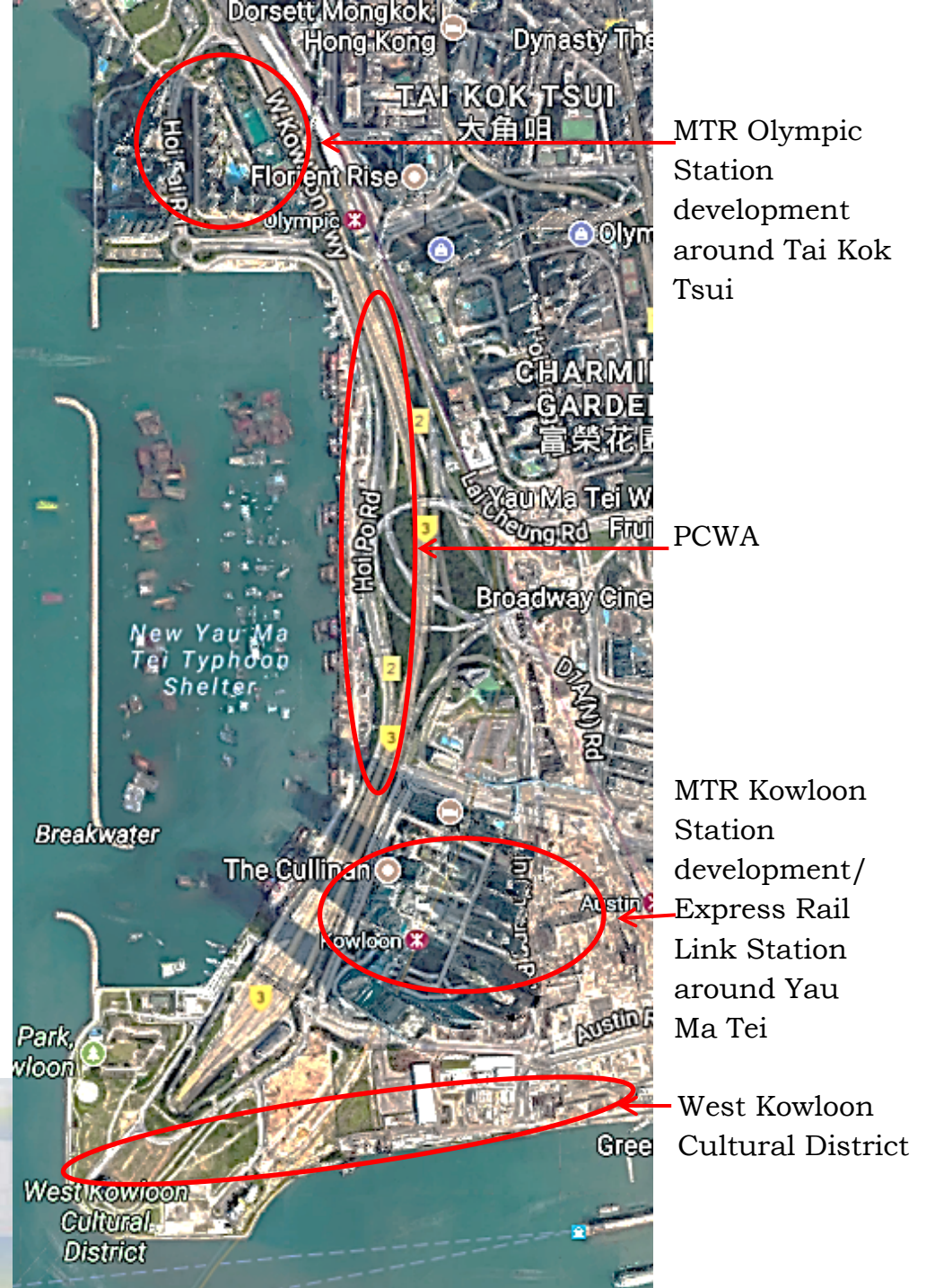


# **West Kowloon Waterfront Pedestrian Walkway Connection Between Yau Ma Tei and Tai Kok Tsui**

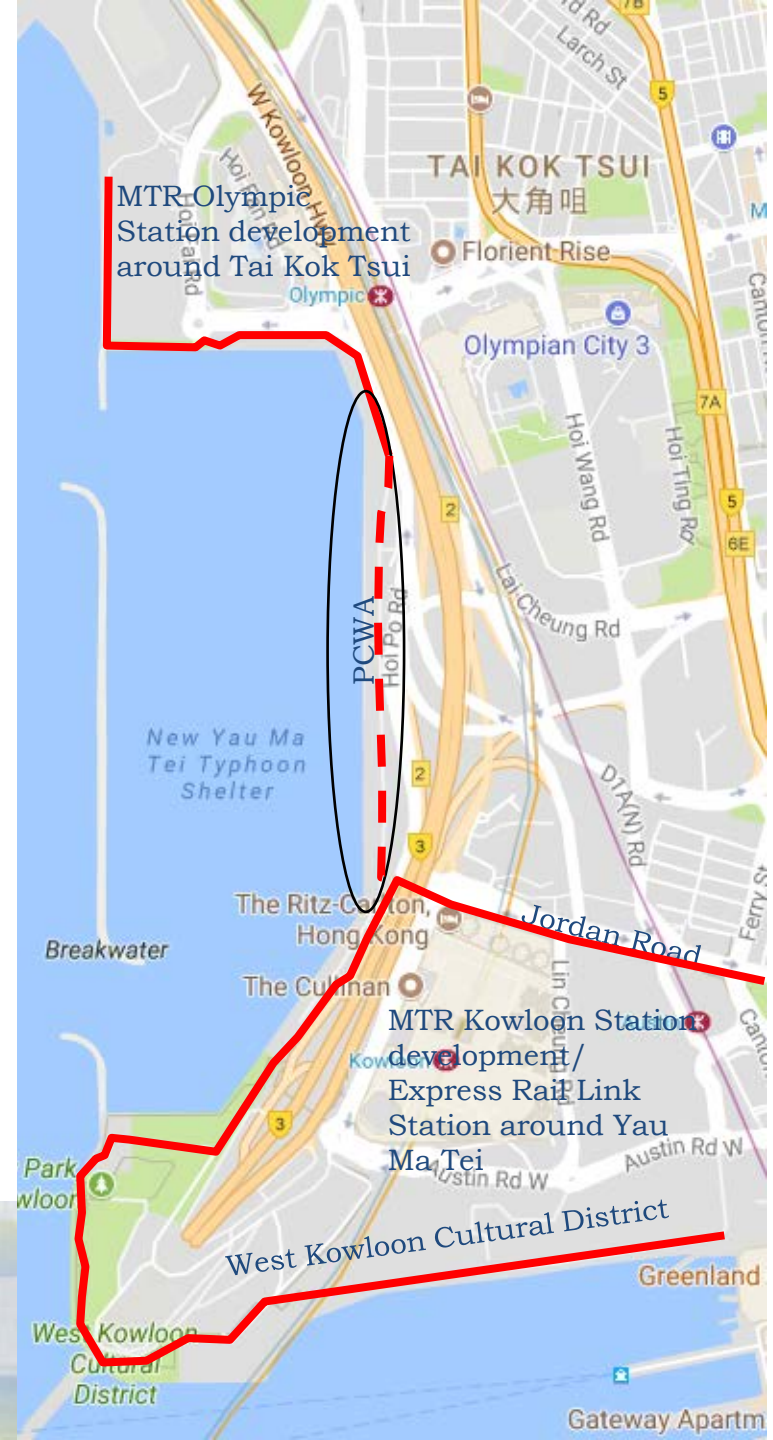
# West Kowloon Waterfront for public enjoyment

- i. More than 2km long, with magnificent views, at the iconic and prominent part of Kowloon Peninsula and Victoria Harbour.
- ii. About 145,500 residents, and 24,000 employees in the area.
