

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

Minutes of Tenth Meeting

Date : 18 July 2012
Time : 2:30 pm
Venue : Conference Room, 15/F, North Point Government Offices
333 Java Road, North Point

Present

Prof Becky Loo	Chair
Mr Tom Callahan	Representing Business Environment Council
Prof Carlos Lo	Representing Friends of the Earth
Mr Franklin Yu	Representing Hong Kong Institute of Architects
Ir Peter Wong	Representing Hong Kong Institution of Engineers
Mr Leslie Chen	Representing Hong Kong Institute of Landscape Architects
Ms Pong Yuen-yee	Representing Hong Kong Institute of Planners
Dr Peter Cookson Smith	Representing Hong Kong Institute of Urban Design
Mr Paul Zimmerman	Representing Society for Protection of the Harbour
Mr Nicholas Brooke	
Ms Gracie Foo	Deputy Secretary (Planning & Lands)1, Development Bureau (DEVB)
Mr Vincent Fung	Assistant Commissioner for Tourism 2
Mr Albert Lee	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Mr Janson Wong	Chief Engineer/Kowloon 2, Civil Engineering and Development Department
Miss Margrit Li	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Mr Raymond Lee	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Mr Edward Leung	Secretary

Absent with Apologies

Dr Stefan Al

Ms Dilys Chau

Ms Ida Lam

In Attendance

Mrs Winnie Kang Principal Assistant Secretary (Harbour), DEVB

Action

Item 1 Confirmation of Minutes of the 9th meeting

- 1.1 The draft minutes of the 9th meeting were circulated to Members on 22 June 2012. The revised draft minutes incorporating Members' comments were circulated on 12 July 2012. The meeting confirmed the revised draft minutes without further amendments.

Item 2 Matters Arising

Connectivity at Tsim Sha Tsui (TST) and Hung Hom (HH) Harbourfront (para. 2.7 of the minutes of the 9th meeting)

- 2.1 **The Chair** said that representatives from Civic Exchange and Designing Hong Kong Limited would present their paper entitled "Walkability Research and Engagement Project - Walking in Tsim Sha Tsui" under Agenda Item 3 of this meeting.

Management Mode of Avenue of Stars (AoS) (para. 2.9 of the minutes of the 9th meeting)

- 2.2 **The Chair** said that LCSD conveyed Members' views and suggestions on management of AoS to the AoS Management Committee at its meeting on 27 June 2012 as set out in the post-meeting note to paragraph 2.9 of the minutes of last meeting. **The Chair** suggested that the Hong Kong Tourism Board (HKTB) and LCSD should report back to the Task Force by the end of this year.

**TC &
LCSD**

- 2.3 **Mr Vincent Fung** said that the Tourism Commission (TC) had been closely monitoring the HKTB's visitors' survey results. **Ms Margrit Li** agreed that LCSD would report back to the meeting

LCSD

on the progress of improvements to seating and shelter in AoS.

Site Visits (para. 2.11 of the minutes of the 9th meeting)

- 2.4 **The Chair** said that the Harbour Unit of Development Bureau was working out the route of a walking trip with LCSD and PlanD. The walking trip was tentatively scheduled for later this year to avoid the hot weather during summer months.

**Harbour
Unit**

Mr Paul Zimmerman's Enquiries on Private Coach Parking and Holding Areas in Kowloon and Management of Promenade and Public Space in TST in relation to Handling of Passengers for Harbour Tours and Cruises (para. 7.2-7.4 of the minutes of the 9th meeting)

- 2.5 **The meeting** noted that TD responded to Mr Paul Zimmerman's enquiry on coach parking and holding areas in TST, which was forwarded to Members for information on 12 July 2012. TD would also give a presentation on coach parking in TST and HH under Agenda Item 4 of this meeting.
- 2.6 As to matters relating to harbour tours and cruises, they would be deliberated at the Water-land Interface Task Force.

Proposed Commercial (Office/Shops) Development at Kowloon Inland Lot No. 11111, Hung Luen Road, Hung Hom (para. 7.5 of the minutes of the 9th meeting)

- 2.7 Plans on existing and planned pedestrian networks in TST and HH waterfront were circulated to Members for information on 12 July 2012. **The meeting** did not have issue on HH and walkability in TST would be discussed under Agenda Item 3 of this meeting.

