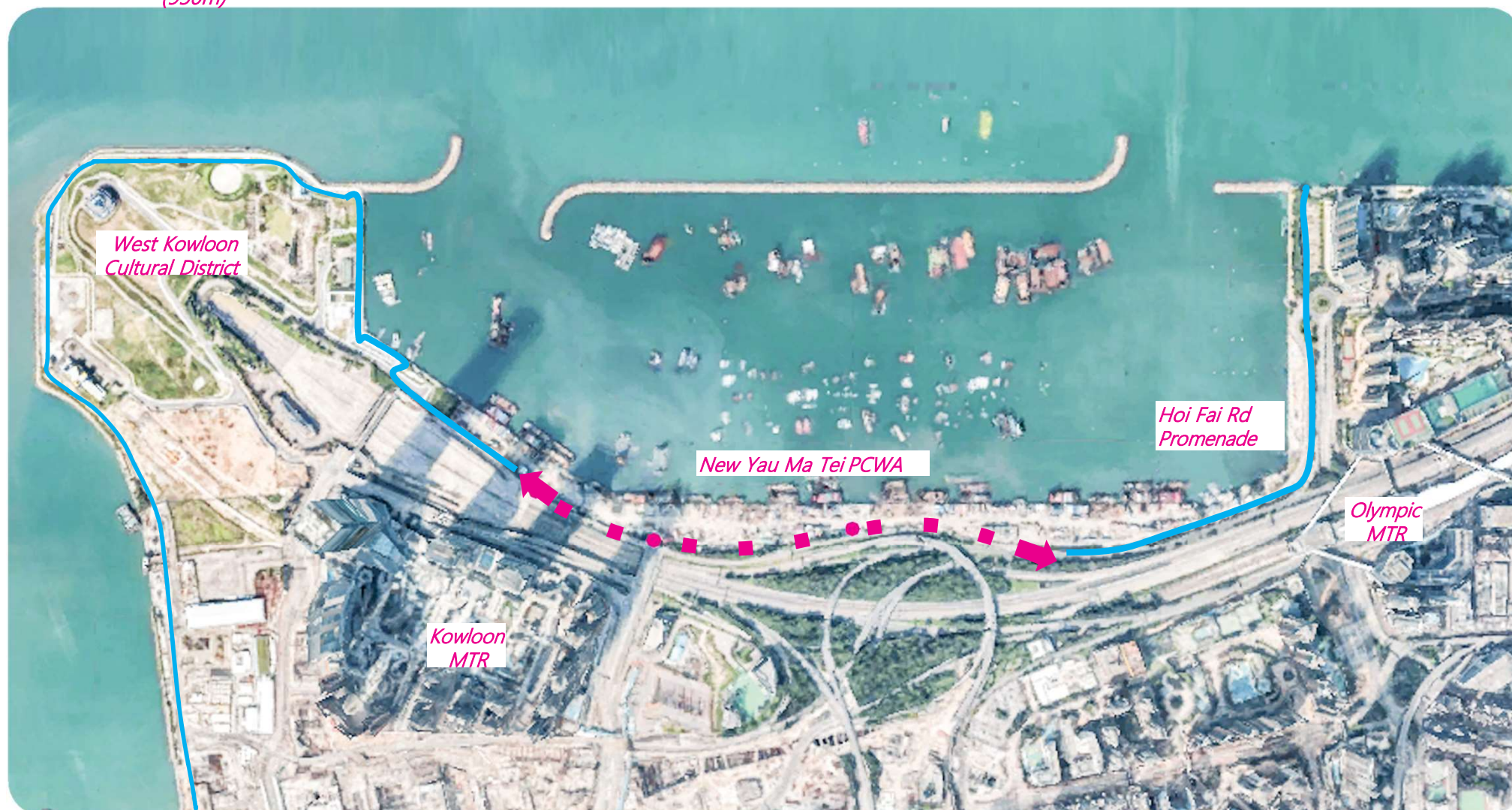
Continuous north-south pedestrian passage between West Kowloon Cultural District and Tai Kok Tsui



