

# Developing Hong Kong into a Walkable City: Proposed Strategy and Conceptual Pedestrian Plans in Central and Sham Shui Po Pilot Areas

Harbourfront Commission –  
Task Force on Water-land Interface and Harbourfront Activation

8 July 2019



# Agenda

- 1. Introduction**
- 2. Proposed Walkability Strategy**
- 3. Proposed Conceptual Pedestrian Plans in 2 Pilot Areas**
- 4. Other Proposed Initiatives to Enhance Walkability**
- 5. Way Forward**



# 1. Introduction

# Introduction

## Background

- ‘Walk in HK’ in the 2017 Policy Address
  - ❖ enhance overall walkability in Hong Kong
  - ❖ encourage people to walk the “first mile” and “last mile”
  - ❖ create a ‘pedestrian friendly’ environment
- Study on Enhancing Walkability commenced in December 2017
  - ❖ conducted Stage 1 Public Engagement (PE) between June and August 2018
  - ❖ solicited public views on enhancing walkability

# Introduction

## Summary of Stage 1 Public Engagement

- Solicited public views and aspirations on enhancing walkability in Hong Kong
  - ❖ Gained support from the participants towards the 'Walk in HK' policy
  - ❖ To cater for different needs of pedestrians and create a harmonious environment
  - ❖ To change the traditional car-centric traffic planning and place higher priority on pedestrians



Brainstorming Workshops



# Introduction

## stage 2 Public Engagement ( June – August 2019)

- To collect views on proposed walkability strategy and conceptual pedestrian plans for 2 pilot areas (Central & Sham Shui Po)
- If pilot is successful, we will extend apply the standards and guidelines to other parts of Hong Kong progressively





## 2. Proposed Walkability Strategy

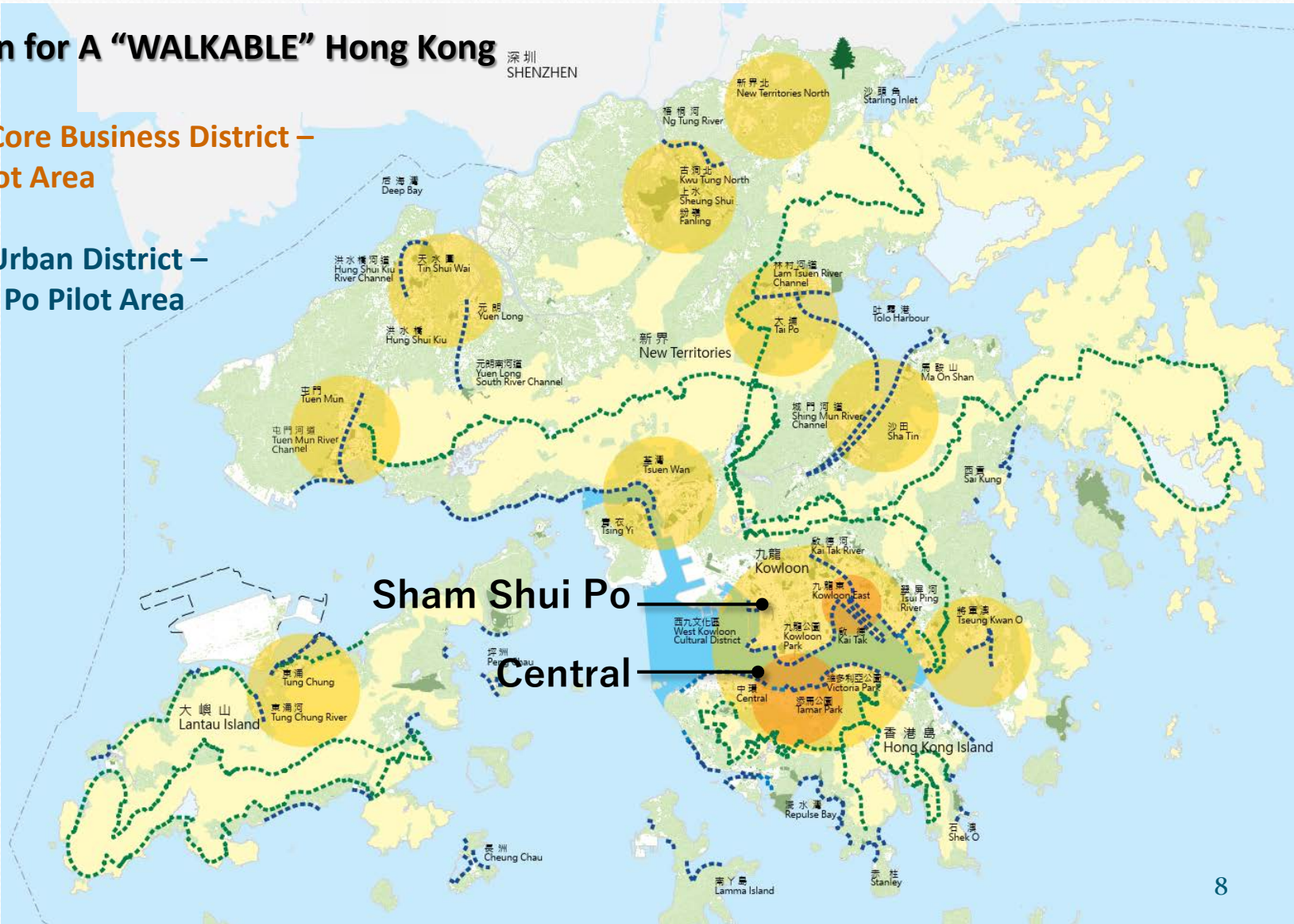
# Proposed Walkability Strategy

## Strategic Plan for A “WALKABLE” Hong Kong

深圳 SHENZHEN

**Walkable Core Business District – Central Pilot Area**

**Walkable Urban District – Sham Shui Po Pilot Area**





# Proposed Walkability Strategy



# Proposed Walkability Strategy

## Mission

**Walking** is a form of sustainable urban mobility to achieve transport, social, environmental and economic benefits. We will place **higher priority on pedestrians** in transport planning and design streets that encourage walking. We aim to achieve our mission by:

### Making it CONNECTED

- provide comprehensive and integrated pedestrian network
- provide direct, continuous, unobstructed, permeable and legible walking routes
- improve accessibility to major traffic facilities, community facilities and attractions
- enable connectivity for people of all age and with different mobility abilities

### Making it SAFE

- provide safe and convenient walkways and crossings
- address vehicle and pedestrian conflict
- manage vehicle speed

### Making it ENJOYABLE

- create a clean, comfortable and healthy walking environment
- widen the space for pedestrian ways
- design attractive, interesting, vibrant and diverse walkways and places
- coordinate walkway space to serve both walking and public transport

### Making it SMART

- provide information for wayfinding and route planning through technology
- prioritise pedestrian movement using technology
- sense the walking environment using technology (such as air quality and temperature)