Item 3 Walking in Tsim Sha Tsui (Paper Nos. TFK/06/2012 and TFK/07/2012)

- 3.1 **The Chair** welcomed the following representatives to the meeting:

Pedestrian Connectivity in Tsim Sha Tsui Harbourfront (Paper No. TFK/06/2012)

TD

Mr Albert Lee, Chief Traffic Engineer/Kowloon

Walkability Research & Engagement Project - Walking in Tsim Sha Tsui (Paper No. TFK/07/2012)

Civic Exchange

Mr Simon Ng, Head of Transport and Sustainability Research

Designing Hong Kong Limited

Mr Paul Zimmerman, CEO

Ms Eva Tam, Project Manager

- 3.2 **Mr Albert Lee, Mr Simon Ng and Mr Paul Zimmerman** presented their papers with the aid of PowerPoint.
- 3.3 In response to Members' enquiries regarding the methodology and sample size of the visitor walks in the Walkability Research & Engagement Project (the research project), **Mr Simon Ng** clarified that the visitor walk involved one person who had no/little knowledge in the area. He said that a comprehensive study would require more time and resources. He explained that the purpose of the research project was to demonstrate problems that pedestrians might face while navigating in the study area in order to raise awareness about pedestrian network issues, hence the use of this methodology was considered appropriate.
- 3.4 **Dr Peter Cookson Smith** made the following comments:
- (a) pedestrian network was fundamental to the perception, recreation and amenity of a city;
 - (b) there were segregation of pedestrians and roads in TST for safety and convenience, and functionalism had taken precedence over interesting and stimulating experiences of the pedestrians;
 - (c) there were connectivity and way-finding issues in TST, including pavement and signage problems, and the following issues should be addressed - (i) how convenient people could get to the harbourfront promenade and the associated spaces; (ii) how easily people could find these connection points and how comfortable the process was; and (iii) how interesting and stimulating the experience was when walking to and along the waterfront; and
 - (d) as a related matter, suggested ArchSD, who was responsible for re-generating the landscape of the area

surrounding the Hong Kong Museum of Arts, be invited to present their proposals to the Task Force.

- 3.5 **Prof Carlos Lo** generally welcomed the research project's recommendations as set out in Paper TFK/07/2012. He also enquired the followings :
- (a) the definition of "walkability";
 - (b) besides connectivity and accessibility, whether the capacity of the pedestrian connections had been taken into account and how it was measured; and
 - (c) the reasons why TD had not addressed the issues identified and the constraints involved.
- 3.6 **Mr Nicholas Brooke** said that the research project was useful in identifying the issues and challenges that needed to be addressed, like connectivity. He opined that the problem of at-grade crossing in TST was more a traffic management issue. Given the existing underground infrastructure and public utilities, it might not be feasible to further extend the underground pedestrian network in TST. He also considered that the Government should make use of the land exchange and lease renewal for the Ocean Terminal to press for improved connectivity, in particular between TST and West Kowloon.
- 3.7 **Ir Peter Wong** opined that the focus of the Task Force should be on enhancing connectivity to the harbourfront rather than amongst various activities nodes in the inland areas.
- 3.8 **Mr Leslie Chen** said that the research project was related to mapping which should worth a further study. He also considered that a more comprehensive and analytical framework needed to be developed as there was a qualitative dimension (like scenery and walking experience along the pedestrian route) in addition to the quantitative dimension (like walking time and distance, and capacity of the network). He suggested that on the basis of the study, further work might be undertaken, for example, to identify a shortened but more enjoyable route to the waterfront and to carry out improvement work thereon, if needed.
- 3.9 **Mr Albert Lee** made the following responses:
- (a) TST was a busy built-up area with heavy vehicular and

pedestrian traffic and there was limited space for new roads and/or pavements. For the sake of safety and convenience, grade-separated pedestrian subways were provided to connect the hinterland to the waterfront and TD considered that they were adequate for the purpose;

- (b) at Salisbury Road, and Peking Road/Kowloon Park Drive, at-grade pedestrian crossings were not provided mainly due to road-safety consideration, and pedestrian subways were then provided for safe and comfortable connections;
- (c) whilst there were difficulties to extend the underground pedestrian networks in urban area due to intensive infrastructure and utility installations, there was a well-developed MTR subway network in TST, providing convenient connections to the waterfront and various tourist attractions, for instance, Exit J of TST railway station provided access to the waterfront;
- (d) origin and destination assessment involved complex pedestrian behaviour and hence more data and detailed analysis would be required for the research project to become a useful reference;
- (e) provision of barrier-free access had been part of TD's policy; and
- (f) consistency was important for an effective pedestrians information system. He clarified that the maps with different orientations of "North" were not produced by TD and they might be required for easy understanding of the map reader under different circumstances. Nevertheless, TD would discuss with relevant parties, including MTR, for improvements where necessary.