PROPOSED CONNECTION OF THE TKT-WKCD WALKWAY (950m)

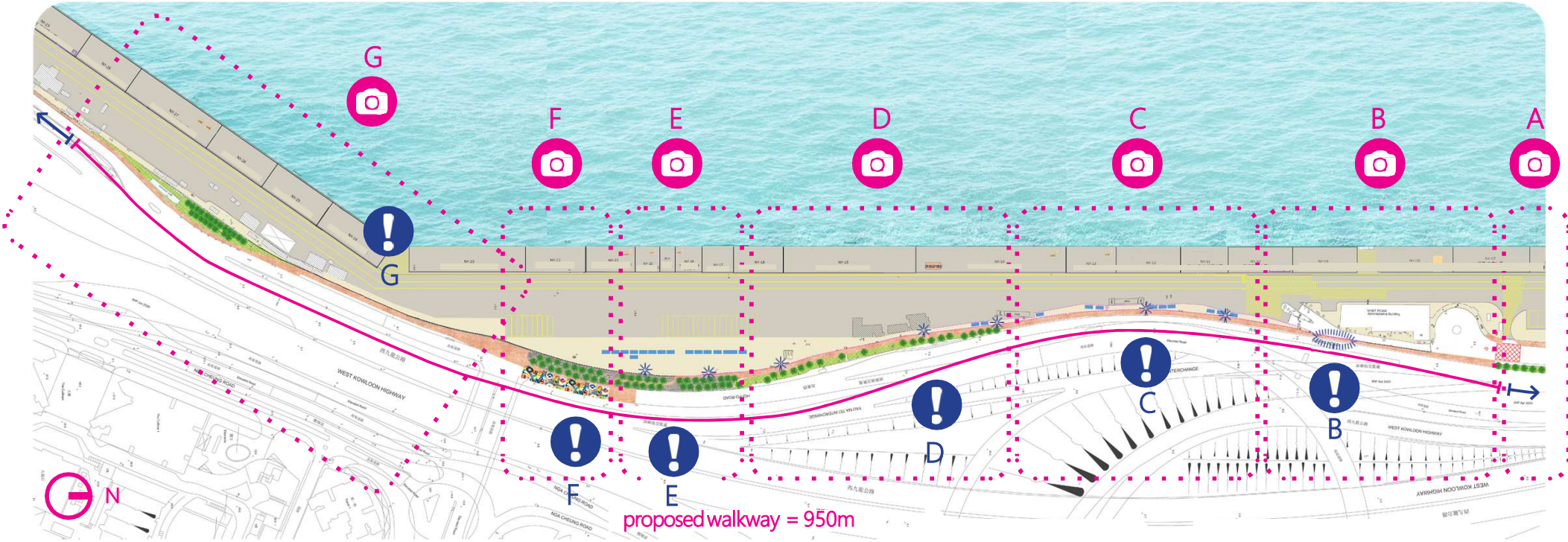


EXISTING WALKWAY



PROPOSED ALIGNMENT TO LINK UP TKT & WKCD

The proposed alignment was targeted to strike a balance between the need for the proposed walkway and keeping the least impact to the NYPCWA operation.

