

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

For discussion
on 15 March 2018

TFK/02/2018

West Kowloon Waterfront Pedestrian Walkway Connection Between Yau Ma Tei and Tai Kok Tsui

PURPOSE

1. This paper relates to a possible pedestrian walkway at the West Kowloon Waterfront, where the section between Yau Ma Tei and Tai Kok Tsui is missing. It discusses broad issues, outlines possible connections and seeks Harbourfront Commission Kowloon Task Force's endorsement of a proposal for Government to take forward.

BACKGROUND: WEST KOWLOON WATERFRONT

2. The West Kowloon Waterfront stretches from the Cultural District in the south to the residential complexes around the MTR Olympic Station in the north. It also consists of the MTR Kowloon Station development inland and the foreshore New Yau Ma Tei Public Cargo Working Area (PCWA). This waterfront, more than 2 kilometres long, is shown in the aerial photo in **Figure 1**. There are magnificent southern views across the Harbour towards Hong Kong Island. The western outlook over the New Yau Ma Tei Typhoon Shelter is symbolic of the working Harbour, with new towns and hillsides as the back drop.

3. West Kowloon is a newly developed iconic and prominent part of Kowloon Peninsula and Victoria Harbour. It has been planned and developed with the Cultural District and the Guangzhou – Shenzhen - Hong Kong Express Rail Link Station which are under construction, and the landmark International Commercial Centre. It will serve as a commercial, residential, cultural and tourism hub. The area accommodates about 145 681 residents¹, amongst them about 17 167 individuals

¹ Population in E01 Tsim Sha Tsui West, E03 Jordan West, E05 Charming, D07 Fu Pak, E08 Olympic, E09 Cherry, E10 Tai Kok Tsui South, E11 Tai Kok Tsui North (Hong Kong Census and Statistics 2016).

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work in the same district², and about 24 110 employees³. It is anticipated that this local catchment population who live and work in and around the area will be the main users of the waterfront.

4. The waterfront should be available for public enjoyment, as advocated in Government policy. It is important to envision, design, and provide a proper and continuous pedestrian walkway. It is particularly fundamental to the West Kowloon Waterfront, being the western gateway to Victoria Harbour and cross border arrivals, and serving the visitors, business users and residents at the thriving urbanism of West Kowloon.

5. Harbour Business Forum's Harbour Connectivity Study 2008 identified the West Kowloon Waterfront link as being an important gap that needs to be filled, which was discussed by the Sub-Committee on Harbour Plan Review of Harbour-front Enhancement Committee, the former body of Harbourfront Commission. Other links in the Study have been taken forward (including the proposed Island East Boardwalk). Despite of some localised works, no action has been taken by Government to implement this link. After taking into account the various projects currently under planning or discussion by the Harbourfront Commission, West Kowloon Cultural District Authority and other Government Departments, this stretch of the waterfront remains one of the only unexplored gaps along the urban harbourfront.

6. Given the proximity to West Kowloon Cultural District, this link should be implemented as soon as possible. There will be increasing number of locals and visitors in the area. Given the lead time in commissioning work, it is now the time to formulate a solution. West Kowloon Cultural District Authority also indicates support for the proper pedestrian circulation in the area.

7. This paper includes a further detailed study which has been undertaken, as completion of this link becomes more important as the West Kowloon Cultural District approaches opening.

² Number of individuals work in the same district does not include those who work at home.

³ Employees in Tertiary Planning Units 251, 252, 253 and 254 (Hong Kong Census and Statistics 2016).

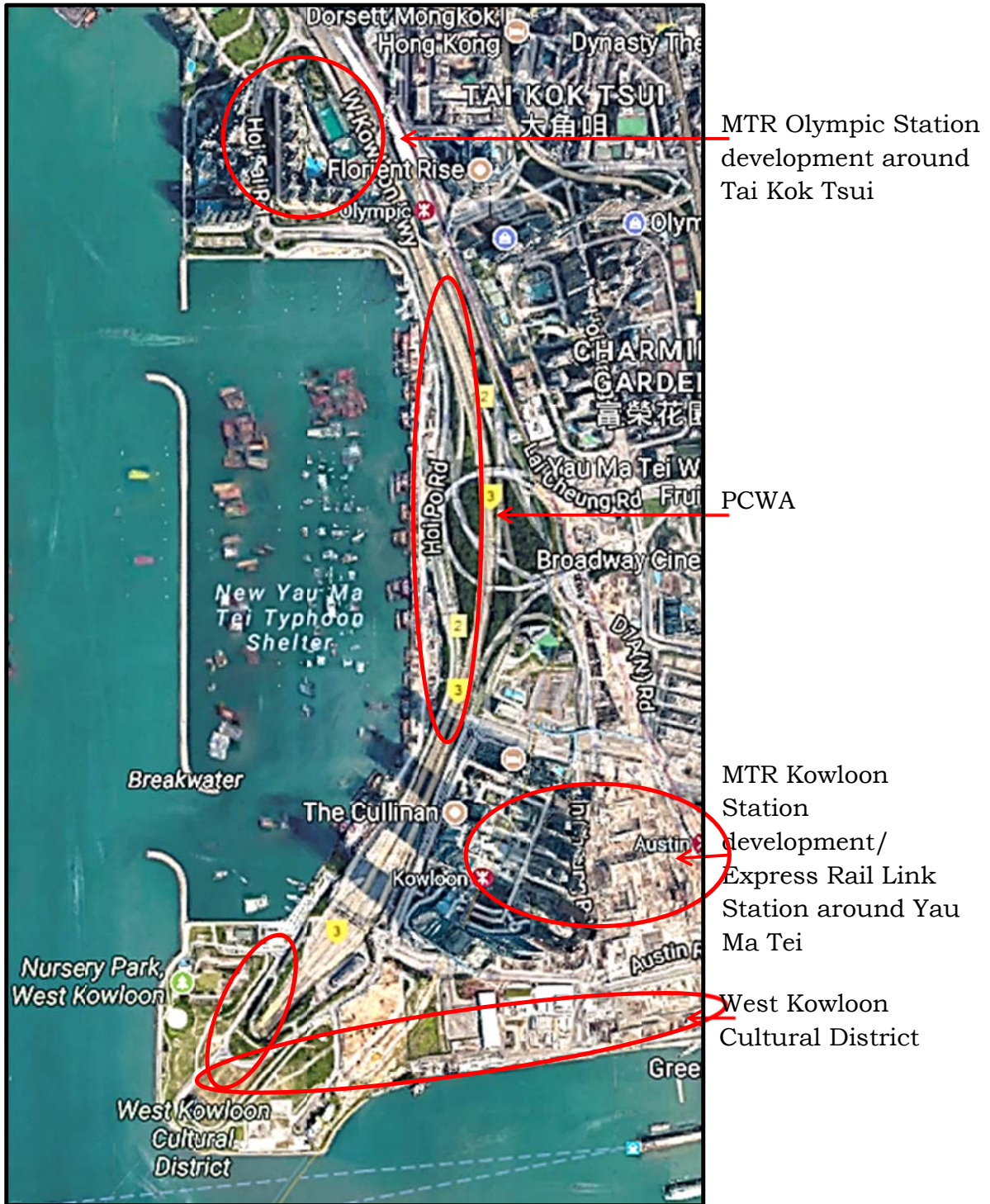


Figure 1. Aerial photo of the West Kowloon Waterfront (Source: Google Map 2017).