3.10 Mr Simon Ng made the following responses:

- (a) the recommendations were not meant to be the "must-dos" in Hong Kong but they should be considered as the basis for further discussions on "walkability" and engagement with stakeholders to enhance pedestrian connectivity;
- (b) there were two dimensions on the definition of "walkability". On the functional side, "walkability" referred to the ability for someone to move quickly from the origin to destination and it was related to physical

connections and signage systems, etc. From an activity-base perspective, “walkability” was related to the walking experience, whether it is enjoyable, like weather protection, climate control, seating, entertainment and heritage sites along the way. These could be used as the yardstick to measure the enhancement works; and

- (c) using Mongkok as an example of “walkability”: functionally, the elevated pedestrian network from Central Mongkok to the Mongkok East railway station provided limited but efficient connections; and in terms of pedestrian experience, the ground level routes were overcrowded but full of vibrant activities and attractions. This dual “overlapping” approach provided food for thought for pedestrian networks enhancement.

3.11 **Mr Paul Zimmerman** supplemented that :

- (a) Hong Kong was a walkable city when compared to its counterparts in the US as people did not need a private car to get around. The “walkability” challenge in Hong Kong appeared to be how to make walking more enjoyable, how to make networks comprehensive, reduce detours and level changes, address crowding and pollution, and how to make it easier for local and international visitors of areas to find their way;
- (b) a high-quality walking experience required sufficient network capacity and good connectivity. A comprehensive pedestrian network in a district required choice between overlapping connectivity at both street and grade-separated levels. “Walkability” could be measured by the willingness to walk longer and the ability to walk further. Whilst network capacity was not an issue in TST, it was connectivity, convenience and way-finding that needed enhancement;
- (c) walkability in TST could be enhanced in three areas –
 - (i) direct crossing of Salisbury Road at the junction with Nathan Road at grade and underground;
 - (ii) better connections across Kowloon Park Drive and through Kowloon Park; and
 - (iii) a comprehensive rethink of way-finding with

subway connections, the information system, branding of the subway network, the naming of tunnels and continuation of about-ground landmarks including buildings and streets to below-ground level; and

- (d) a leading party should be identified to liaise with other concerned parties for the enhancement work.

- 3.12 **The Chair** said that physical distance/shortest route was just one of many indicators used for measuring walkability and there was a wide range of international literature on the topic. Interested Members might refer to her research paper entitled “Geographic Accessibility around Health Care Facilities for Elderly Residents in Hong Kong: A Microscale Walkability Assessment” and the paper entitled “Building a Seamless Transport System through Walking” by Ms Winnie Lam for reference.

[Post meeting note: The reference materials were sent to Members via email on 23 July 2012.]

- 3.13 **The Chair** also wish to emphasise that station-based pedestrian network was important in Hong Kong as MTR station served as the integrating point of the various public transports. She disagreed with the recommendations that all maps, regardless of the spatial scale and purposes, should show the North arrow pointing upward. In maps which help people to navigate at local scale (such as mounted maps at train stations and shopping malls), the orientation should best be aligned with the direction (which may not be North) that the pedestrians are facing. This was different from world maps or city maps where standardized orientation was used.

- 3.14 **Mr Tom Callahan** raised the following questions:

- (a) Against what standards and key performance indicators had TD determined the existing pedestrian network to be adequate. These standards and indicators should be provided for Members’ reference; and
- (b) the basis on which TD determined the priority among vehicular and pedestrian traffic, in particular for busy junctions at Salisbury Road/Nathan Road, and whether cost-benefit analysis had ever been used to weigh the competing claims of pedestrian versus vehicular traffic.

TD

3.15 **Mr Franklin Yu** made the following comments:

- (a) in the built-up area, vehicular traffic was usually accommodated on ground level as it was impossible to put it underground due to various constraints. Pedestrian network, which required less space, was driven underground as a result;
- (b) our mental maps on walking environment tended to be based on ground level images and this might explain why people looking for an at-grade crossing at the Salisbury Road/Nathan Road junction; and
- (c) detailed design in pedestrian walkways should be attended to enhance walking experience. A good example was the spacious underground pedestrian connection between the Shinjuku Station and the Tokyo Metropolitan Government Building in Japan, which was filled with activities, and open ceiling that allowed penetration of natural light and facilitated ventilation.