# Concept of Pedestrian Way Functions: Link and Place

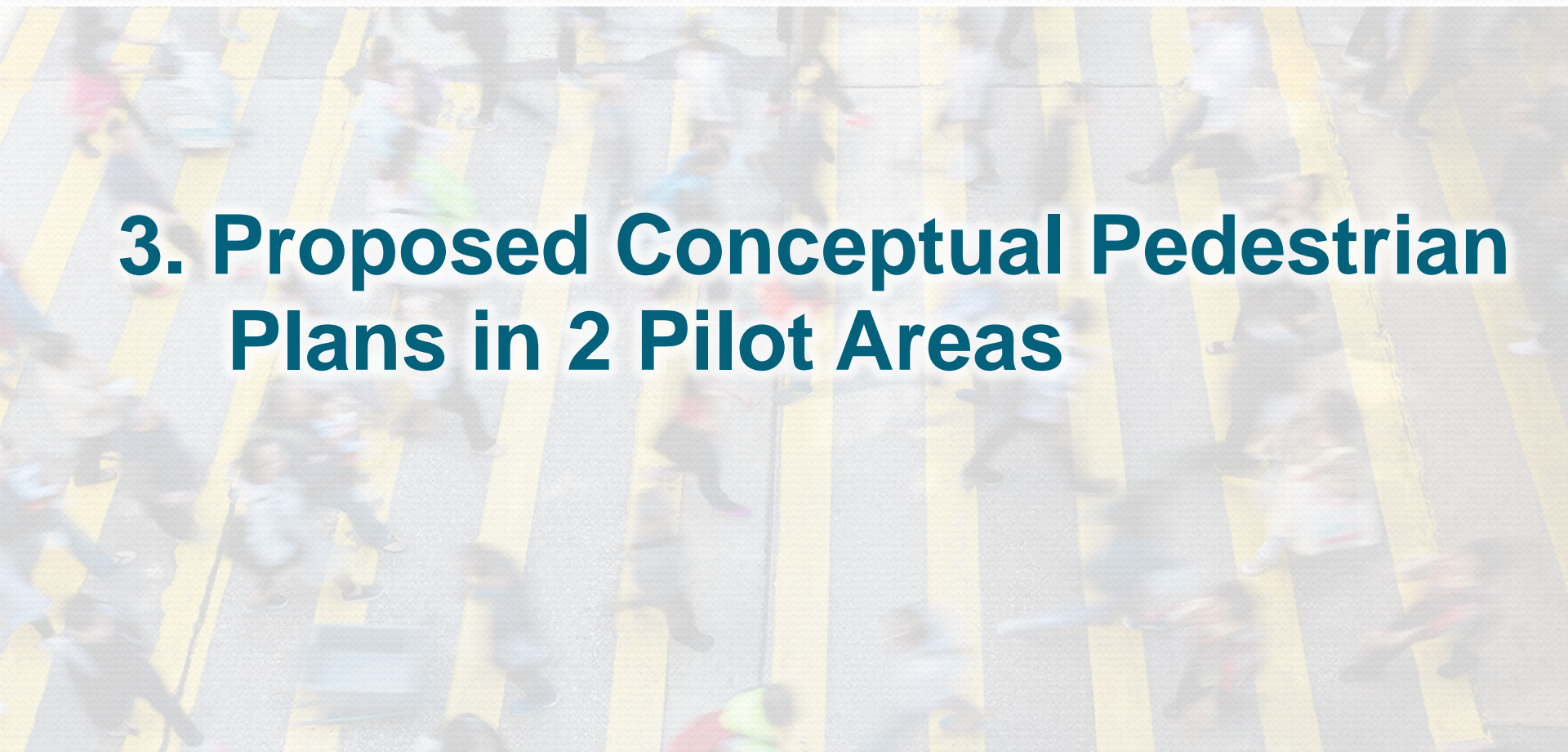
- Street as a **link** – a path for pedestrians to pass through efficiently and conveniently
- Street as a **place** – a destination in its own right and a part of the urban experience



a street - a place to be



a street - a movement conduit

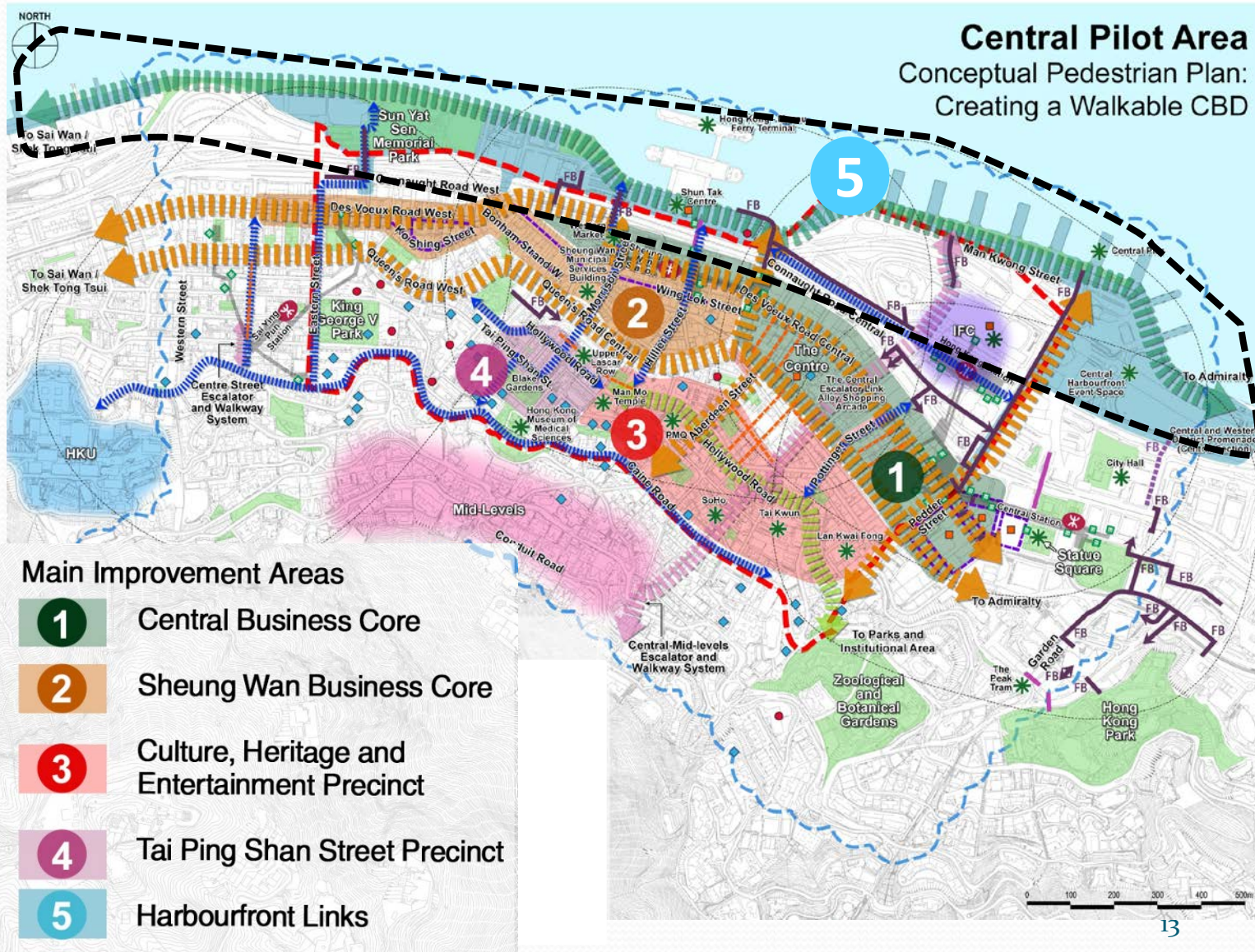


# 3. Proposed Conceptual Pedestrian Plans in 2 Pilot Areas

# Central – A Walkable Core Business District (CBD)

## Central Pilot Area Conceptual Pedestrian Plan: Creating a Walkable CBD

- ✓ Connect CBD to harbourfront and uphill area
- ✓ Improve east-west and north-south key pedestrian corridors in the CBD
- ✓ Support exploration of historic links character streets, cultural and entertainment precincts, and visitor attractions