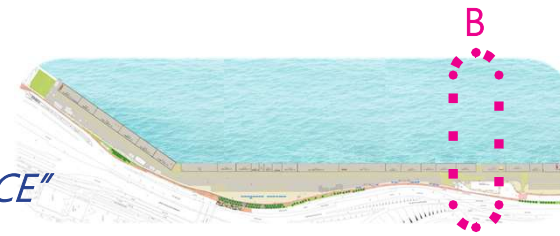


Section B



EXISTING SITE CONSTRAINTS

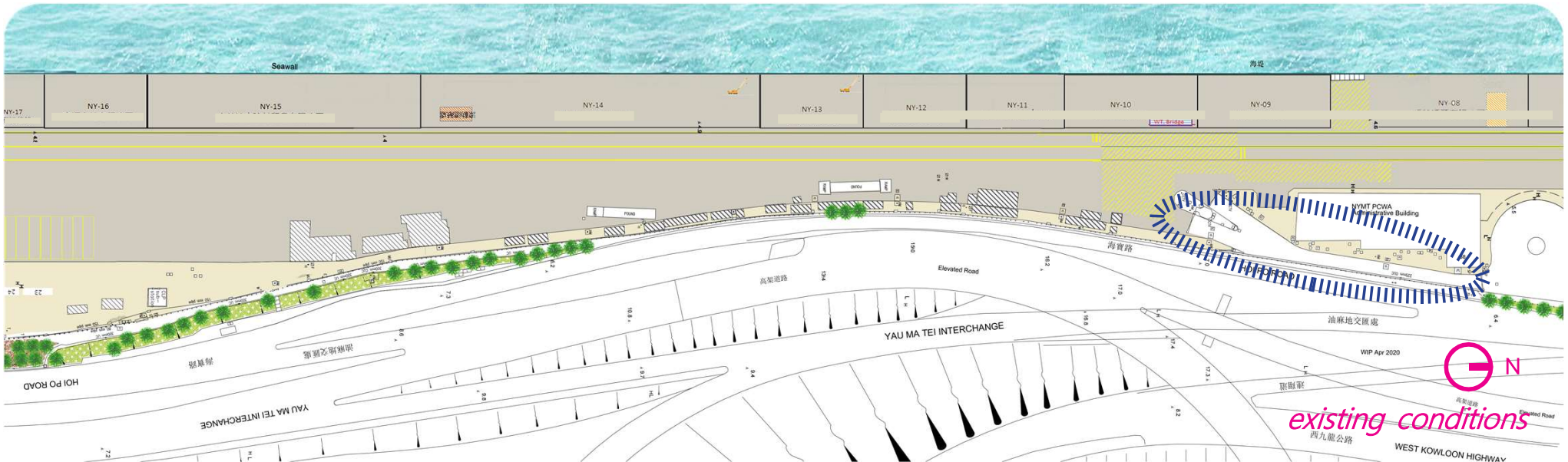
"EXISTING INGRESS POINT OF NYPCWA TO BE KEPT IN PLACE"



~80M (L)
ENTRANCE ROAD

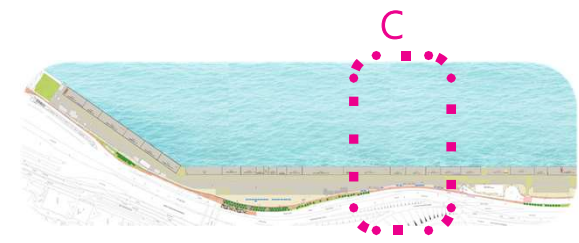


MUST KEEP AT
LEAST 3.5M
DRIVEWAY



Section C

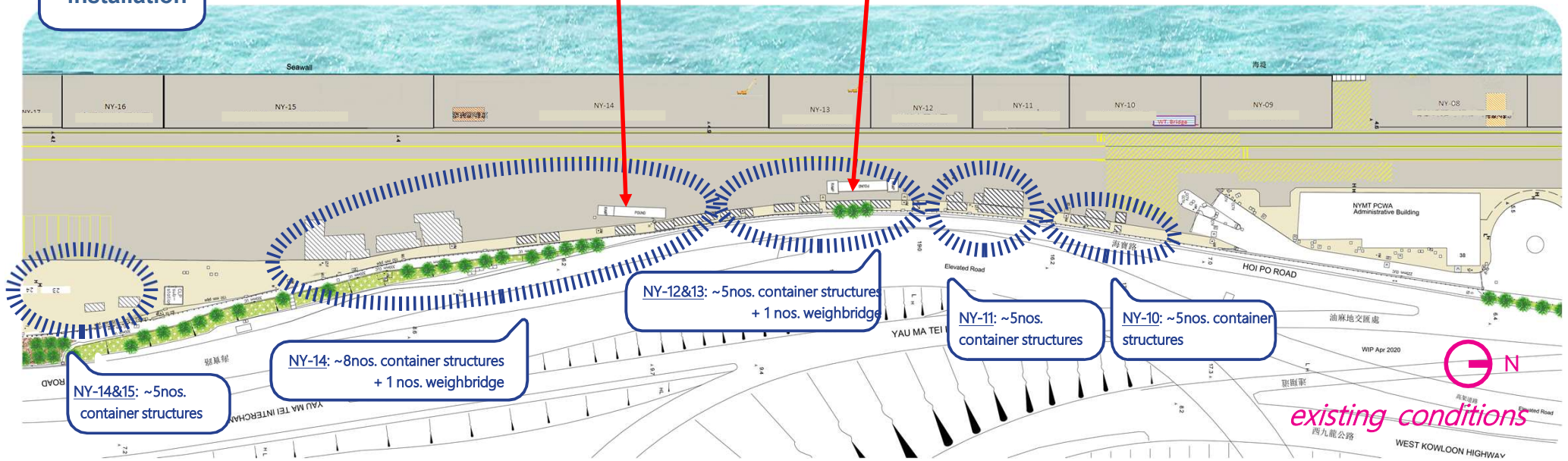
EXISTING SITE CONSTRAINTS "WEIGHBRIDGES AND CONTAINERS FOR OFFICE AND STORAGE"