3.16 **Ms Pong Yuen-ye** mentioned that frequent level changes in the pedestrian network in TST might confuse tourists and local residents who were not familiar with the area. She considered that the current pedestrian connection between TST MTR station and Hong Kong Cultural Centre, which involved inter-level transit, should be improved.

3.17 **Dr Peter Cookson Smith** was of the view that pedestrian connectivity had not been taken into account in the overall planning in Hong Kong. In TST, a comprehensive pedestrian network was needed to connect the city core to the waterfront. He also considered that all maps of any scales should orient towards north.

3.18 **Mr Nicholas Brooke** said that the discussion needed not be overly focused on research methodology as the fundamental issue was how to enhance pedestrian connectivity in TST. A pedestrian master plan with priorities should be worked out to realize incremental improvements.

3.19 **Ms Gracie Foo** made the following points:

- (a) the walking tour could be advanced for Members to have common experience on the current pedestrian system in the TST area;

- (b) Harbour Unit would join effort with TD to discuss with the MTRC and TC on possible improvement to signage, information system, and tourist maps; **Harbour Unit & TD**
- (c) proposed that opportunities could be taken to introduce more barrier-free access by liaising with various departments regarding construction works in TST area to further improve the pedestrian network; and
- (d) while the land exchange involving the Ocean Terminal had already been executed, the Government could explore with property owners on pedestrian network improvement proposals in the Ocean Terminal and its vicinity, and also the broad network of connections between TST and West Kowloon.

3.20 **Ir Peter Wong** suggested that innovative ways, e.g. interactive maps and mobile applications, might be explored and developed to assist tourists in way-finding.

3.21 **Mr Albert Lee** made further responses as follows:

- (a) TD conducted regular surveys on pedestrian flows at key junctions, particularly those leading to footbridges and subways to calculate the level of service required. The existing footbridges and subways were considered adequate; and
- (b) the reserved capacity of the Salisbury Road/Nathan Road junction would be reduced to zero or even negative if an at-grade pedestrian crossing was introduced and the proposal was not feasible for safety considerations.

3.22 On the way forward, **the Chair** concluded that in the short term, TD should study specific details and issues of the TST pedestrian connection network, e.g. the crossing outside the Peninsula Hotel, and report back to the Task Force, together with such information as the standards in assessing the adequacy of pedestrian network. In the medium term, relevant parties should look into the pedestrian information system, especially in subways, for suitable enhancement. In the long run, a pedestrian master plan or strategy for TST would be required. The Harbour Unit should continue the coordination with different Government departments and parties to study the pedestrian connectivity issues holistically. **The Chair** suggested and **the meeting** agreed that TST could be the key area for

TD

Harbour Unit

discussion in the next meeting.

Item 4 Action Areas

Tsim Sha Tsui East, Tsim Sha Tsui West, Hung Hom East and Hung Hom West Action Areas

Coach Parking in Tsim Sha Tsui and Hung Hom (Paper No. TFK/08/2012)

- 4.1 **The Chair** said that the Task Force would discuss the issue of coach parking holistically across several Action Areas under this item. She welcomed the following representative:

TD

Mr Albert Lee, Chief Traffic Engineer/Kowloon

- 4.2 **Mr Albert Lee** presented the paper with the aid of PowerPoint.
- 4.3 In response to the Chair's enquiry on whether there were complaints against inadequate coach parking facilities in the TST area, **Mr Vincent Fung** said that there was sufficient supply of coach parking spaces in and around the area and considered that the issue was more related to traffic management. TC had been in close contact with the tourism trade and other relevant parties and noted that the situation was generally under control.
- 4.4 **Mr Paul Zimmerman** made the following comments:
- (a) there were three different requirements which needed to be understood: the demand for (i) coach drop-off and pick-up areas; (ii) coach holding areas; and (iii) coach parking areas;
 - (b) there had been on-going complaints from the tourism trade on the lack of coach drop-off/pick-up and coach holding areas in TST. While TD recognized increasing demand for coach holding areas, there was little improvement to address the issue. He considered that it was undesirable to have double parking on Salisbury Road and coaches parked on the kerbside as shown in the presentation, especially as they were exempted from the Motor Vehicle Idling (Fixed Penalty) Ordinance when there was any passenger on board;
 - (c) referring to Table 1 of the paper, he noted that 914 out of

1,116 existing coach parking spaces were on short term tenancy (STT) sites. He asked if TD had any plan to accommodate the demand for over-night coach parking upon the expiry of the STTs as no provisions had been made on the Outline Zoning Plans (OZPs) for reprovisioning these STT coach parking sites; and

- (d) it was unlikely to find additional coach parking spaces in the harbourfront area. With growing tourist attraction in harbourfront areas and the coach holding spaces located far from the tourist attractions, more coaches would have to loiter on the roads in the area.