# 5 Harbourfront Links

Attractive, diverse and accessible harbourfront

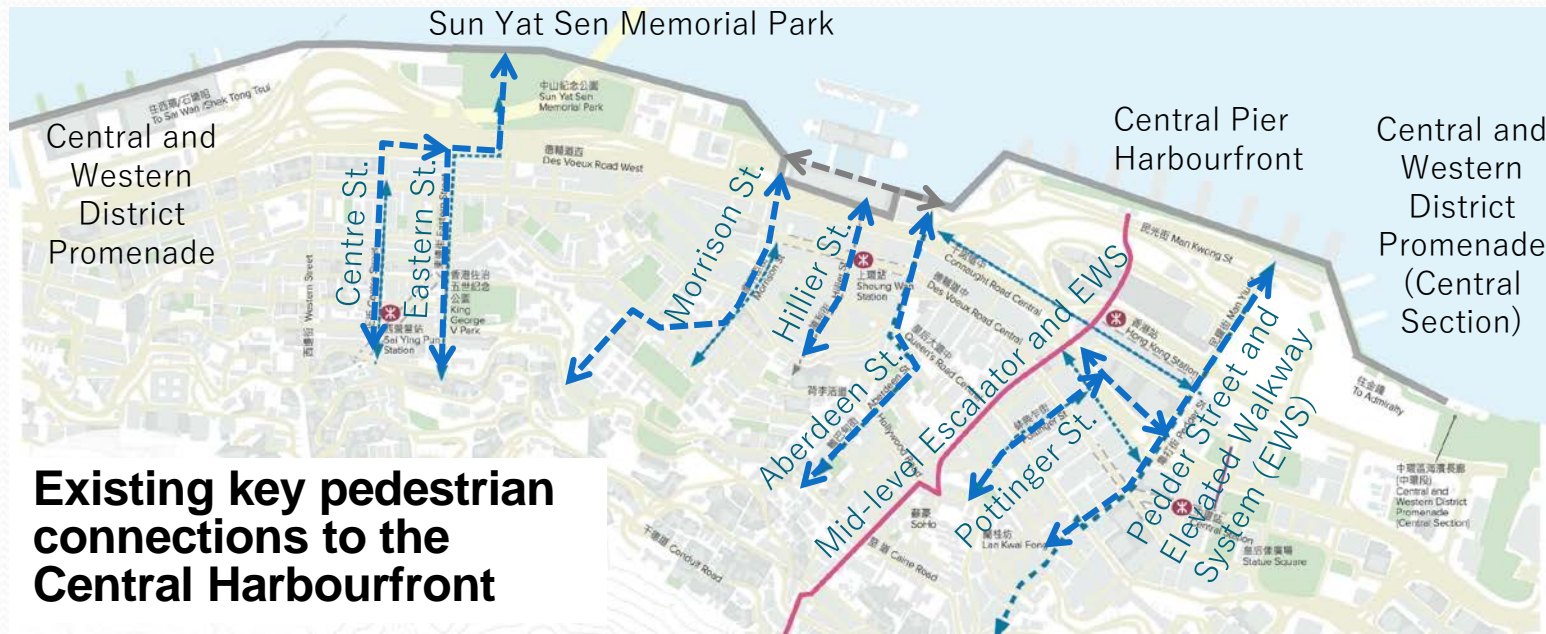
Current Conditions



Central Harbourfront



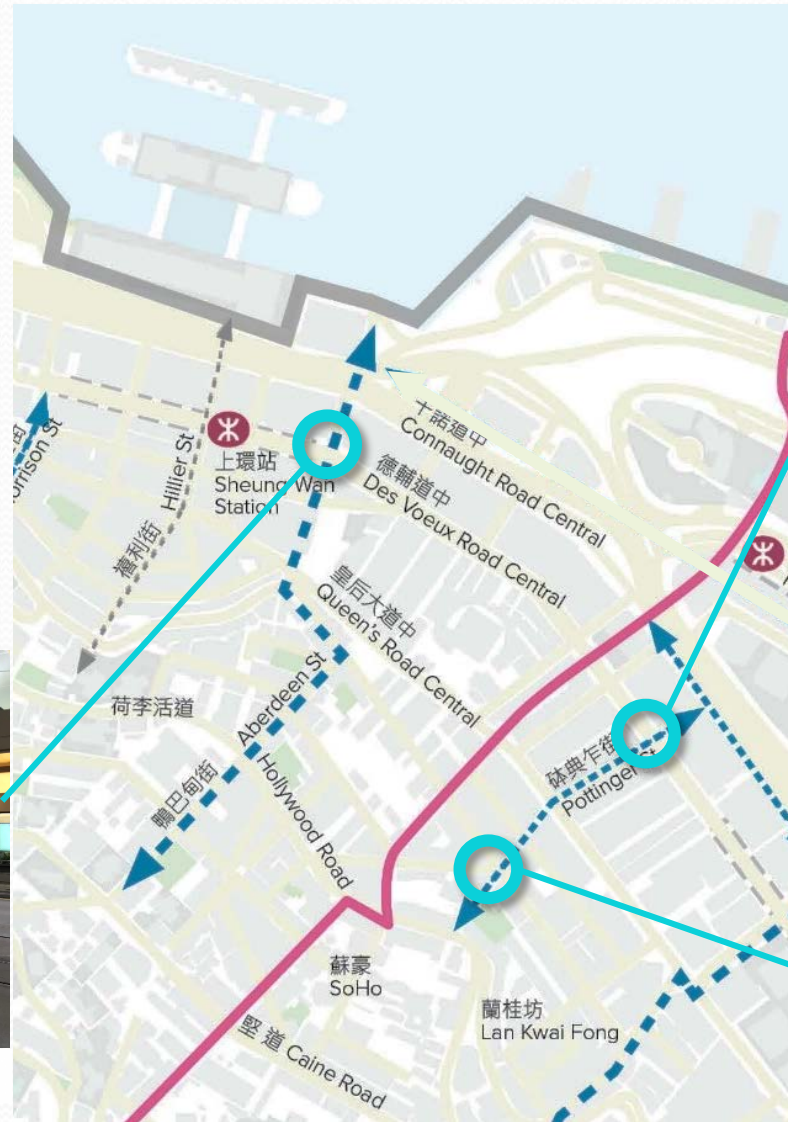
Central Harbourfront



# 5 Harbourfront Links

## Proposed measures

- To enhance crossings at major north-south links



Note: Indicative only to illustrate concept



Note: Indicative only to illustrate concept



Note: Indicative only to illustrate concept

Connecting the north-south key pedestrian corridors to Harbourfront

# 5 Harbourfront Links

## Proposed measures

- To improve wayfinding system

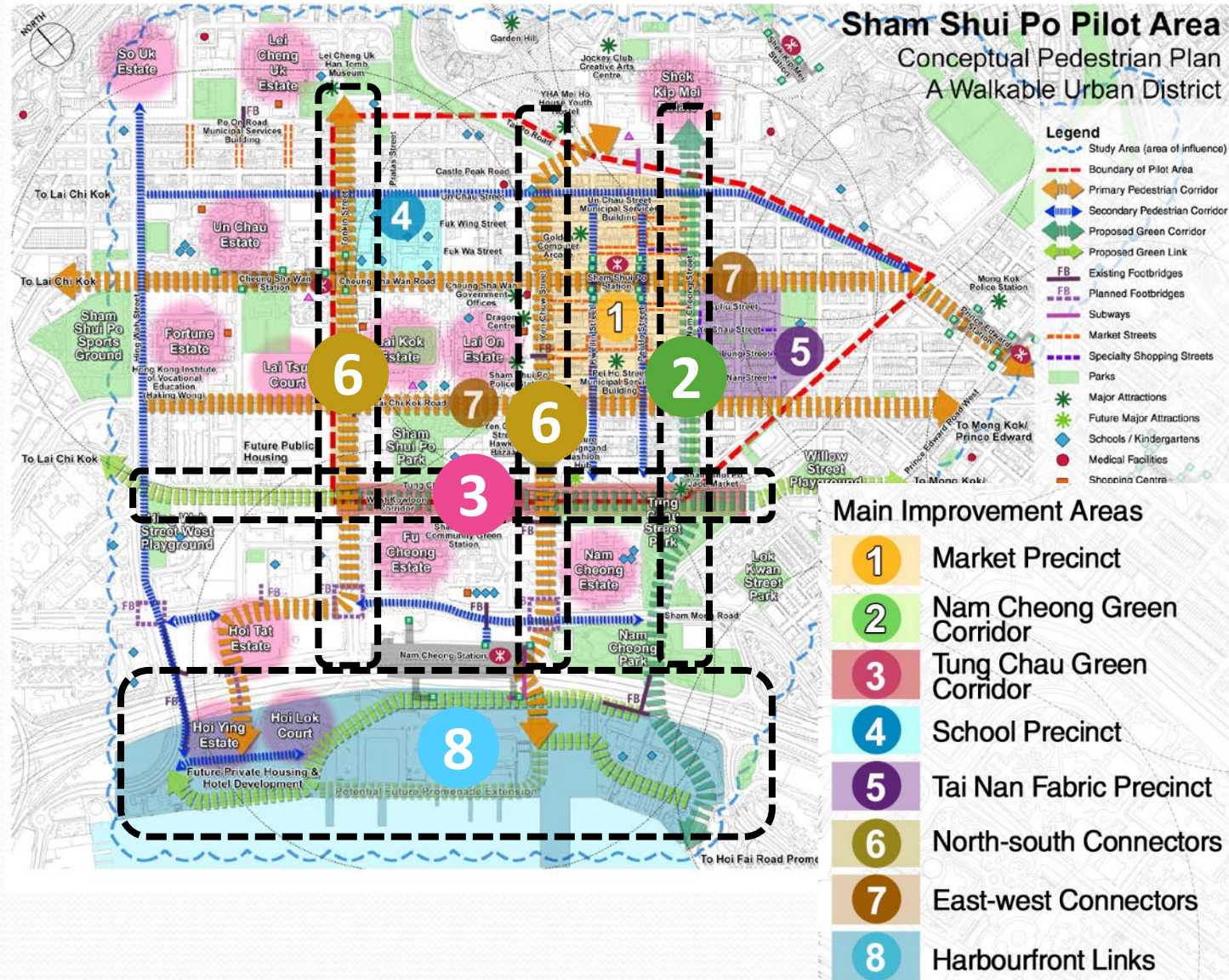