- iii. Good timing now, given the WKCD approaches opening. WKCD also indicates support for proper pedestrian circulation in the area.



# Missing proper linkage

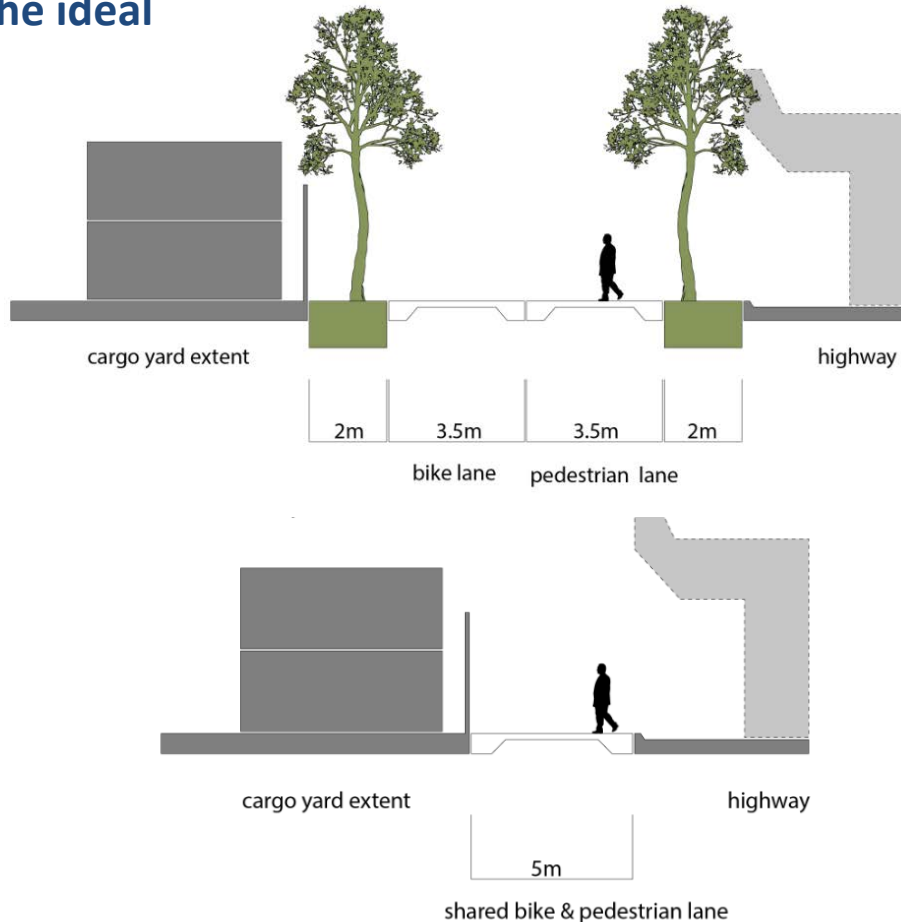
- i. The foreshore promenade is fragmented: restricted to WKCD around Yau Ma Tei, and the residential complexes around Tai Kok Tsui.
- ii. A walkway between Hoi Po Road/Jordan Road and Hoi Fai Road, i.e. around PCWA is missing.
- iii. This stretch remains one of the only unexplored gaps along the urban harbourfront.