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8. Pedestrian facilities around the West Kowloon Waterfront include the following, and are illustrated in **Figure 2** -

Pedestrian Facilities around the West Kowloon Cultural District at the South

- (a) The West Kowloon Cultural District upon completion will provide a promenade wrapping around its waterfront. The promenade will be about 2 kilometres long, beginning from Canton Road and extending to the bus stop at the Western Cross Harbour Tunnel exit. It will form part of the pedestrian network, parallel to Austin Road and the car free shopping “Avenue”.
- (b) The Western Cross Harbour Tunnel bus stop leads to the north-south running part of the waterfront, comprising the “Nursery Park”, “Pet Zone” and performance venues. There are seatings, shelters, kiosks, public toilets, and dedicated cycling paths. It is connected to the Kowloon Station development inland via an existing footbridge over the West Kowloon Highway.
- (c) The bus stop also leads to Jordon Road (elevated part), via a footpath alongside the West Kowloon Highway and the ramped Hoi Po Road. At the junction, there is a crossing to Jordon Road, the Hoi Po Road footpath terminates and does not continue north.

Pedestrian Facilities around the Olympic Station Development at the North

- (a) Around the Olympic Station development, there is an about 700 metres long promenade wrapping around its waterfront. There are seating, shelters, and periodic events.
- (b) The foreshore promenade connects with the Hoi Fai Road footpath to the east. This part of Hoi Fai Road is essentially dedicated to PCWA located at the southern end of the road, carrying heavy vehicles traffic,

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which terminates and does not continue south.

Pedestrian Access through PCWA Prohibited

- (a) PCWA is exclusively for cargo loading and unloading, in accordance with the Port Control (Cargo Working Areas) Regulations (Cap 81A). Use and access at PCWA other than these purposes may constitute a breach of the Regulations. More importantly, pedestrian traversing the heavy vehicles at PCWA is a potential traffic hazard. This cannot be deemed as proper pedestrian linkage.

9. In other words, the foreshore promenade is fragmented, restricted to the West Kowloon Cultural District around Yau Ma Tei, and the residential complexes around Tai Kok Tsui. A proper dedicated pedestrian walkway between Hoi Po Road/Jordan Road and Hoi Fai Road, fronting PCWA and the Typhoon Shelter is missing.

10. There are other walkability issues in the area, such as the lack of signage, landscaping, and convenient pedestrian linkages with the inland, with room for improvements. However, this paper focuses on the missing proper link around PCWA and the Typhoon Shelter that is critical for pedestrian circulation.

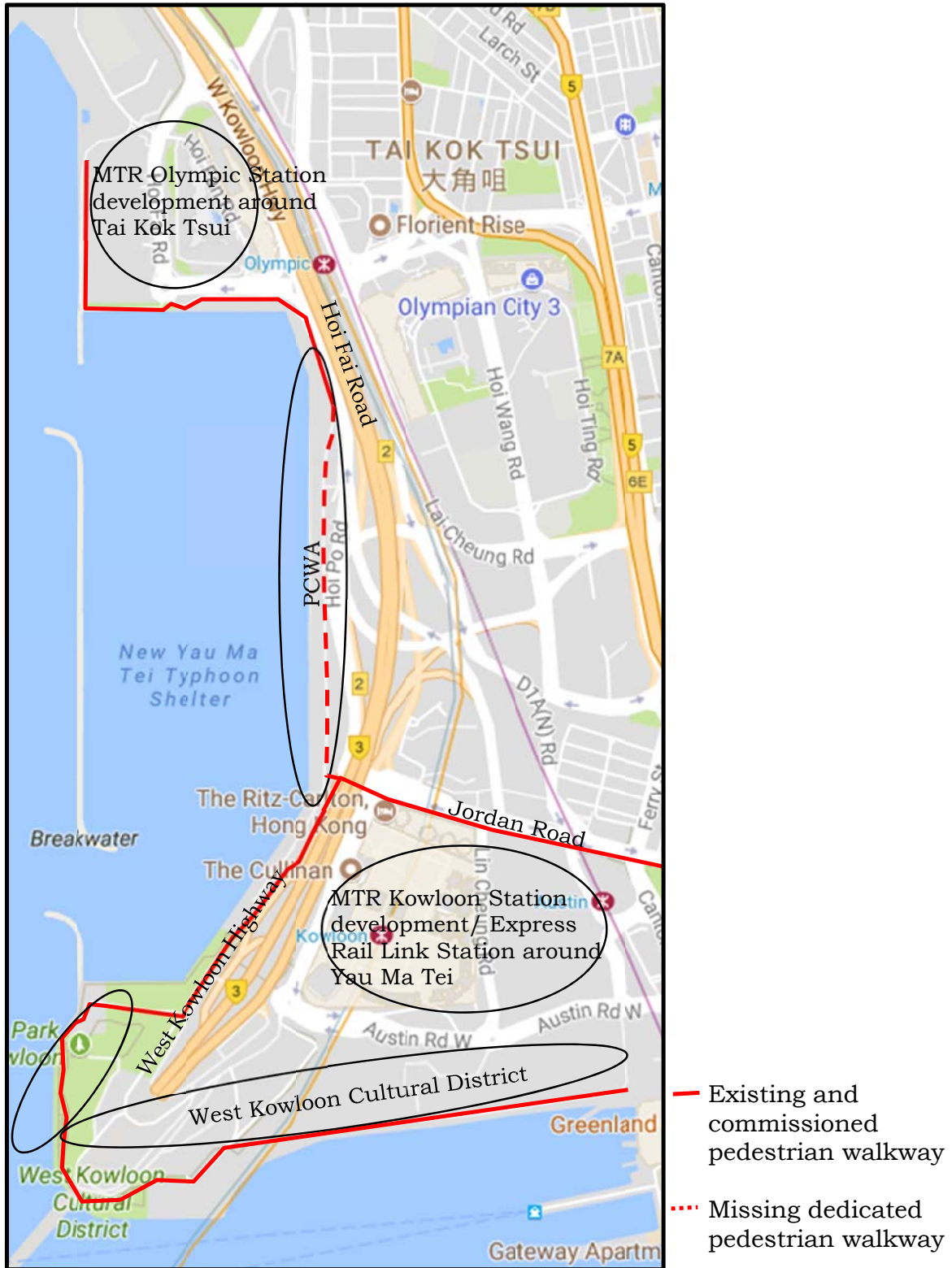


Figure 2a. Plan showing the existing and committed pedestrian footpath networks around the West Kowloon Waterfront.



The existing foreshore promenade around Olympic Development.



Hoi Fai Road footpath.



Footpath around Hoi Po Road layby.



Crossing at Hoi Po Road and Jordan Road junction.