4.5 In response to Mr Paul Zimmerman's comment in paragraph 4.4(b), **Mr Raymond Lee** advised that TD had been liaising with the Lands Department (LandsD) on reprovisioning of STT sites for such purpose. He clarified that OZPs reflected long-term land uses. If permanent sites for coach parking were required by concerned bureaux or departments, PlanD would conduct a site search, and where necessary, rezone the site(s) for such use on relevant OZPs.

4.6 **The Chair** said that newly-planned developments and tourist attractions along the harbourfront should have incorporated sufficient parking facilities within the facilities. The challenge of providing additional coach parking spaces was more serious for existing attractions, such as AoS. She enquired if there could be such provisions within the New World Development.

4.7 **Mr Albert Lee** made the following responses:

- (a) TD had been discussing with the tourism trade to address the demand for additional coach holding areas and to adopt alternative operation modes, such as a call-waiting arrangement which coaches would return for pick-up when called;
- (b) as observed on site, the traffic situation near the AoS was considered stable. TD had also maintained close liaison with the Police to monitor drop-off and pick-up activities and to take appropriate enforcement action, particularly on Salisbury Road;
- (c) provisions for coach parking facilities and their traffic implications would be taken into consideration when planning new tourist attractions;

TD

- (d) TD would continue to look for additional coach parking spaces that were close to the attractions. Seven additional kerb-side coach parking spaces were provided last year in TST area. TD would keep in view the possibility to negotiate with the New World Development for incorporation of some coach parking spaces; and
- (e) all the 914 parking spaces at STT sites were located near the harbourfront area. TD was closely monitoring the demand in the area and would liaise with the LandsD on the STT arrangements.
- 4.8 **The Chair** suggested that both TD and LCSD should negotiate with the New World Development on the provision of sufficient coach parking spaces. **TD & LCSD**
- 4.9 **Mr Vincent Fung** said that many tourist attractions were in the built-up areas and it was not easy to provide additional coach parking spaces. The key issue was about effective the drop-off and pick-up of tourists, and enforcement measures should be enhanced to control the traffic. TC would liaise with the Travel Industry Council of Hong Kong such that the coaches would not stay in the loading/unloading (L/U) bays for too long. **TC**
- 4.10 **Dr Peter Cookson Smith** was of the view that traffic enforcement was not effective. He also considered that the lack of planning for the medium- and long-term coach parking need was the cause for concern.
- 4.11 **Mr Paul Zimmerman** agreed with Dr Peter Cookson Smith and considered that forecast on future demand of coach parking was necessary, especially with the expiry of the STT coach parking sites. In this regard, TD should provide information on the demand forecast and supply for coach L/U bays, holding areas and parking spaces, and work out a programme to resolve the STT parking issue. He added that there was no new reclamation and that existing harbourfront areas were being developed and would no longer be available for vehicle parking under STTs. **TD**
- 4.12 **Mr Nicholas Brooke** suggested that TD should also study the issue of coach loitering between drop-off and pick-up points.
- 4.13 **The Chair** considered that the subject paper had provided data on the supply of coach parking spaces but agreed that more information on the demand side would help address the issue. In view of Members' comments, TD should provide further **TD**

information on –

- (a) the existing and expected demand for coach parking spaces;
- (b) reprovisioning of STT coach parking sites; and
- (c) the problem of loitering and its impacts.

Noting that TD would need time to compile the information, she advised that the issue of pedestrian walkability discussed under Agenda Item 3 should take priority.

Action Areas for Next Meeting

- 4.14 Based on the discussions at this meeting, **the Chair** suggested and **the meeting** agreed that the next meeting should focus on the TST East and TST West Action Areas.

Item 5 Any Other Business

Next Task Force Meeting

- 5.1 **The Chair** said that the next meeting was tentatively scheduled for mid-October 2012. Members would be informed of the exact meeting date in due course.

Walking Tour in Tsim Sha Tsui

- 5.2 As discussed under Agenda Item 3, a walking trip in TST **Secretariat** focusing on pedestrian connectivity would be arranged. Members would be informed of the details once they were finalized.
- 5.3 There being no other business, the meeting adjourned at 4:55pm.

**Secretariat
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
November 2012**