# Design considerations

## The ideal



## The optimal

- i. Transport Department indicated that bike lane at West Kowloon could not be supported on policy grounds.
- ii. Constraints of highways structure and PCWA operations.
- iii. 5m wide, consisting of 3m footpath and 2.3m for maintenance working space.
- iv. At pinch points, 3m minimum. This is not ideal, but acceptable given the existing footpaths at sections are as narrow as 1.5m.

# Lands considerations

## **PCWA under Marine Department's Management**

- i. Various operations: live cargo area, offices in temporary structures and heavy vehicles manoeuvring.
- ii. Marine Department emphasised interest in minimising disruption, having the view that ground level pedestrian arrangement would cause disruption, particularly if the administration building is to be relocated.
- iii. The operator licenses renewed in July 2016 for 5 years cannot be changed. Marine Department indicates that it may be difficult to obtain operators' agreement.
- iv. Safety issues cannot be disregarded.
- v. Port Control (Cargo Working Areas) Regulations is to be amended.

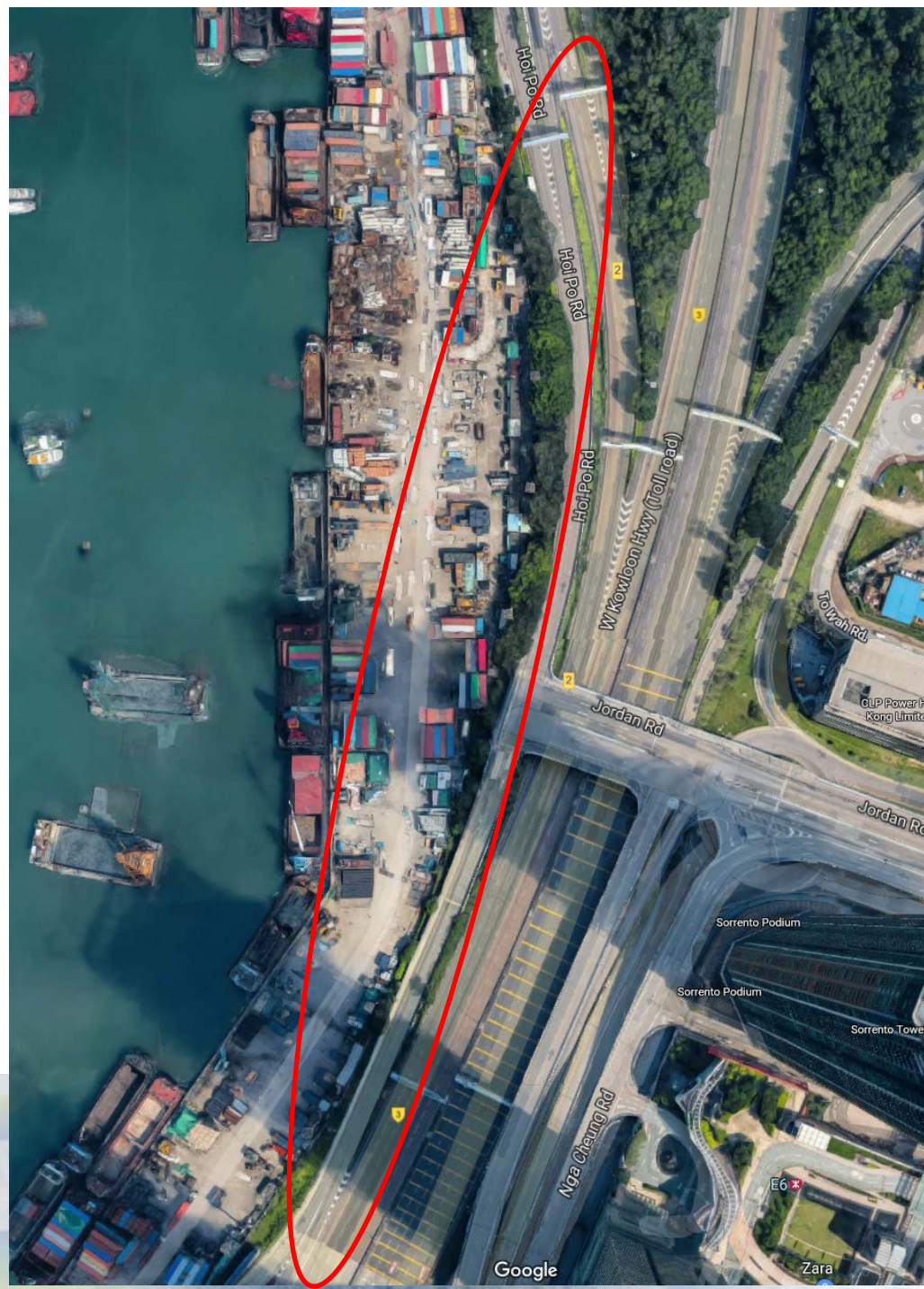
## **Government Land**

- i. Government Land, which is unleased/ unallocated, or public footpath/ carriageway maintained by Highways Department.
- ii. Highways Department generally supports use of the available Government Land.

# Possible walkway on Government Land

## Southern end below Hoi Po Road

- i. 3-5 metres wide minimum.
- ii. Tree plantings, a drainage channel, and slope falling to PCWA.
- iii. Modification works required.









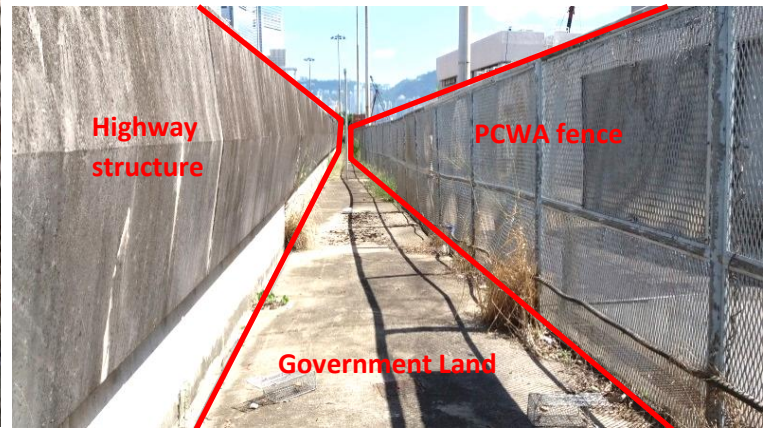
# Possible walkway on Government Land

## Northern end between Hoi Po Road layby and Hoi Fai Road

- i. Highway structure on one side and PCWA fencing on the other side.
- ii. About 150m long section as narrow as 0.5 metre.