Hoi Po Road footpath



Footpath along West Kowloon Highway



Footpath along West Kowloon Highway



The existing foreshore promenade at the Cultural

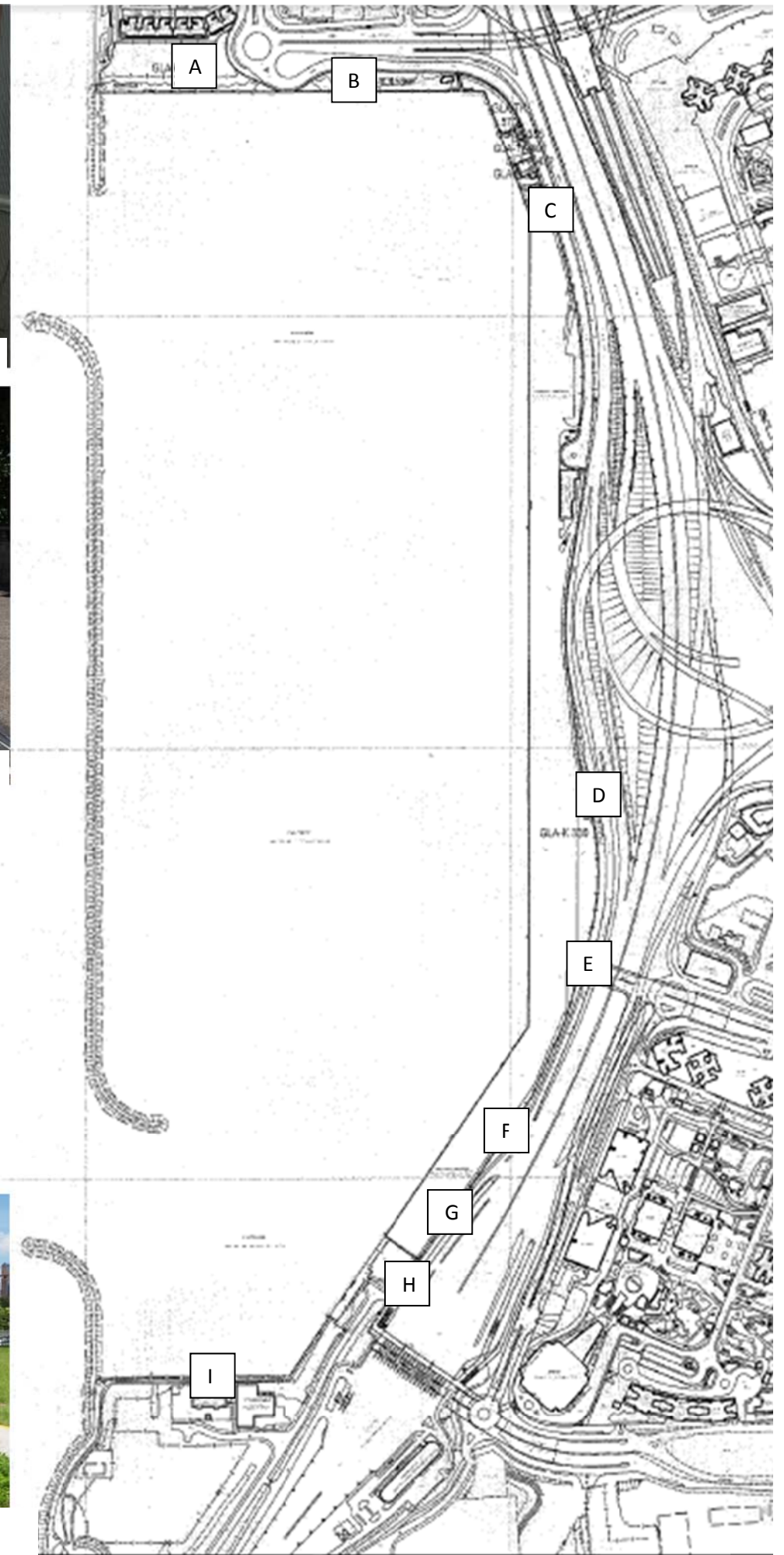


Figure 2b. Photos showing the existing pedestrian walkway along the West Kowloon Waterfront.

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11. With regards to the width of the possible pedestrian walkway at this iconic and prominent waterfront, the ideal is 11 metres. It would consist of 3.5 metres for pedestrians, 3.5 metres for cyclists and 2 metres of landscaping strip on both sides, as illustrated in **Figure 3**. However, consultation with Transport Department indicated that a bike lane at this location could not be supported on policy grounds and has therefore been deleted.

12. The optimal width in this case is 5 metres, given the constraints of the existing highways structure and PCWA operations as discussed below. It would be practical in accommodating 3 metres footpath and 2.3 metres working space in case of maintenance without affecting pedestrian traffic (also illustrated in **Figure 3**). At pinch points, 3 metres is the minimum necessary for pedestrian circulation. This width whilst not ideal, is considered to be acceptable in relation to the existing footpaths in the area that at sections are as narrow as about 1.5 metre.

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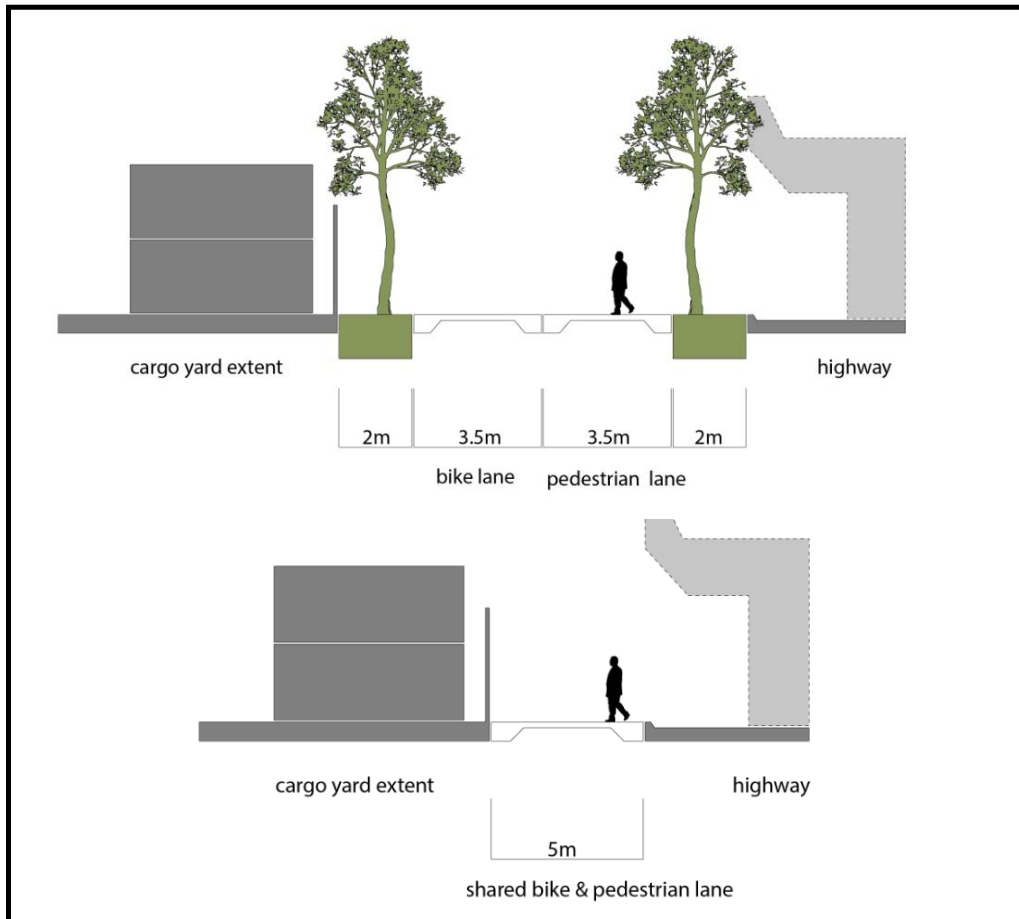


Figure 3. Section diagram showing the width of the possible pedestrian footpath (ideal design above, and optimal design below).