Wayfinding System (Photo – Tsim Sha Tsui Pedestrian Wayfinding Trial System)

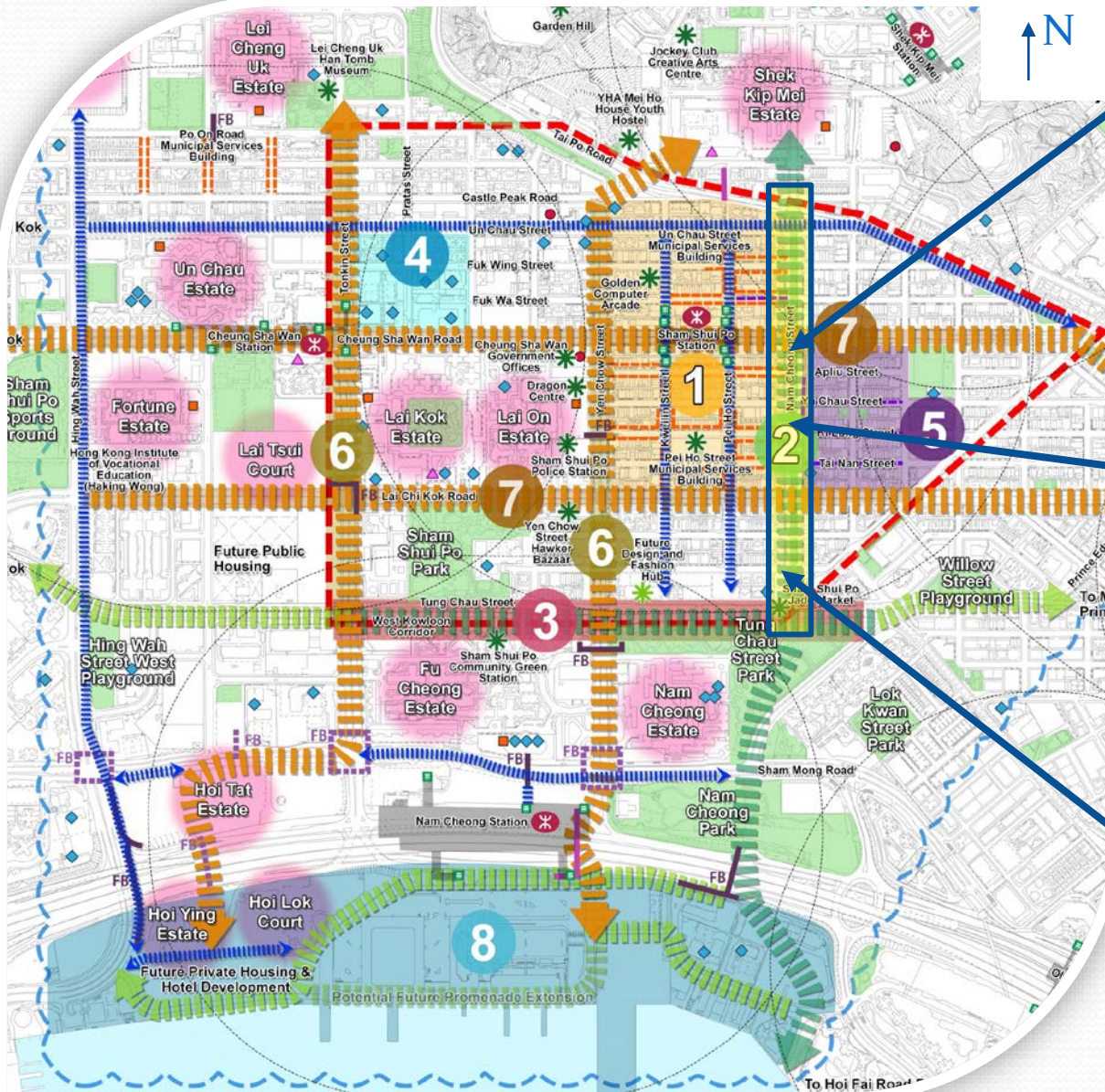


# Sham Shui Po – A Walkable Urban District

- ✓ Connect old urban core and new development area
- ✓ Reimagine street grids
- ✓ Enhance green space connection
- ✓ Support walkability for all



## Current conditions



Congested walking environment



Existing crossing facilities



Existing sitting-out areas bounded by the dual carriageway

## 2 Nam Cheong Green Corridor

### Proposed Measures

- Widen the footpath partially to create a greenway
- Revitalize sitting-out area
- Enhance access to waterfront