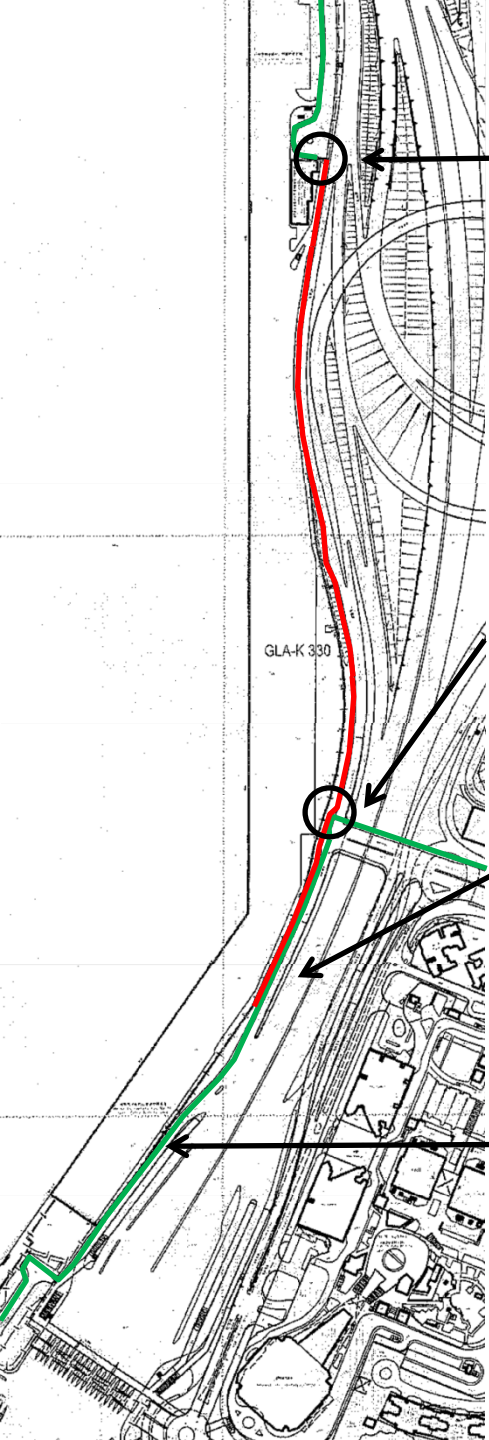


# Pedestrian walkway options

- i. At-grade
- ii. Elevated



# At-grade option



Crossing at PCWA entrance

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

Alongside Hoi Po Road

Along West Kowloon Highway

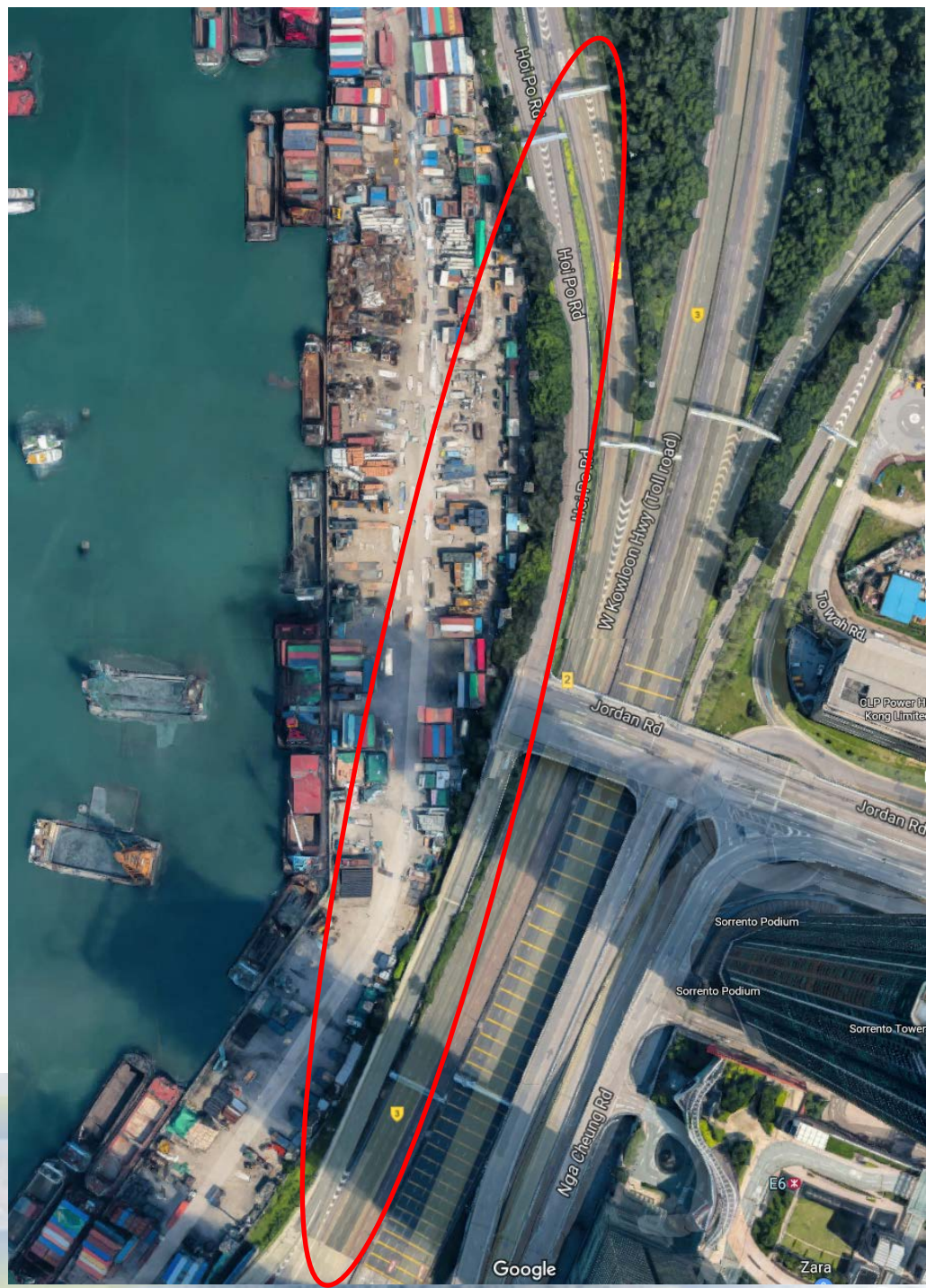
- Existing walkway
- Possible at-grade walkway