13. Considerations of a proper footpath between Hoi Po Road/ Jordon Road and Hoi Fai Road around the Typhoon Shelter and PCWA are given to the following –

Available Government Land

14. In discussions with Highways Department's representatives, the Department is generally supportive of use of the available Government Land, which is unleased/ unallocated, or public

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footpath/ carriageway maintained by Highways Department, for pedestrian walkway.

15. Highways Department proposes the optimal walkway width to be 5 metres, 3 metres should only be considered where fundamentally necessary and should be avoided as far as possible. Further, the Department raises issues on footpaths which are at the same level or lower than adjacent driveways, as passing vehicles on adjacent elevated driveway may cause falling objects and endanger pedestrians. Overhead protection or elevating the footpaths would be necessary along parts of the linkage.

PCWA under Marine Department's Management

16. Considerations for a dedicated pedestrian pathway inside PCWA which is under Marine Department's management are given to the following -

- (a) There are various operations, including live cargo area, offices in temporary structures and heavy vehicles manoeuvring in PCWA. Cargoes and offices along the length of the linkage of concern are set back from the boundary fencing alongside Government Land. The operator licenses have been renewed in July 2016 for a period of five years and cannot be changed.
- (b) Discussion with Marine Department's representatives emphasised their interest in minimising disruption to PCWA. While the impact of an optimal 5 metres wide walkway on PCWA operation is to be examined, Marine Department is of the view that a ground level pedestrian arrangement would cause disruption to PCWA, particularly if Marine Department's administration building is to be relocated. Marine Department indicates that it may be difficult to obtain PCWA operators' agreement, safety issues cannot be disregarded and the Port Control

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(Cargo Working Areas) Regulations is to be amended.

- (c) Upon Kowloon Task Force's endorsement of a walkway at the West Kowloon Waterfront, any works at PCWA would be subject to consultation with Marine Department and PCWA operators, and investigations on the possible impact on the PCWA operations and any necessary mitigation measures, to be carried out by Government.
- (d) PCWA has three vehicular access points on Hoi Fai Road, including the entrance at the roundabout at the southern end of Hoi Fai Road, the exit at the northern part of PCWA, and a secondary access to the north of the roundabout. In any case, pedestrians will have to cross the driveways and this is unsatisfactory (**Figure 4**).



Figure 4. Photos showing the vehicular access points on Hoi Fai Road.

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PROPOSAL: POSSIBLE PEDESTRIAN LINKAGE

17. In view of about 145 681 residents, 24 110 employees and visitors to the West Kowloon Waterfront being disadvantaged by the lack of a safe, accessible and enjoyable walking environment between Hoi Po Road/Jordon Road and Hoi Fai Road around the Typhoon Shelter and PCWA, considerations of a possible pedestrian linkage, at-grade option or elevated option, are given to the below -

At-grade Connection alongside Hoi Po Road

18. In view of Highways Department's general support of use of the available Government Land, which is unleased/unallocated, or public footpath/ carriageway maintained by Highways Department, the pedestrian walkway would preferably utilise this land as much as possible.

19. Survey of the available Government Land for possible pedestrian walkway has been carried out, and provided in **Appendix 1**. In summary, the available Government Land at the southern part below the Hoi Po Road footpath is 3-5 metres wide minimum. There are tree plantings, a drainage channel, and gradient sloping down towards the PCWA. Modification works would be required. The northern part between the Hoi Po Road layby and Hoi Fai Road, with highway structure on one side and PCWA fencing on the other side, is as narrow as 0.5 metre. These are illustrated in **Figure 5**.

20. An at-grade walkway entirely located within the Government Land will have more than 150 metres long section about 0.5 meter wide. Pedestrians will have difficulties in overtaking others going in the same direction, or passing others coming in the opposite direction. This is not unsatisfactory.

21. With the highway structure constraint on one side, realignment of PCWA's fencing would be necessary to supplement the narrow width, to result in a walkway of suitable width.

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Along the 150 metres section of concern, the temporary structures at PCWA are set back about 1 metre from the fencing (**Figure 6**). While this represents opportunities to supplement the walkway width with minimal disturbance to PCWA's operations, Marine Department does not support realignment of the fence. The actual degree of disturbance will be subject to detailed feasibility study by Government.

22. In conclusion of the possible at-grade walkway, its width and amenity offered will be low standard. The resultant 1.5 metre width at the 150 metres long section of the walkway is not ideal, but functional. The possible at-grade walkway is considered to be an interim provision where necessary. An outline of this connection is shown in **Figure 7**. Considerations are also given to the following implementation details -

- (a) Consultation with Marine Department, PCWA operators and District Council, and investigations on the possible impact on the PCWA operations and safety considerations and any necessary mitigation measures are to be carried out by Government.
- (b) The 150 metres long section should have a consistent pathway width all along, avoiding pinch points and congestions, for level of service for pedestrian circulation. It, being at the same level or below the adjacent highway structures, will need overhead protections to meet Highways Department's requirements.
- (c) At the northern end of an at-grade walkway, connection to the Hoi Fai Road footpath requires crossing the heavy vehicles traffic at the roundabout. There are no existing crossing facilities. Should this at-grade connection option be considered appropriate, future considerations are required to address this issue.
- (d) In view of the constrained widths at the 150 metres long section of an at-grade walkway at the north,

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the walkway at the south even which is 3 to 5 metres wide may need not to clear all trees and modify all ground level but only to the minimum required.

- (e) The Port Control (Cargo Working Areas) Regulations is to be amended.



Figure 5a. Photos showing the available Government Land along the southern part of the ramped Hoi Po Road, minimum 3 to 5 metres wide (top to bottom: bottom of the ramp, around Jordan Road junction, and around the layby).



Figure 5b. Photos showing the available Government Land along Hoi Po Road, between the layby and Hoi Fai Road, pinch point about 0.5 metre wide.