Creating a green corridor



Local widening of footpaths

# 3 Tung Chau Green Corridor

## Current conditions

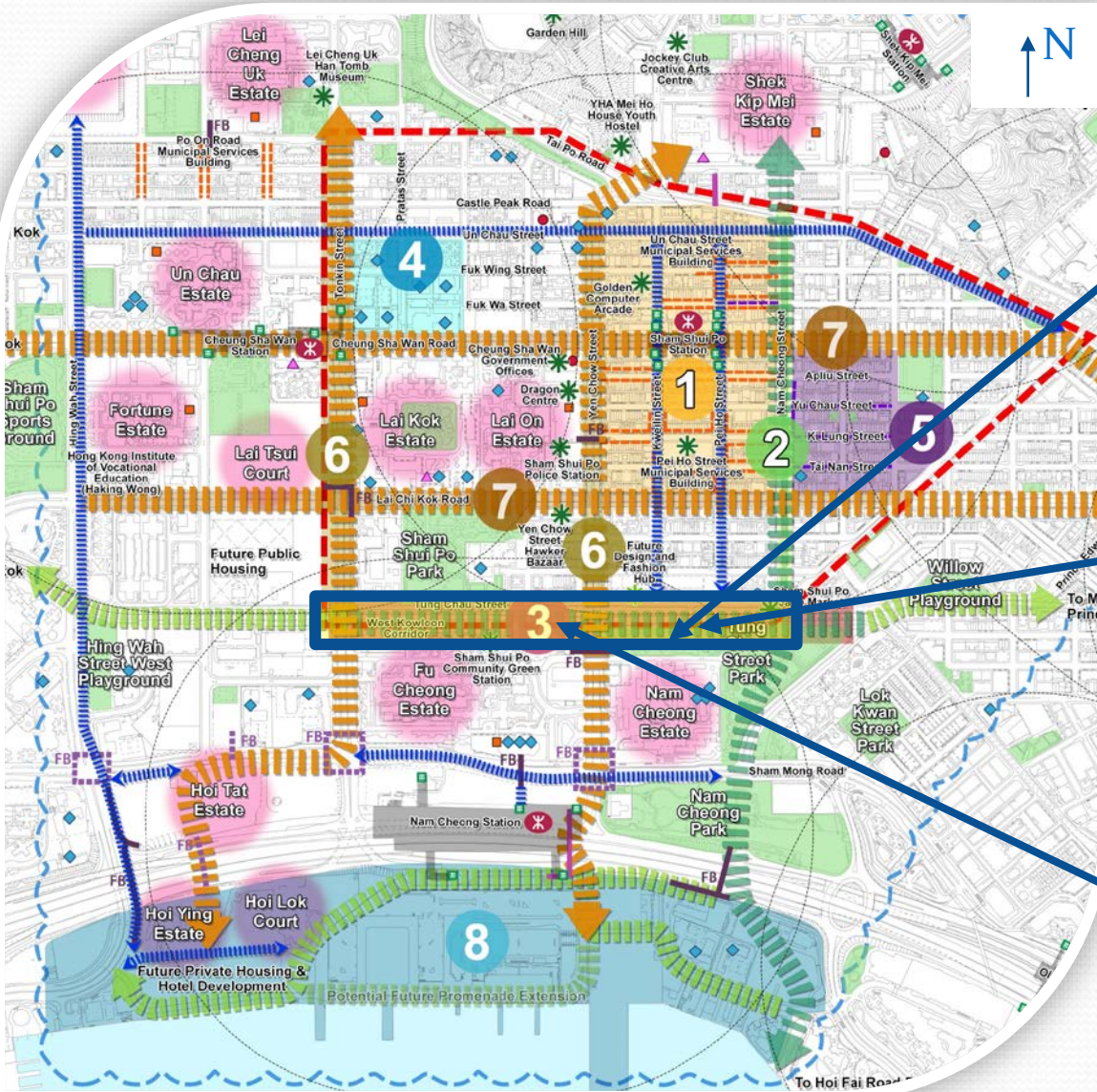
Temporary Jade market (Underneath flyover)



Existing path (Underneath flyover)



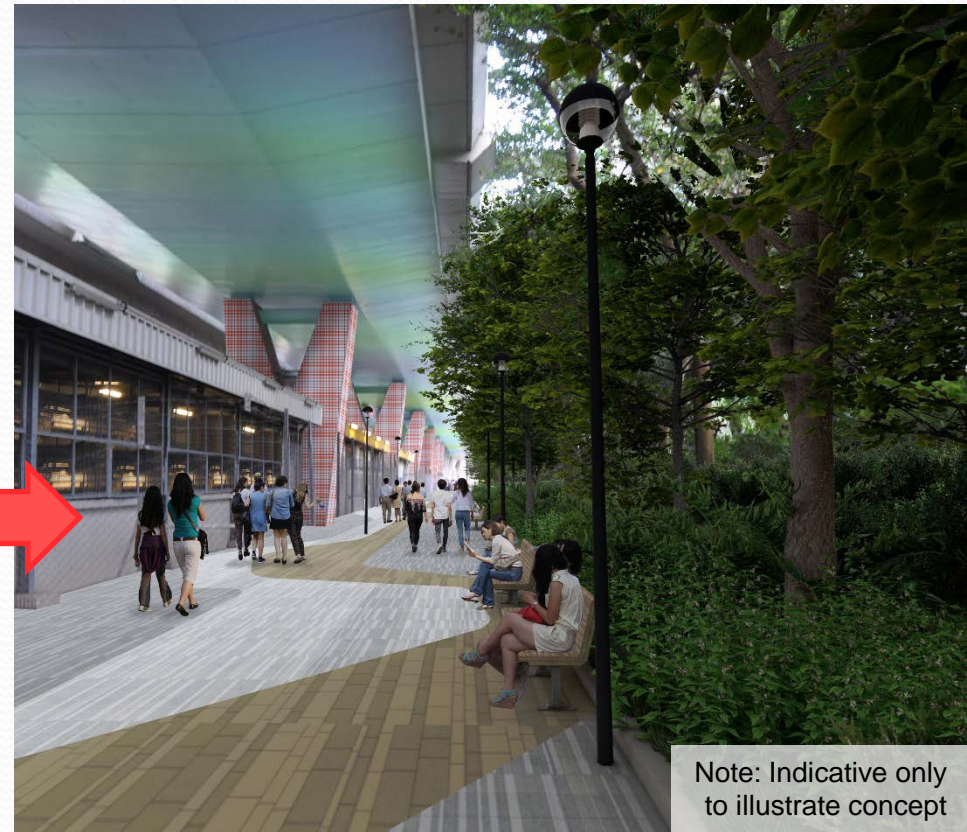
Existing path between temporary market



# 3 Tung Chau Green Corridor

## Proposed Measures

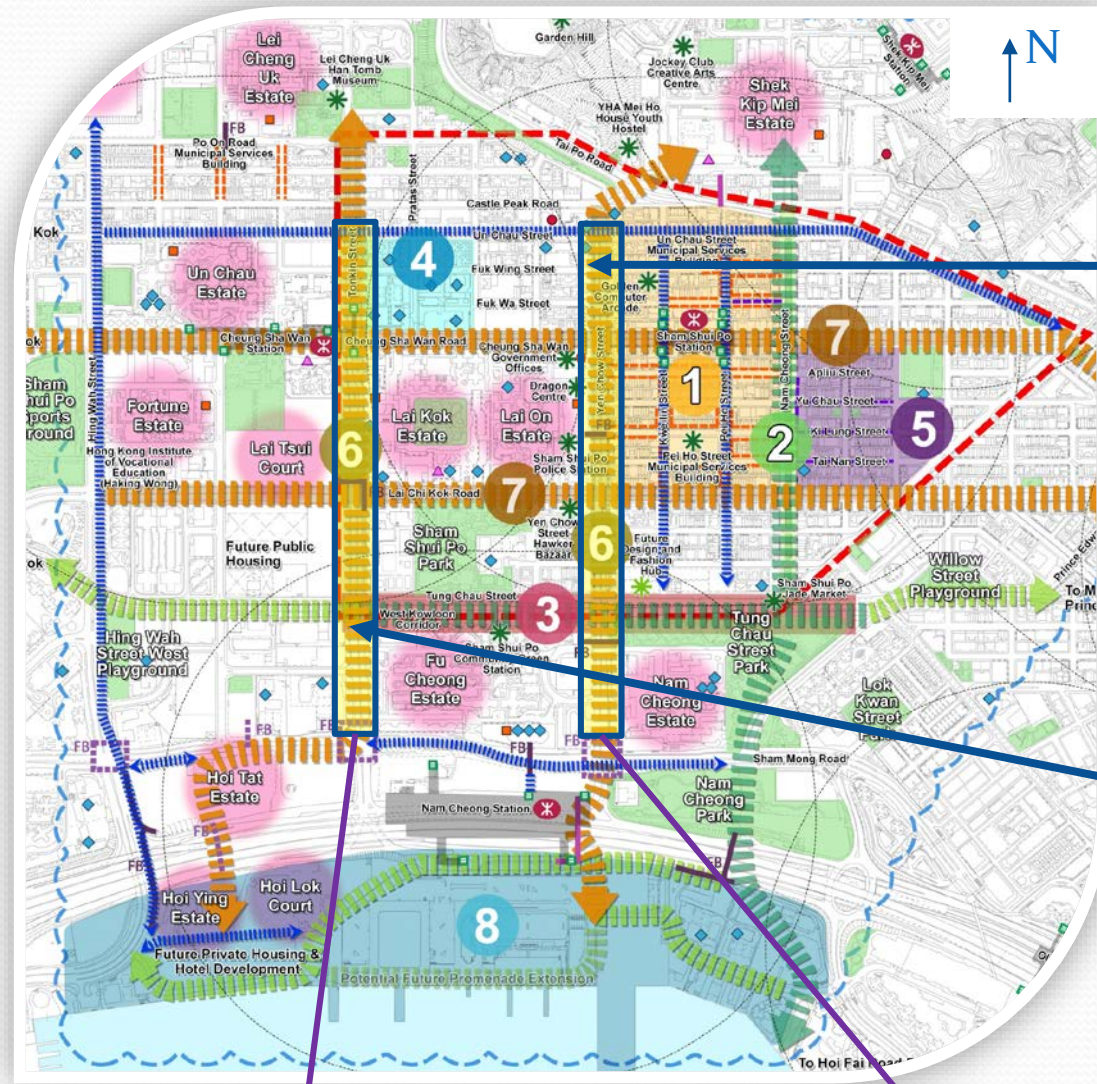
- Revitalise space beneath flyover
- Widen the footpath next to the redevelopment project in Tung Chau Street
- Enhance crossing facilities