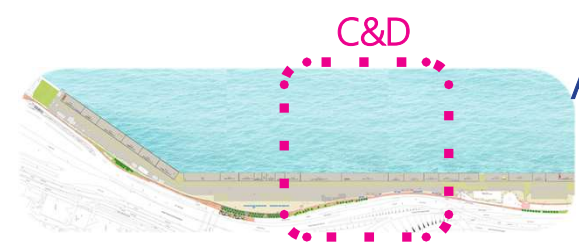
Utilities installation



WEIGHBRIDGE



Sections C & D



! EXISTING SITE CONSTRAINTS
"EXISTING HIGH MAST LIGHTS WITH MASSIVE FOOTINGS LIMITING THE FENCE SETTING BACK EXTENT"



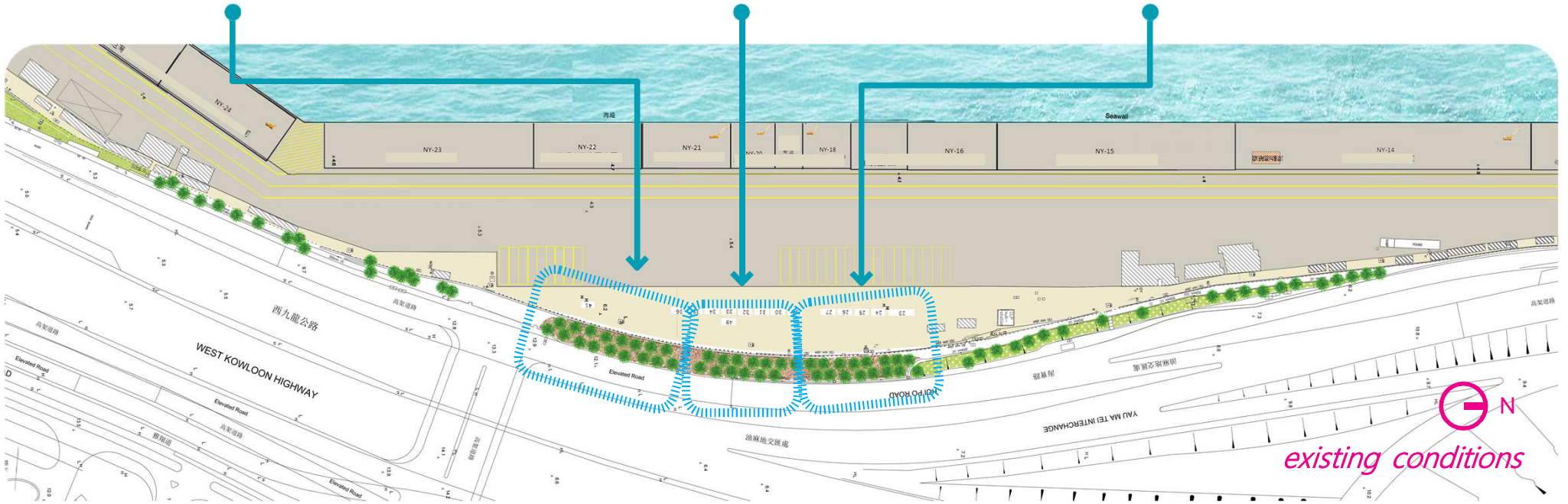
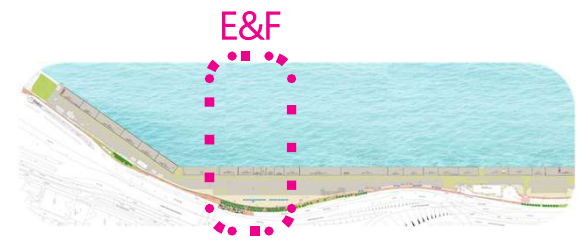
 HIGH MAST LIGHTS