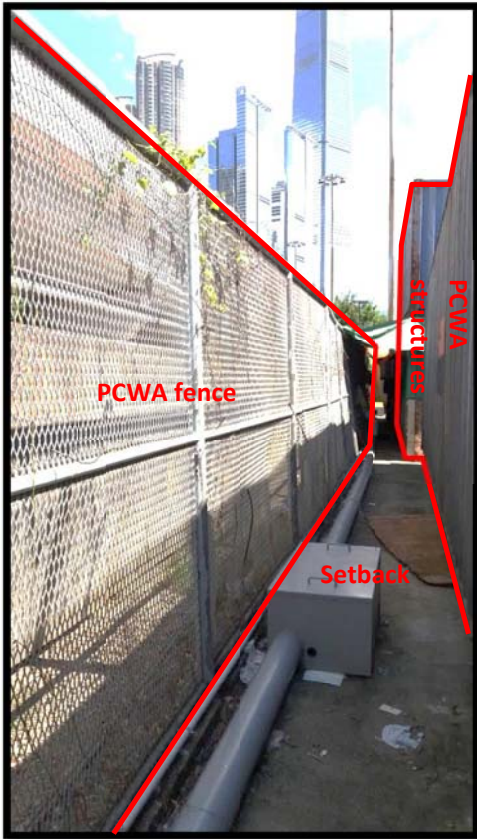
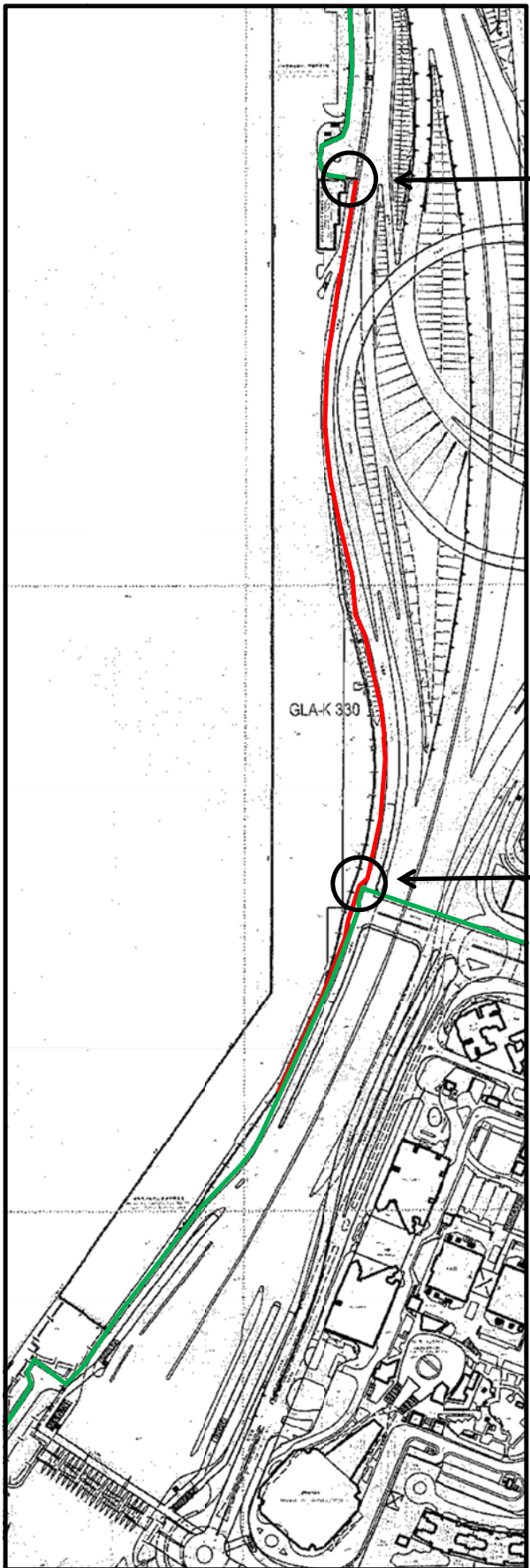


Figure 6. Photo showing the setback in PCWA, which is inadequate in width. Marine Department does not support realignment of PCWA fence.



Crossing

No connection between the existing elevated walkway and the possible at-grade walkway at different levels.

- Existing walkway
- Possible at-grade walkway

Figure 7. Plan indicating a possible at-grade walkway.

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An Elevated Connection

23. An alternative option of a pedestrian connection is an elevated walkway. It will avoid the physical constraints on its widths.

24. An elevated walkway could be extended from the existing Hoi Po Road footpath at the junction of Jordan Road which is elevated, to Hoi Fai Road about 550 meters in length. Jordan Road is a direct connection from the inland and is located mid-way the length of the West Kowloon Waterfront. It is a logical extension (**Figure 8**).

25. The entire elevated walkway can be 5 metres wide minimum. The absence of physical constraints also enables the possibility for greater than 5 metres widths to accommodate such design elements as –

- (a) Plantings to screen the visual, acoustic and air pollution generated by the West Kowloon Highway traffic.
- (b) Adequate and comfortable seatings for stopping and appreciating the view.
- (c) Visually interesting and modern design elements, such as horizontal bays and vertical undulations, as illustrated in **Figure 9**.

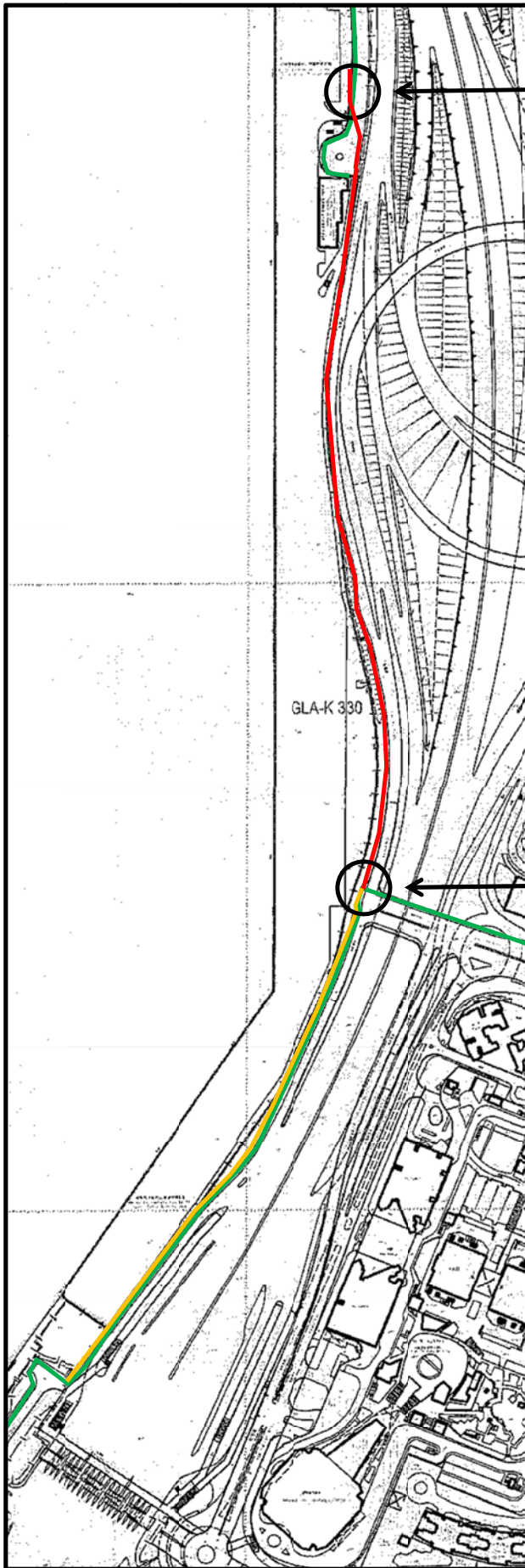
26. An elevated walkway will have two additional benefits. First, there is the view over the working harbour signified by the PCWA and the Typhoon Shelter, with the distant views at the backdrop. This is a significant improvement compared with the at-grade sightlines, which would be blocked by cargoes and offices. Second, the landing at the northern end could extend beyond the PCWA entrance, avoiding traffic conflicts with the frequenting heavy vehicles. Should this elevated connection option be considered appropriate, detailed considerations on the landing

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are required.



Landing steps and ramp

Extension to the existing elevated walkway on Hoi Po Road and Jordan Road.