# Southern part below Hoi Po Road:

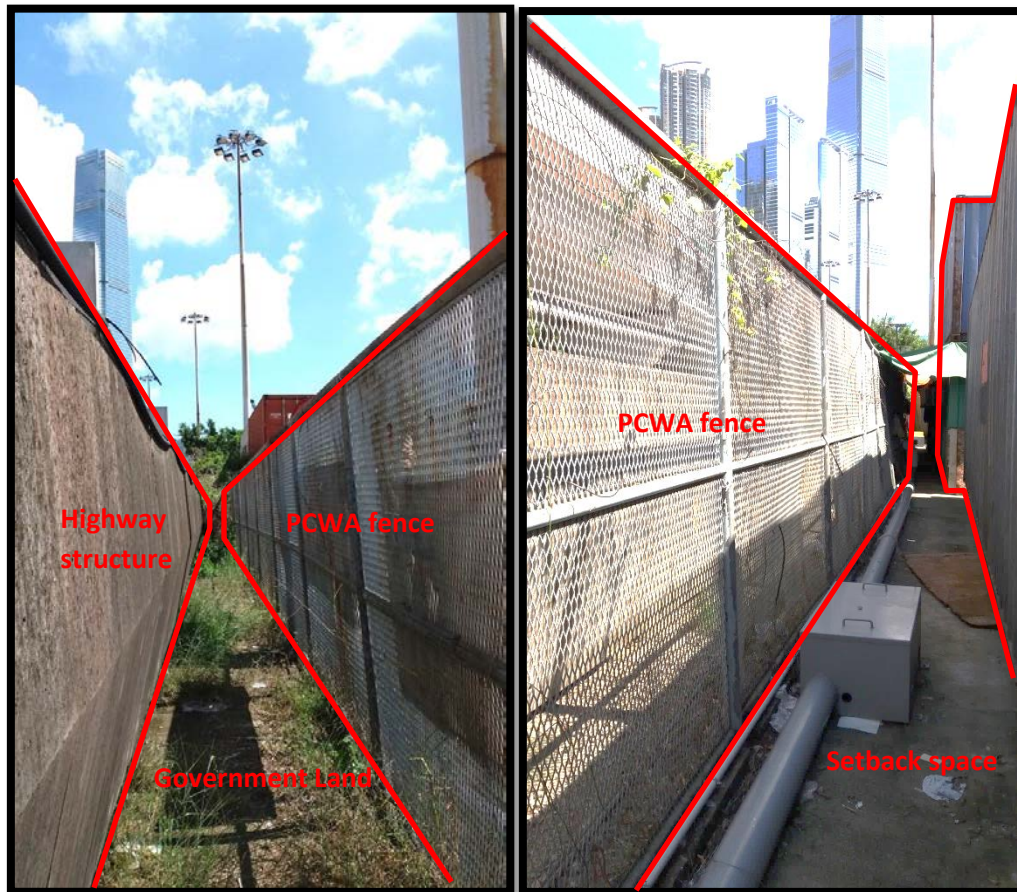
- i. Modification works required.





# Northern part: About 150m long section of Government Land as narrow as 0.5 metre, which is unsatisfactory.

- i. Given highway structure on one side, realignment of PCWA's fence would be necessary.
- ii. PCWA's structures are set back about 1m from the fence. Possible impact on PCWA and safety and any mitigation measures, are to be investigated by Government. The Port Control (Cargo Working Areas) Regulations is to be amended.
- iii. The resultant 1.5m width is not ideal, but functional, as an interim provision where necessary.
- iv. Consultation with Marine Department, PCWA operators and District Council required.