Note: Indicative only  
to illustrate concept

Flyover beautification and space revitalization

# 6 North-south Connectors



Tonkin Street

Yen Chow Street

Current conditions:



Congested footpaths



Walking comfort & safety compromised by directional signage

# 6 North-south Connectors

## Proposed Measures

- Widen footpath suitably
- Beautify and enhance the pedestrian environment
- Provide a comfortable linkage between old and new areas



Footpath widening

## 6 North-south Connectors

### Proposed Measures

- Streetscape enhancement for North-South Corridor
- Provide seatings
- Provide a comfortable linkage between old and new areas

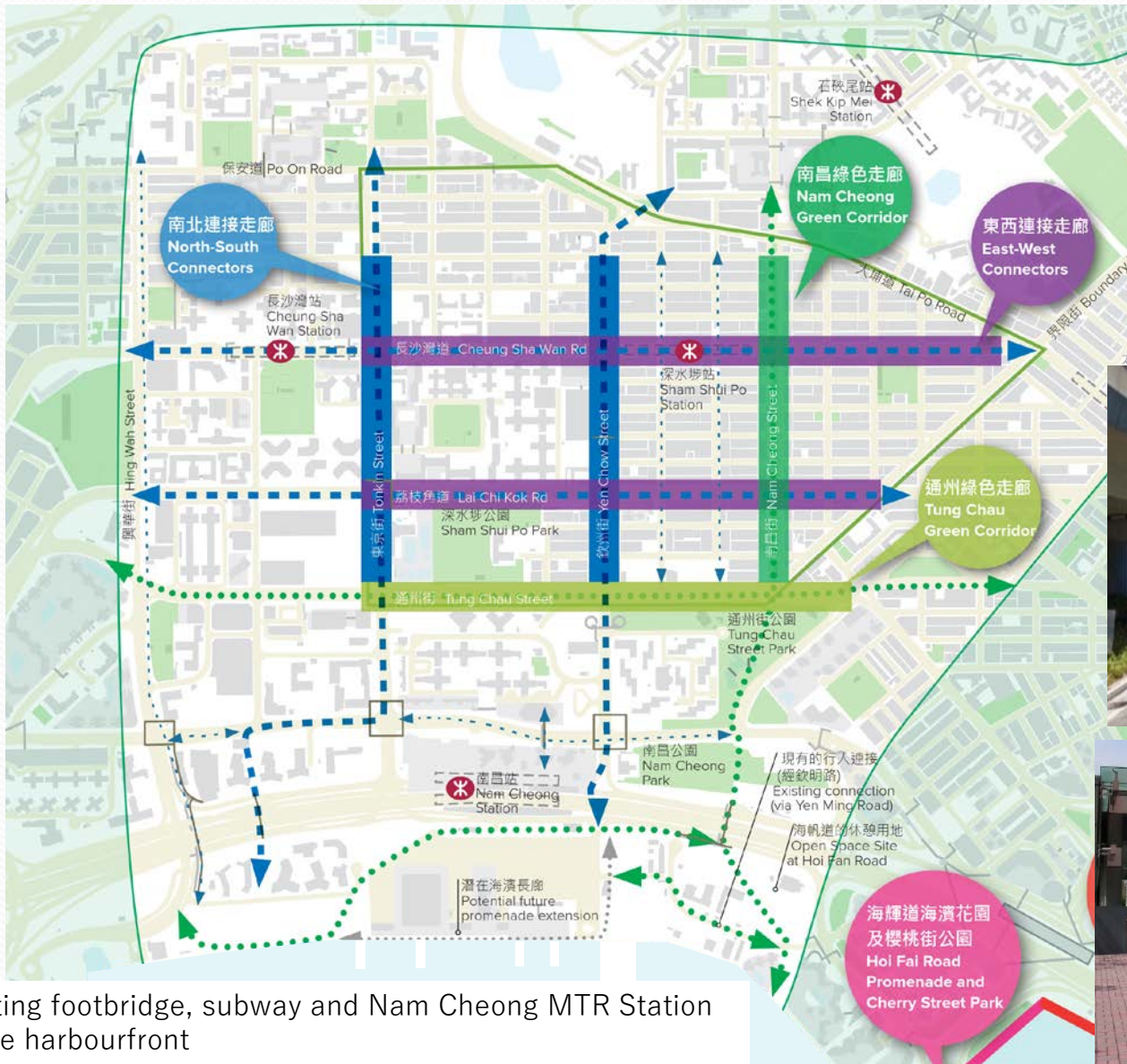


Note: Indicative only to illustrate concept



# 8 Harbourfront Connectivity

Current conditions:



Existing footbridge, subway and Nam Cheong MTR Station to the harbourfront

海輝道海濱花園  
及櫻桃街公園  
Hoi Fai Road  
Promenade and  
Cherry Street Park

# 8 Harbourfront Connectivity

## Proposed Measures

- Improve wayfinding system
- Enhance streetscape
- Beautify footbridges and subways
- Enhance connectivity to the harbourfront promenades for enjoyment by the old and new communities



Wayfinding system



Note: Indicative only to illustrate concept



# 4. Other Proposed Initiatives to Enhance Walkability

# Other Proposed Initiatives to Enhance Walkability

- a) Trial 30kph low speed limit
- b) Implement Part-time Pedestrian Streets
- c) Implement Level Surfaces
- d) Reduce Street Clutter
- e) Implement raised crossing (including bus routes)
- f) Improve Vehicle Run-in/out Design
- g) Improve Staggered Crossing Design
- h) Carry out Ongoing Initiatives

# a. Proposed 30kph low speed limit in Sham Shui Po



## Proposed area

Road sections between Yen Chow Street & Nam Cheong Street:

- Un Chau Street
- Fuk Wing Street
- Fuk Wa Street
- Ap Liu Street
- Yu Chau Street
- Ki Lung Street
- Tai Nam Street