- Possible elevated walkway
- Existing walkway
- Possible widening to the existing walkway

Figure 8. Plan indicating a possible elevated walkway



Figure 9a. BP pedestrian footbridge at Millennium Park, Chicago as a prominent feature. Source: <http://www.aviewoncities.com>

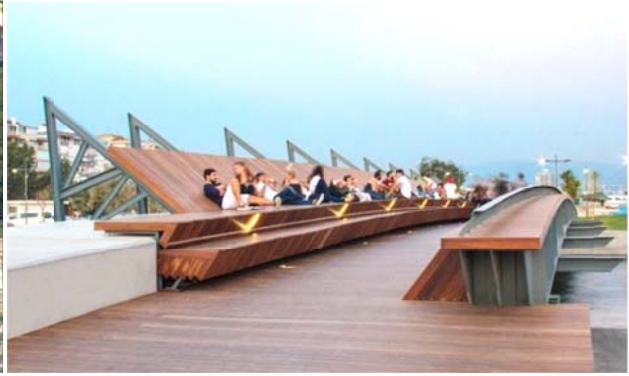


Figure 9b. Bostanli-footbridge in Turkey with street furniture. Source: <http://mymodernmet.com>



Figure 9c. Chunhua footbridge in ShenZhen with bays. Source: <http://www.arch2o.com>



Figure 9d. Tintra footbridge in Norway with protruding look outs. Source: <http://www.designboom.com>



Figure 9e. River hull footbridge in UK, in levels. Source: <http://inhabitat.com>



Figure 9f. Celtic gateway bridge in UK, in levels. Source: <https://geotopoi.files.wordpress.com>

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27. In conclusion, in consideration of the width and amenity offered, the elevated walkway is preferred over the at-grade design. This is in spite of some technical considerations include the supporting and vertical clearance for the elevated structure that are to be further investigated by Government.

28. Considerations are given to the southern end of the elevated walkway in connection with the existing footpaths alongside Hoi Po Road and West Kowloon Highway, about 400 metres long, which are about 1.5 metres wide. To avoid pinch point at the connection and to create a high quality walkway along the waterfront, Hoi Po Road and West Kowloon Highway footpaths should be widened. Widening is possible by way of cantilever to the existing structure or clearance of the available Government Land on the verge.

INTERDEPARTMENTAL COMMENTS

29. Interdepartmental meetings (including Planning Department, Marine Department, Lands Department, Highways Department and Home Affairs Department) have been convened by Planning Department to discuss Harbour Business Forum's proposals, and have provided input into the realistic options that can be considered to be taken forward. The departments have also reviewed an original of this paper dated August 2017, and provided comments which are enclosed in **Appendix 2**. Their comments have been incorporated in this revised paper.

30. In summary, there is no departmental objection to a walkway at the West Kowloon Waterfront. Technical issues in relation to the detail alignment and design will be carried out by Government, subsequent to the Kowloon Task Force's

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endorsement of a walkway at the West Kowloon Waterfront.

COSTS

31. The initially conceived at-grade walkway connection would have been cheaper than the elevated link. It could have been financed by District Council's budget.

32. The estimated capital cost of the elevated walkway is between \$200 to 300 million (2017 prices. Broad order estimate, detail confidential.). It will have to be financed as a Public Works Program item, which is likely to delay implementation. Highways Department also reminds that it will largely depend on the design, such as structural cantilever from the existing highways structures, or investigations on underground and geotechnical conditions, and trees impacts, for footings.

33. The operational cost, based on norms, is likely to be less than 2-3 percent of the capital cost per annum. Government departments will be responsible for operations and maintenance.

BENEFITS

34. The at-grade walkway connection is considered to be much less attractive in terms of the number of users and thus the overall benefits of the proposal. It fails to provide safe, enjoyable walking environment, which is one of the fundamental objectives of the linkage, and as such, the number of users might be quite limited. It makes little sense to build linkages that the public do not want to use, and may discourage them from harbourfront activities.

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35. The elevated walkway will be an order of magnitude greater in cost than the at-grade one. Given the number of users is anticipated to be much higher, the additional expenditure is considered to be well worth the expense, in value for money terms. It suitably addresses the walkability problem and benefits the surrounding residents, employees and visitors to the West Kowloon Waterfront, and will generate the highest benefits in excess of cost.

36. This paper does not show detailed proposals. It will be up to Government Departments and public bodies to work with stakeholders in developing the preferred solution. Consultation with District Council will also be required.

37. The elevated option is recommended over the at-grade option. However, some of the technical considerations include the structural/ supporting design, and vertical clearance for the elevated structure that are to be further investigated by Government. The downside would be its greater cost, which greater priority would be necessary with the West Kowloon Cultural District approaching its completion.

38. The at-grade option is largely subject to the use of PCWA's setback space to supplement the available Government Land. The resultant 1.5 metre wide walkway is not ideal but functional that possibly, on agreement with PCWA, it can be put in place as a temporary solution until the elevated walkway is implemented. Some of the technical considerations include consultation with PCWA operators, overhead protections, crossing facilities on Hoi Fai Road and amendment to the Port Control (Cargo Working Areas) Regulations that are to be further investigated by Government.

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ADVICE SOUGHT

39. The Kowloon Task Force is invited to note and advise the following –

- (a) The need to complete the missing pedestrian link between Ho Po Road/ Jordon Road and Hoi Fai Road around PCWA and the Typhoon Shelter to facilitate the pedestrian circulation at the West Kowloon Waterfront.
- (b) This is a matter of urgency, given the scheduled completion of the West Kowloon Cultural District.
- (c) Both the at-grade and elevated walkway are considered to be practical solutions, but additional feasibility studies by Government and consultation with PCWA will be necessary. The elevated walkway is preferred. However, in the interim where necessary, an at-grade walkway despite being of a low standard should be provided.
- (d) Government, namely Highways Department, to adopt the proposal and implement it.

**Harbour Business Forum
March 2018**

Appendix 1
Survey of Available Government Land
alongside PCWA

A pedestrian platform along the site fence

Overview	Site Photos
	
<p> Approximate photo taken place</p> <p> Platform along the site fence</p>	

Observations along the site fence

Photo ID: P1

Overview



Detailed View



Site photo View



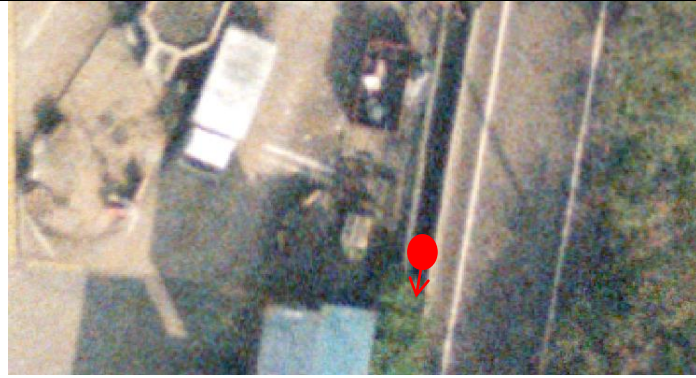
Government Land- approximate width: 2.5m
PCWA entrance building and driveway inside
fence to the right.