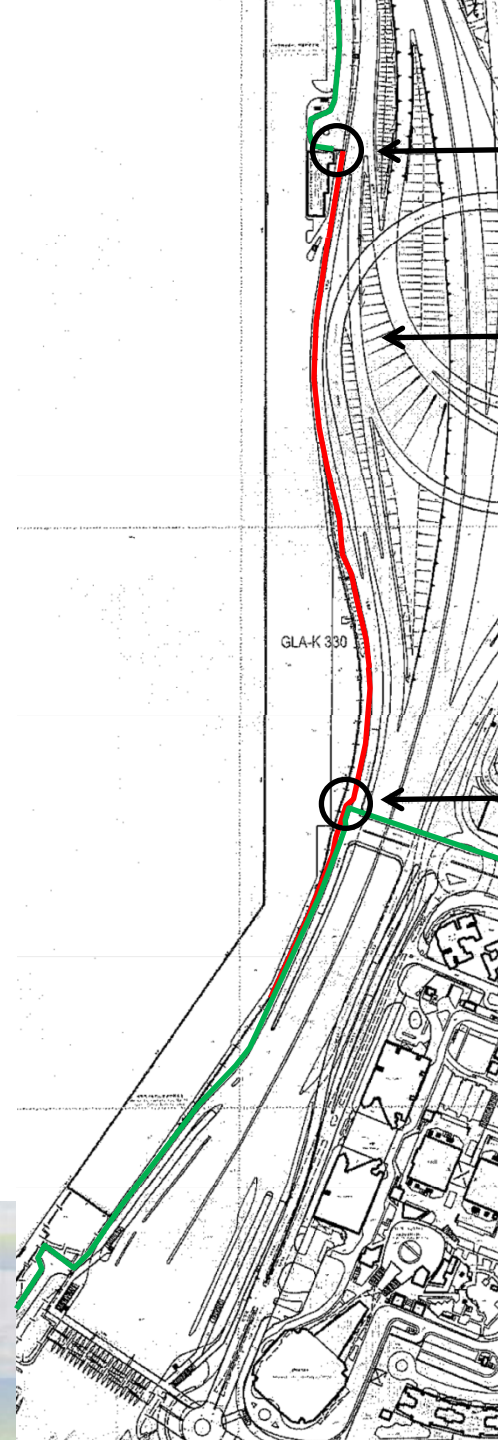




- i. At the northern end connection to Hoi Fai Road footpath, there is heavy vehicles traffic and no existing crossing facilities. Considerations are required.
- ii. Sections at the same level or below the adjacent highway structures will need overhead protections.





# Possible walkway- at grade option



Crossing at PCWA entrance

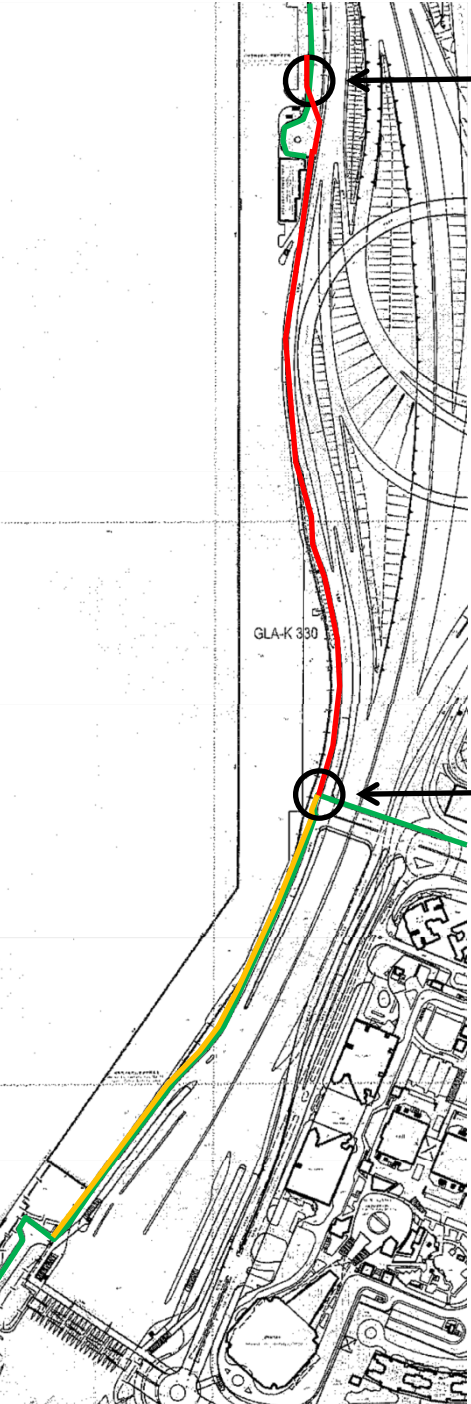
About 150m long section requires realignment of PCWA's fence. The result 1.5m width is not ideal, but functional, as an interim provision where necessary. Marine Department does not support changes from PCWA operations point of view.

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

-  Existing walkway
-  Possible at-grade walkway



# Elevated Option



Landing steps and ramp

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

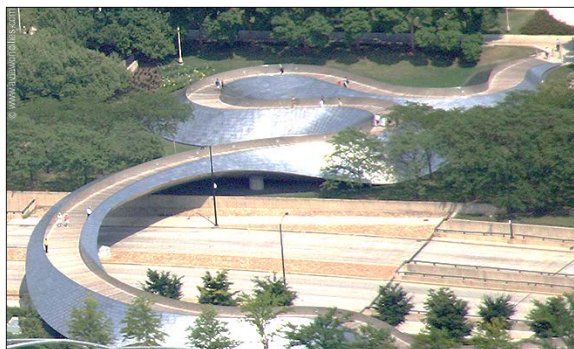
- Possible elevated walkway
- Existing walkway
- Possible widening to the existing walkway