High Mast Light with Massive Footing



Sections E&F

EXISTING SITE CONSTRAINTS "EXISTING TREE GROVE WITH EXTENSIVE TREE ROOT SYSTEM"



Section G

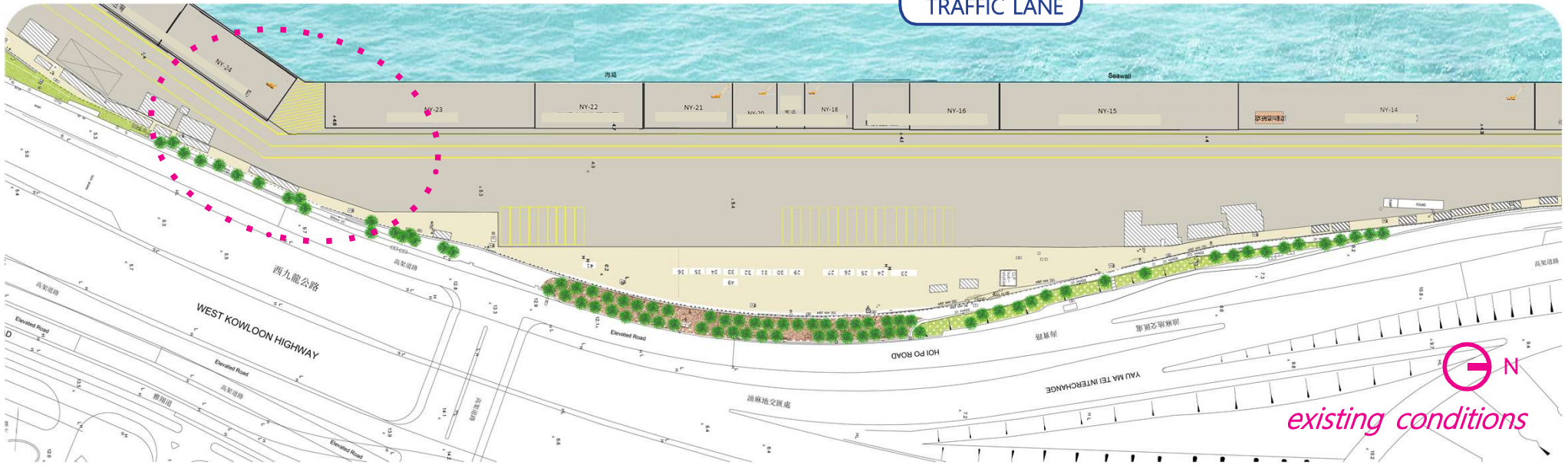
EXISTING SITE CONSTRAINTS



"KEEPING 2 WAY TRAFFIC ALL ALONG THE ELONGATED AND NARROW NYPCWA AREA LIMITING THE EXTENT FOR SETTING BACK THE BOUNDARY FENCE"