Photo ID: P2

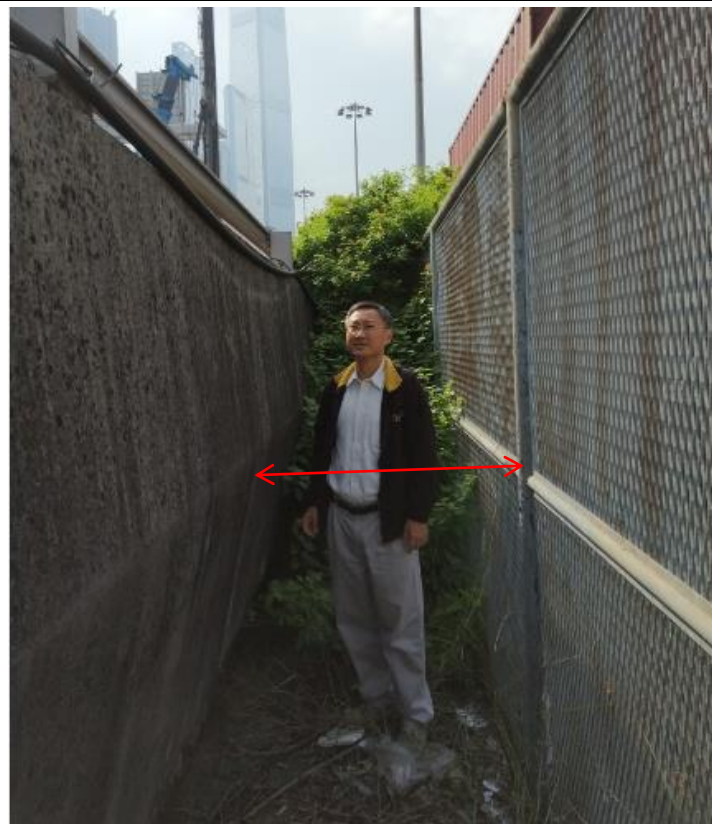
Overview



Detailed View



Site photo View



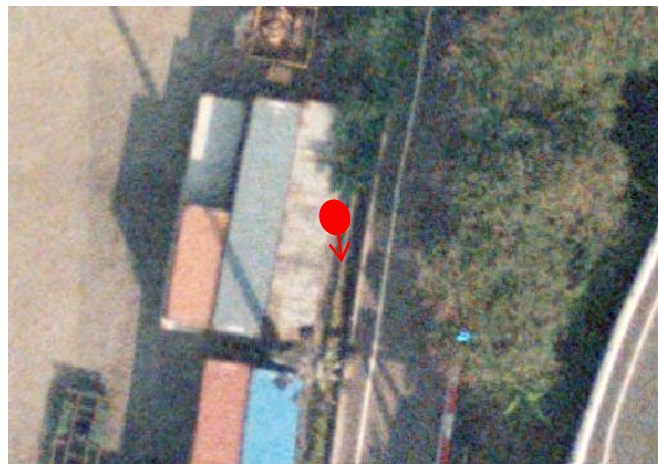
Government Land- approximate width: 0.8m

Photo ID: P3

Overview



Detailed View



Site photo View

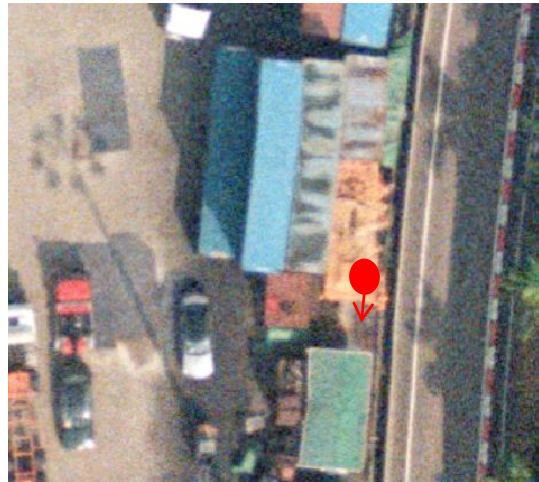


Photo ID: P4

Overview



Detailed View



Site photo View



PCWA- approximate width:
0.8m

Photo ID: P5

Overview



Detailed View



Site photo View



Government Land-
approximate width: 1.0m
PCWA inside fence to the left.

Photo ID: P6

Overview



Detailed View



Site photo View



PCWA- approximate width: 0.5m

Government Land- approximate width: 2.0m

Photo ID: P7

Overview



Detailed View



Site photo View

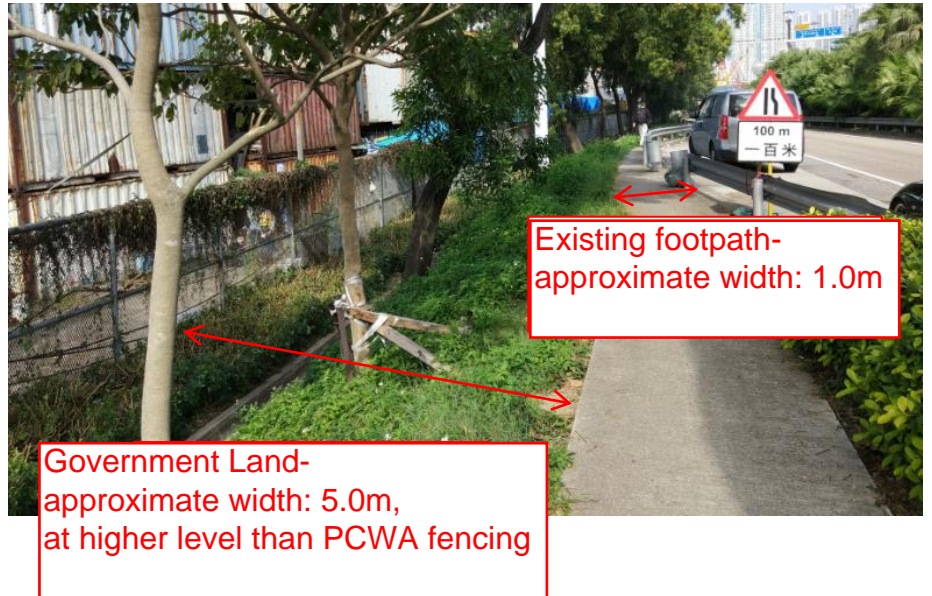


Photo ID: P8

Overview



Detailed View



Site photo View



Government Land
between driveway and
PCWA fencing-
approximate width: 0.5m

Photo ID: P9

Overview



Detailed View



Site photo View



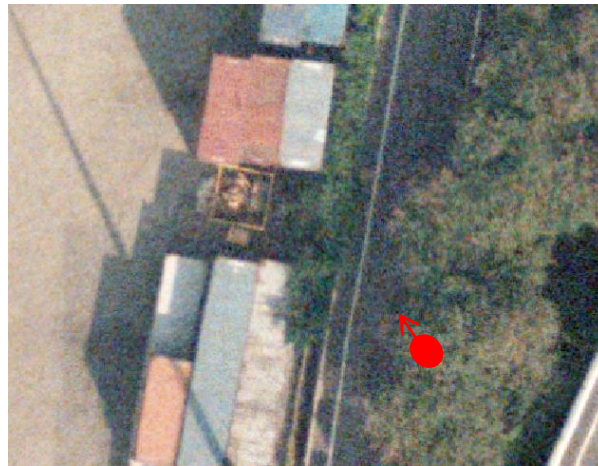
Government Land between driveway and PCWA fencing- approximate width: 0.5m