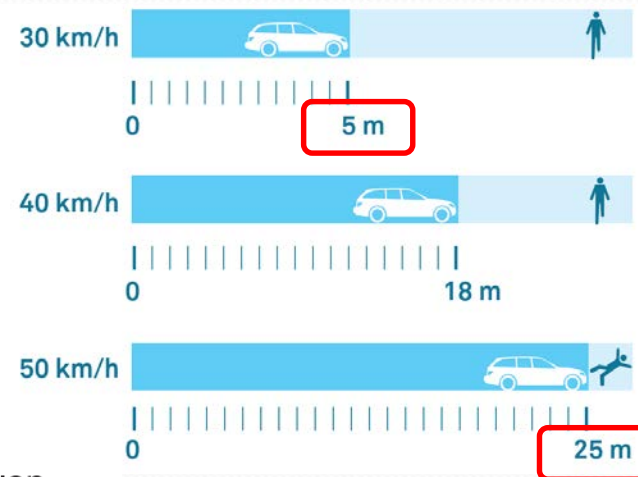
And the road section between Tai Po Road & Lai Chi Kok Road:

- Kweilin Street
- Pei Ho Street

# a. Proposed 30kph low speed limit in Sham Shui Po

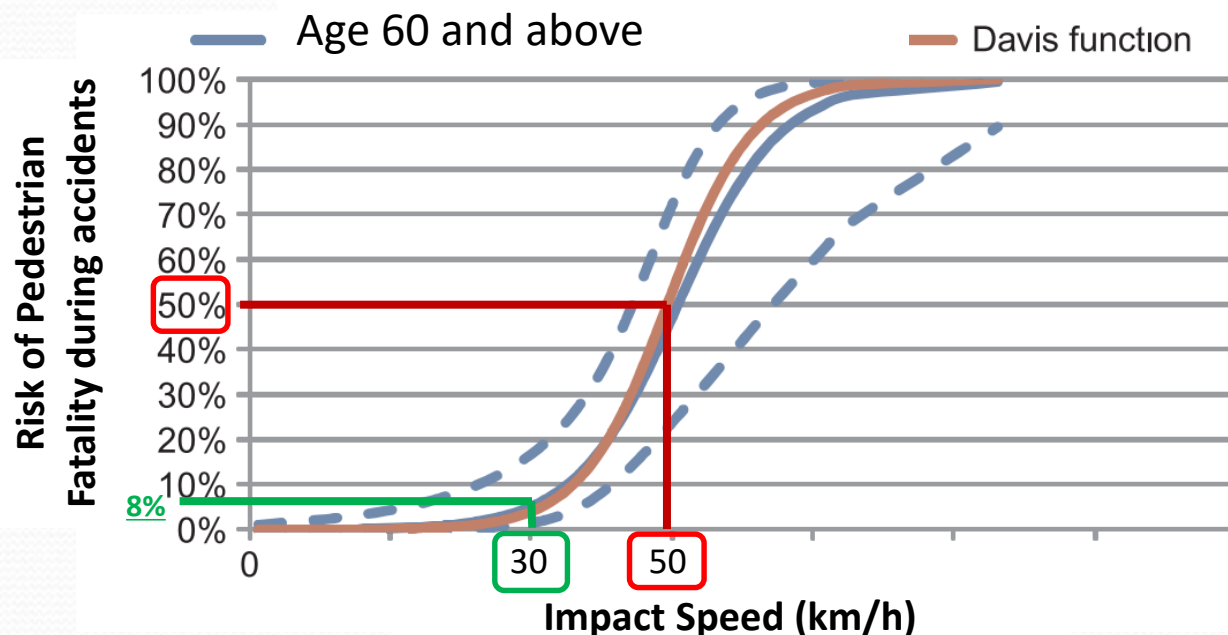
- Maintain vehicles' average speed
- Reduce occasional high vehicular speed/frequency of changing speed
- Lower accidents' severity
- Reduce accidents' rates
- Drivers would be more alert to the surrounding environment
- Encourage further walking

Speed

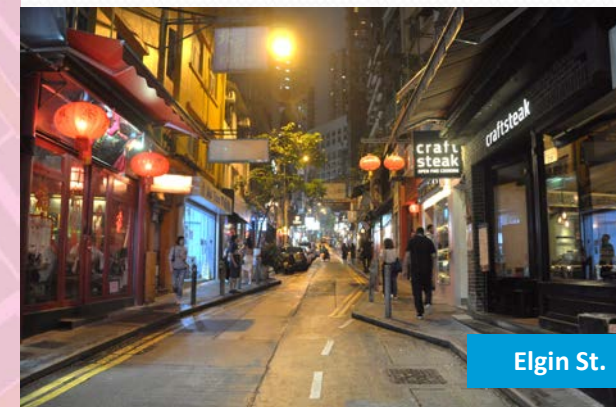
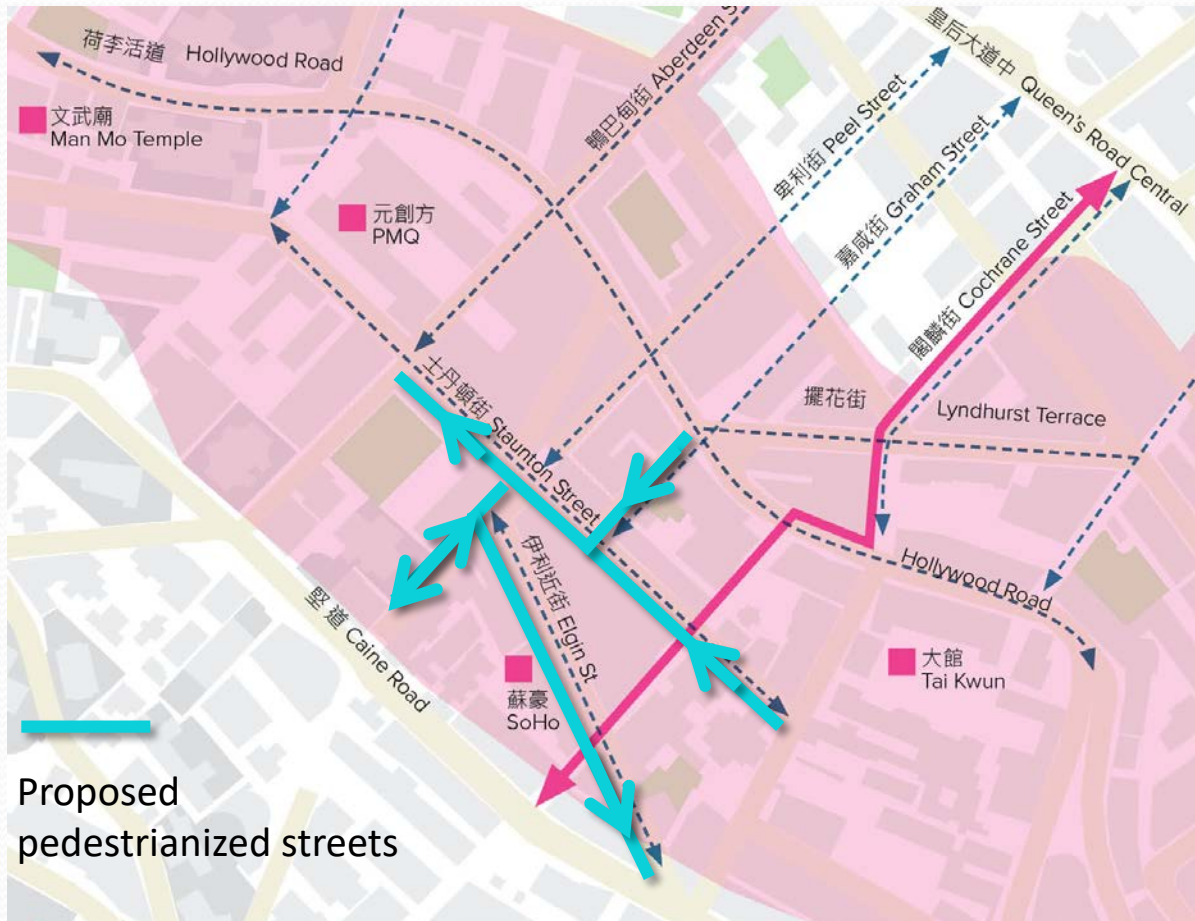