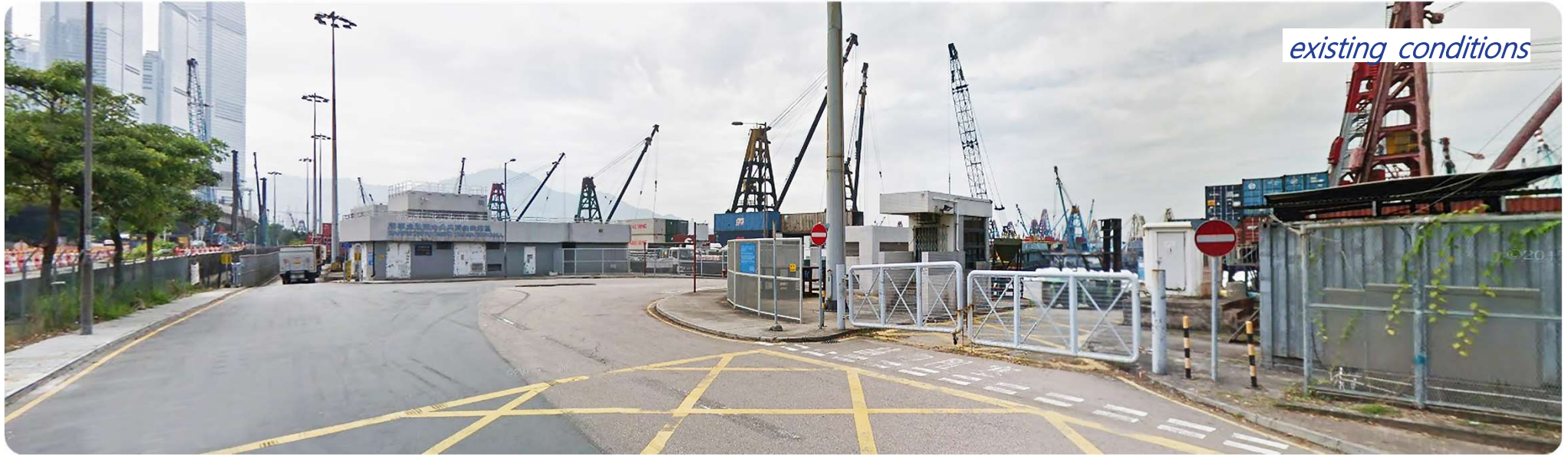
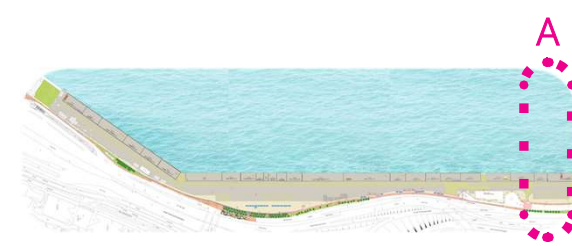
MUST KEEP THE 2-WAY TRAFFIC LANE