Photo ID: P10

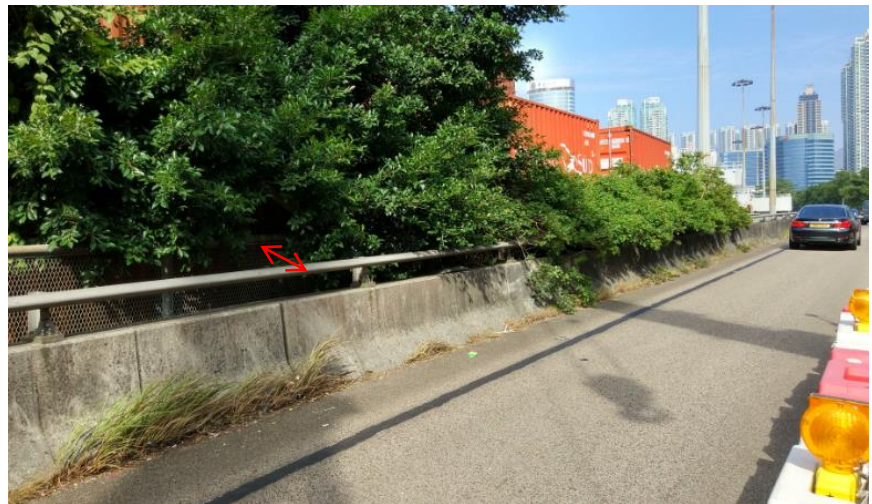
Overview



Detailed View



Site photo View



Government Land between driveway and PCWA fencing- approximate width: 0.5m

Appendix 2

Planning Department circulated an original of this paper dated August 2017 for relevant Government departments' review, and received the below comments. (These comments have been incorporated in this revised paper and the reference to the original paper may no longer be relevant to the revised paper.)

Highways Department's comment

1) In general, to be precise, there is no land vested with Highways Department. The so called "land vested with Highways Department" should read as "unleased / unallocated government land", throughout the whole paper.

2) In particular, in para 4.4, please revise the sentences : the Department raises issues on the level of footpaths which are slightly lower than or equal to the adjacent driveways.....Overhead protection or to make the concerned section of footpaths elevated would be necessary essentially along the entire length some of the linkage of concern.

3) It seems the term "public footpath / carriageway maintained by Highways Department" is not appropriate since some of these areas are not currently maintained by Highways Department. Instead, they are only government land.

Lands Department' s comment

In response to HyD's comments, I would suggest refining the phrase "land vested with Highways Department" as "public footpath / carriageway maintained by Highways Department" since the term "unleased / unallocated government land" as suggested by HyD can cover areas other than public footpath / carriageway.

District Officer (Yau Tsim Mong)' s comment

No comment.

Transport Department's comment

It is noted that the subject proposal is a very preliminary idea which is subject to further consultation, study, detailed design etc. Please find below my initial comments, for your consolidation.

1. Satisfactory consultation with all relevant stakeholders for the alignment and detailed design of the proposal is required.

2. TD reserved the comments on the detailed alignment and design at the

future stages.

3. Please be reminded to satisfy the barrier free access requirements for the newly designed walkway.

Planning Department's comment

1) The proposed Pedestrian Walkway Bordering Yau Ma Tei Typhoon Shelter falls within an area partly zoned "Other Specified Uses" annotated "Public Cargo Working Area" and partly shown as 'Road' on the approved South West Kowloon Outline Zoning Plan (OZP) No. S/K20/30. According to the covering Notes of the OZP, road works coordinated or implemented by the Government is always permitted on land falling within the Plan.

2) Para 2.7 - The preliminary idea of the proposal was presented to concerned departments including the Planning Department, Marine Department, Lands Department, Highways Department and Home Affairs Department on 14 June 2017. At the meeting, the concerned departments provided their initial views/comments on the proposal and considered that some technical issues needed to be resolved and more detailed proposal which should be supported with relevant technical assessments was required before proceeding further and submitting for Harbour Commission's consideration. As such, the paragraph should be revised accordingly.

Marine Department's comment

Para	Content	Marine Department's Comment
3.1	<u>Informal Pedestrian Access through PCWA.</u>	<u>Informal Pedestrian Access through Public Cargo Working Area (PCWA) is Prohibited.</u>
	i Pedestrian access through PCWA is possible. There are three pedestrian access points: at the southern end around the Western Cross Harbour Tunnel bus stop, mid-way around a layby on Hoi Po Road where the footpath does not lead any further, and towards the north around the entrance building at the end of Hoi Fai Road. The signage prohibits loitering only, implying thoroughfare permissible (Figure 3). However, pedestrian traversing the heavy vehicles at PCWA is a	Please rewrite this paragraph as following : i. PCWA is an area exclusively for cargo loading and unloading in accordance with the Port Control (Cargo Working Areas) Regulations (Cap. 81A). Any use and access to PCWA other than for such purpose may constitute a breach of the Regulations. More important, pedestrian traversing the heavy vehicles at PCWA is a potential traffic hazard. This cannot be deemed

	potential traffic hazard. This cannot be deemed as proper pedestrian linkage.	as proper pedestrian linkage.
3.3	*The need for this connection is evidenced. Previous site visit has seen tampered with the fencing along PCWA perimeters, until the recent properly formed access points around the bus stop and the layby.	*[The evidence to support the need for the said connection is not established. We can only say the access points are needed by PCWA operators, but not for residents nearby.]
	Figure 3. Photos showing the southern entrance to PCWA, around the Western Cross Harbour Tunnel bus stop, implying thoroughfare permissible.	Please rewrite the legend of Figure 3. Photos showing the southern entrance to PCWA, around the Western Cross Harbour Tunnel bus stop, indicating PCWA is an area exclusively for cargo loading and unloading.
4.5	<p>i. The various operations, including live cargo area, offices temporary structures and heavy vehicles manoeuvring in PCWA. *Cargoes and offices along the length of the linkage of concern are set back from the boundary fencing alongside Highways Department vested land.</p> <p>iii. *Discussion with Marine Department's representatives emphasized their interest in minimizing disruption to PCWA.</p>	<p>i *[The consultant has not examined the impact on the operations in PCWA if the suggestion of "set back" from the boundary fencing would be followed. The consultant must seek advice from PCWA operators and provide effective measures to minimize the foreseeable impact on the affected operators. However, the effective measures have yet to be provided in this draft paper.]</p> <p>iii. *[Taking into account the optimal walkway width is proposed to be 5 metres, and the consultant has not yet examined the impact on the daily operation of PCWA, MD is of the view that the pedestrian arrangement would cause disruption to PCWA, in particular, if the MD administration building in PCWA</p>

		will have to be relocated.]
5.5	The sentence in the fifth row of the paragraph read: This represents opportunities to supplement the walkway width without any disturbance to PCWA’s operators.	The sentence in the fifth row of Para. 5.5 should be read as following: This represents opportunities to supplement the walkway width but disturbance to PCWA’s operations has yet to be identified.
8.3	The at-grade option is largely subject to the use of PCWA’s setback space to supplement the Highways Department’s vested land. The resultant 1.5 metre wide walkway is not ideal but functional *that possibly, on agreement with PCWA, it can be put in place as a temporary solution until the elevated walkway is implemented.	*[To cope with the above temporary arrangement, consultation with PCWA operators would be required and difficult to obtain their agreement. Besides, amendment of legislation is necessary. Most important, the at-grade option involves various safety concern that cannot be ignored. Hence the temporary arrangement is considered infeasible.]
9.1	iii. Both the at-grade and elevated walkway are *practical solutions.	*[Without further consideration/assessment of both options by the parties concerned as well as consultation with PCWA operators, it is premature to say they are practical solutions].