# From Hoi Po Road footpath at the junction of Jordan Road which is elevated, to Hoi Fai Road (about 550m long).

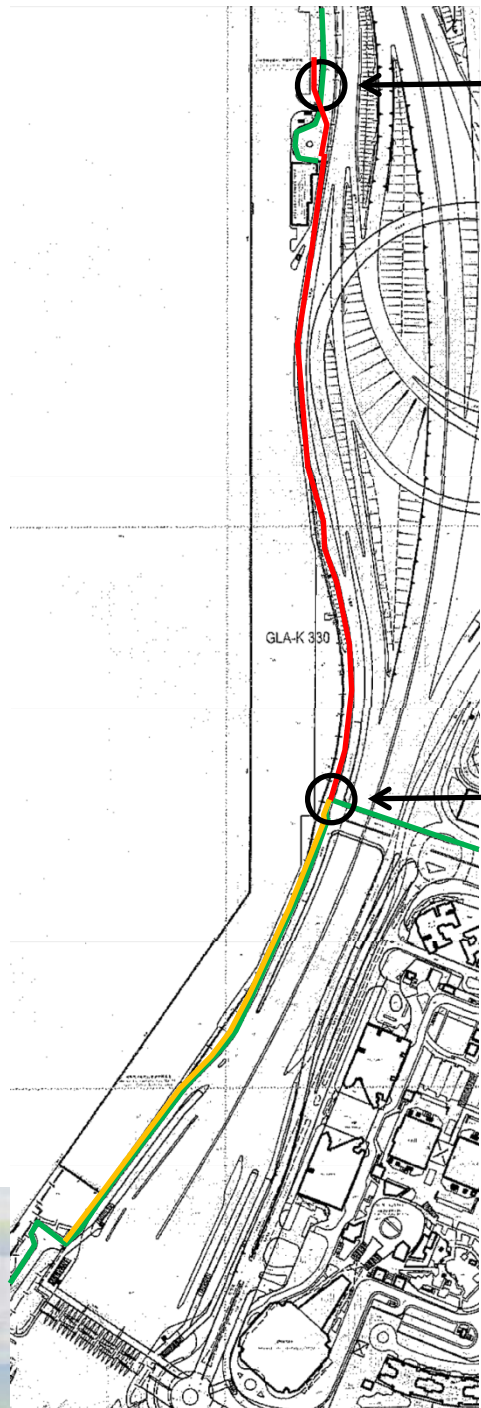
- i. No physical constraints on widths, for amenity such as plantings, seatings, and visually interesting and modern design.
- ii. View over the working harbour. This is significant improvement to the at-grade sightlines blocked by cargoes and structures.
- iii. The northern landing could extend beyond the PCWA entrance, avoiding traffic conflicts with heavy vehicles.



- i. To avoid 1.5m wide pinch point at the southern connection, Hoi Po Road and West Kowloon Highway footpaths (about 400m) should be widened. Widening is possible by cantilever to the existing structure or clearance of the available Government Land on the verge.
- ii. Technical considerations including the supporting and vertical clearance for the elevated structure to be investigated by Government.



# Possible walkway-elevated option



Landing steps and ramp, beyond the PCWA entrance, avoiding traffic conflicts with heavy vehicles

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

— Possible elevated walkway

— Existing walkway

— Possible widening to the existing walkway to avoid pinch point

# Summary of options- Costs and benefits

Elevated walkway	At-grade walkway
Capital cost estimated to be \$200 to 300m. Largely depend on design and structure, underground and geotechnical conditions investigations and tree impacts.	Cheaper capital cost.
To be financed as a Public Works Program item, which is likely to delay implementation.	Could be financed by District Council's budget.
Suitably addresses the walkability problem and benefits the surrounding residents, employees and visitors to the West Kowloon Waterfront.	Does not provide safe, enjoyable walking environment, which is one of the fundamental objectives of the linkage. The public may not want to use the linkage, and discouraged from harbourfront activities.
Number of users is anticipated to be much higher.	Number of users might be quite limited.
Considered to be well worth the expense, in value for money terms, and will generate the highest benefits in excess of cost.	Much less attractive in terms of the number of users and thus the overall benefits of the proposal.



# Summary of options- Opportunities and Challenges

Elevated walkway	At-grade walkway
Use of the available Government Land.	0.5m wide part Government Land to be supplemented by PCWA setback space. Marine Department does not support fence realignment from PCWA operations point of view.
Suitably addresses the walkability problem.	The resultant 1.5m wide walkway is not ideal but functional. Possibly on agreement with PCWA, it can be a temporary solution.
Technical considerations: structural design and vertical clearance.	Technical considerations: consultation with PCWA operators, overhead protections, crossing facilities on Hoi Fai Road and amendment to the Port Control (Cargo Working Areas) Regulations.

# Conclusion

The elevated option is recommended over the at-grade option.



# The Kowloon Task Force is invited to note and advise

- i. The need to complete the missing pedestrian link at the West Kowloon Waterfront.
- ii. The matter of urgency to provide a walkway.
- iii. The elevated option is preferred. However, in the interim where necessary, an at-grade walkway should be provided.
- iv. Both options proposed sit entirely on Government land so no resumption required.
- v. Highways Department to adopt the proposal and implement it.

Thank You