Section A



HOI FAI RD CUL-DE-SAC
NEAR THE NYPCWA ADMINISTRATIVE BUILDING

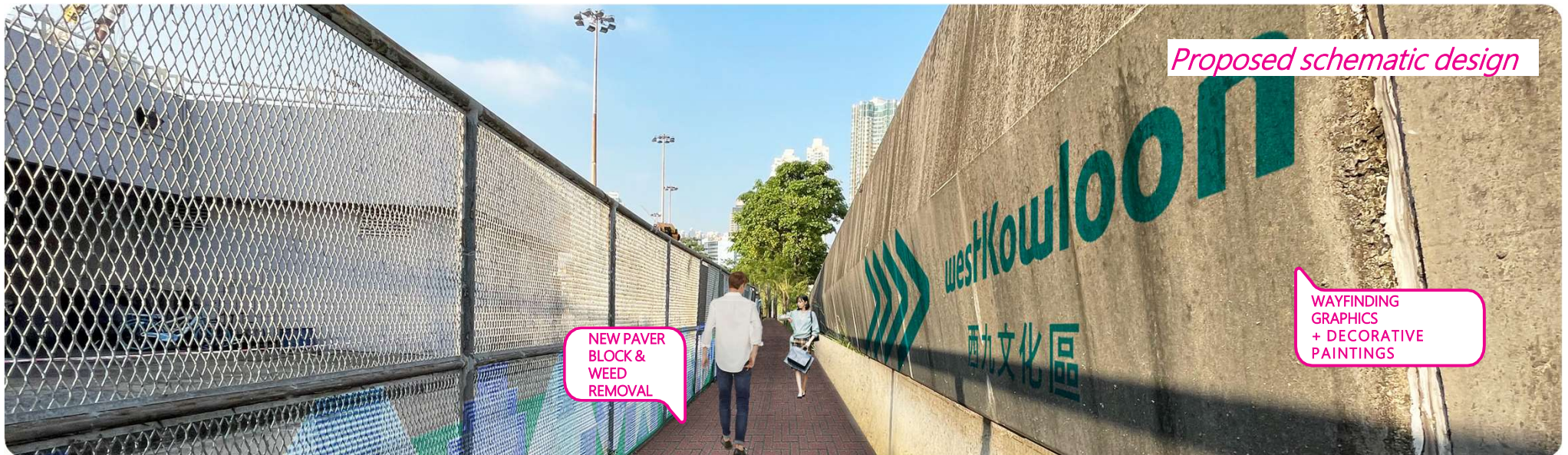
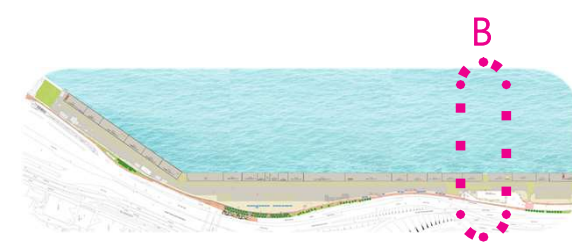


