

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

For discussion
on 18 July 2012

TFK/07/2012

Walkability Research & Engagement Project Walking in Tsim Sha Tsui

PURPOSE

This paper provides an overview of the progress of the Walkability Research & Engagement Project lead by Civic Exchange (The Study) and briefs Members on findings and recommendations for Tsim Sha Tsui.

BACKGROUND

2. Walkability is highly relevant to a city's livability and people's health and well being. Sponsored by the MTR Corporation, Civic Exchange commenced the Study in December 2011, supported by Designing Hong Kong. It aims to investigate the quality of walking in Hong Kong and how the walking experience can be improved. The objective is to entice people to walk longer, and to enable them to walk further.

3. WALK 1 is the first phase of the Study. Research has been conducted from February 2012 to June 2012 and a report is being prepared. Four areas including Ma On Shan, Mong Kok, Tsim Sha Tsui and Central have been selected. Several pairs of origin and destination (ODs) have been chosen for each study areas and neither the origin nor destination was the MTR station.

4. Each OD was walked by insiders with intimate survey knowledge of the area, visitors who do not live or work in the area, and with a pram whereby wheels were not to leave the ground. Distance, level changes and time has been recorded, and connectivity, obstacles, way finding, physical features and other conditions were marked on scorecards.

5. Based on WALK1's findings, a framework will be created for WALK2 which will seek to engage the community in reviewing the walkability of neighbourhoods.

FINDINGS AND RECOMMENDATIONS

6. Findings and recommendations of the Study are set out below -
- (a) Plan for district networks, not just station networks
 - (b) Prioritize pedestrian connectivity at street level

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- Crossing of Salisbury Road in front of the Peninsula
 - Crossing of Kowloon Park Drive at Peking Road
 - Widen effective footway (remove obstacles, widen pavement)
 - Integrate parks and properties into pedestrian network planning
- (c) Provide comprehensive climate controlled grade separated network
- Consolidate all below ground links as one network
 - Expand the underground network
 - Direct link from the MTR station to the waterfront
- (d) Branding of the grade separated network
- Naming and icon
 - Name each tunnel (same name as road above)
 - Extend visual identity of properties underground (land marks)
 - Standardize direction signage to entrances
 - Standardize maps and direction signage inside
 - Replicate a busy street: shops, seating, busking, ...
- (e) Enhance way finding
- Develop a mapping system for a layered city
 - Create navigation applications for handheld and other devices
 - North is north
 - Create one consolidate pedestrian information system irrespective of ownership
 - Single naming system for entrances & exits
- (f) Enhance finding of barrier free access
- Identify barrier free routes
 - Directional signage to barrier free access facilities
 - Notices (such as lift repair) should be bilingual

**Civic Exchange and Designing Hong Kong
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