* Proposed schematic design will be subject to review in detailed design stage

Section B



PCWA INGRESS POINT
ADJACENT TO THE NYPCWA ADMINISTRATIVE BUILDING



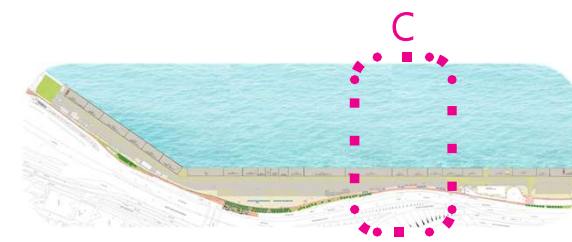
1.5 - 2 m walkway

* Proposed schematic design will be subject to review in detailed design stage

Section C



PCWA NY10-14 OPERATORS' BACKUP AREAS & OFFICE STRUCTURE



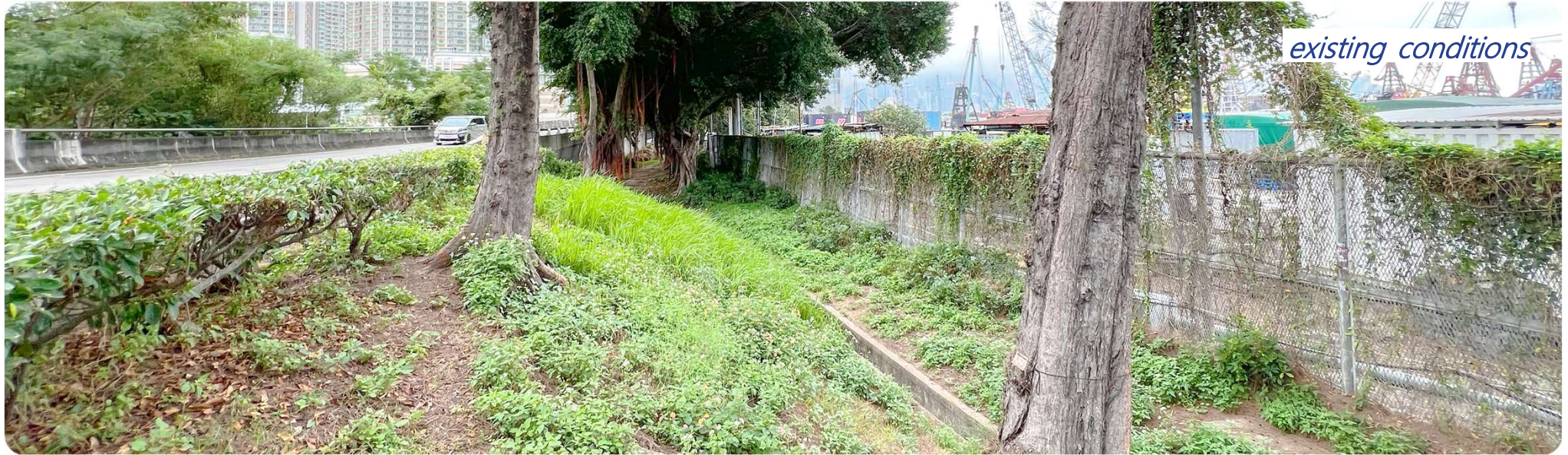
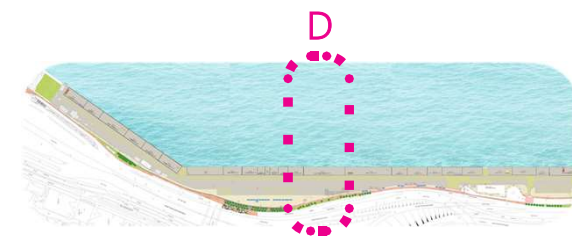
~2-3m walkway

* Proposed schematic design will be subject to review in detailed design stage

Section D



EXISTING SLOPE & TREES
ADJACENT TO HOI PO ROAD & PUMP HOUSE



existing conditions

~1-2m leftover space



Proposed schematic design

OPPORTUNITY TO DRESS UP THE BOUNDARY FENCE

NEW PAVEMENT BLOCK

EXISTING GREENERY SLOPE

RECONSTRUCTION OF U-CHANNEL

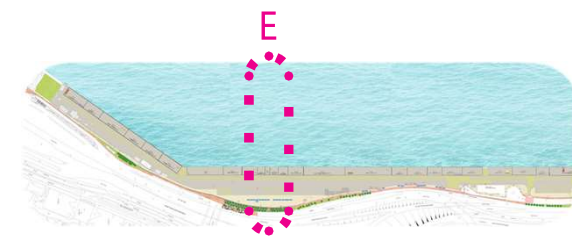
EXITING TREE GROVE area 5-8m

* Proposed schematic design will be subject to review in detailed design stage

~2-3m walkway

Section E

 TREE GROVE ADJACENT TO THE JORDAN RD/ HOI PO RD FLYOVER



Existing tree grove area for walking

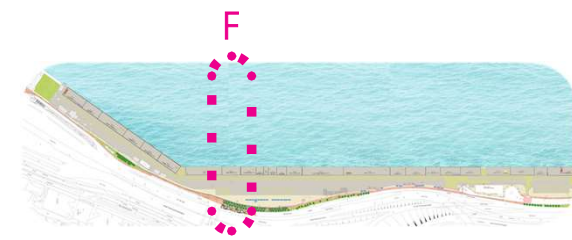
~1.5m BFA Access

* Proposed schematic design will be subject to review in detailed design stage

Section F



UNDER THE JORDAN RD/HOI PO RD FLYOVER
ADJACENT TO WEST KOWLOON HIGHWAY



existing conditions



Proposed schematic design

OPPORTUNITY TO DRESS UP THE BOUNDARY FENCE

MEANDERING PATH BETWEEN TREE GROVE (AREA WITH LESS INTENSIVE TREE ROOT SYSTEM)

Existing tree grove

~3m walkway and potential sitting-out area

* Proposed schematic design will be subject to review in detailed design stage

Section G



WEST KOWLOON HIGHWAY TOLL ROAD
CONNECTING BACK TO THE ELEVATED WALKWAY ALONG SLIP
ROAD TO JORDAN RD/HOI PO RD FLYOVER



2-3m walkway

* Proposed schematic design will be subject to review in detailed design stage