## Stopping Distance

(Source of reference: Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants by Department for Transport: London)



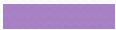

# b1. Exploring feasibility of weekend pedestrian streets in Central (e.g. from 12:00 to 21:00)



## b2. Extending part-time pedestrian streets in Sham Shui Po



### Legend

-  Existing part-time pedestrian street (1200-2100)
-  Proposed part-time pedestrian street (1200-2100)





## c. Implement Level Surfaces in Central

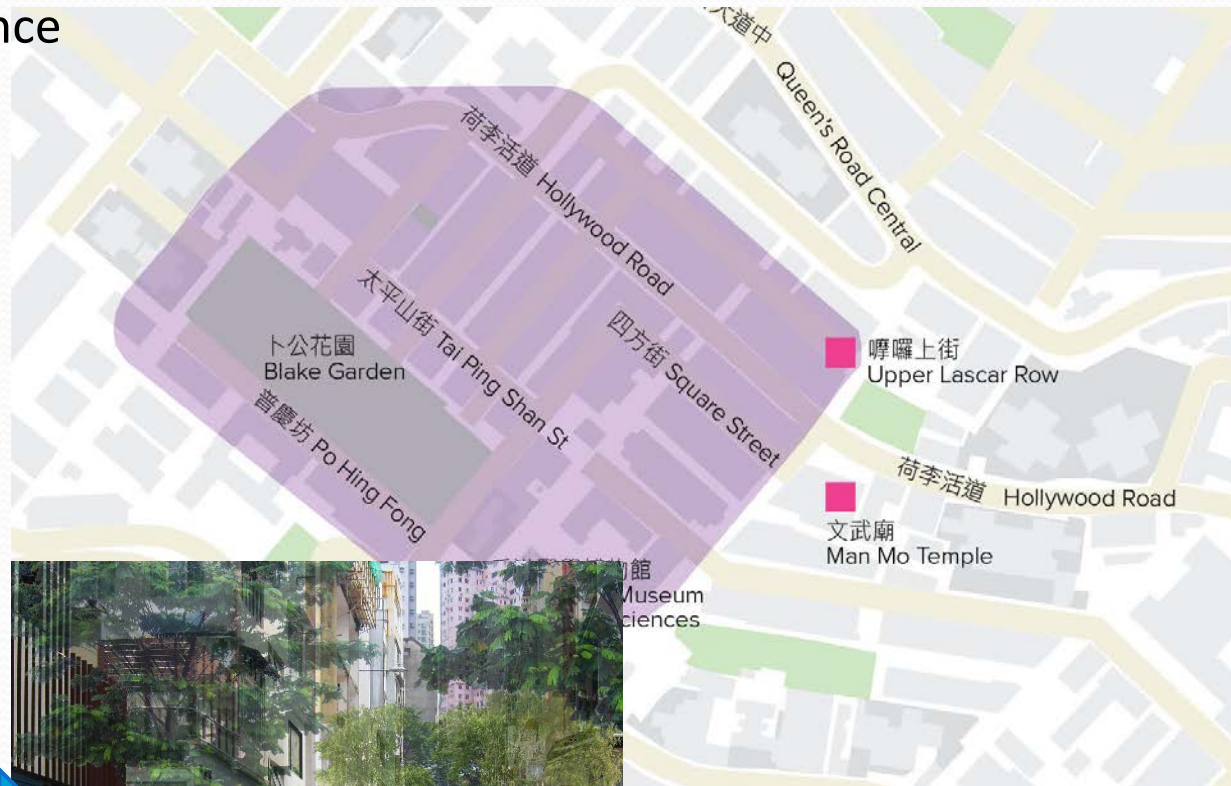
- Tai Ping Shan Street
- Historic & cultural ambience
- Less traffic flow



Tung Street



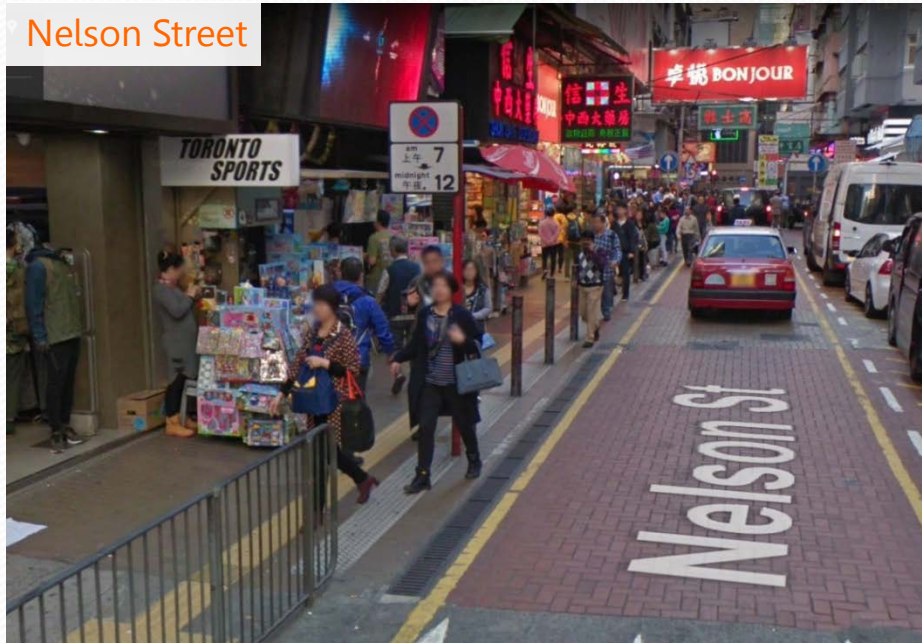
Tai Ping Shan Street



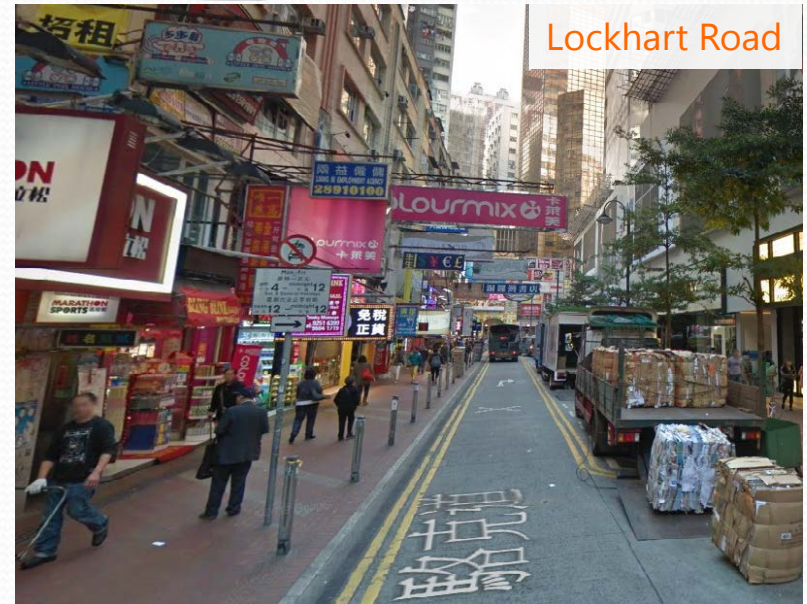
Propose traffic calming street at Tai Ping Shan Street  
Note: Indicative only to illustrate concept

## c. Implement Level Surfaces - existing examples in HK

Nelson Street



Lockhart Road



San Hong Street/San Kung Street



## d. Reduce Street Clutter by Removing Unnecessary Traffic Signs in Stages



24 hours no stopping restriction signs



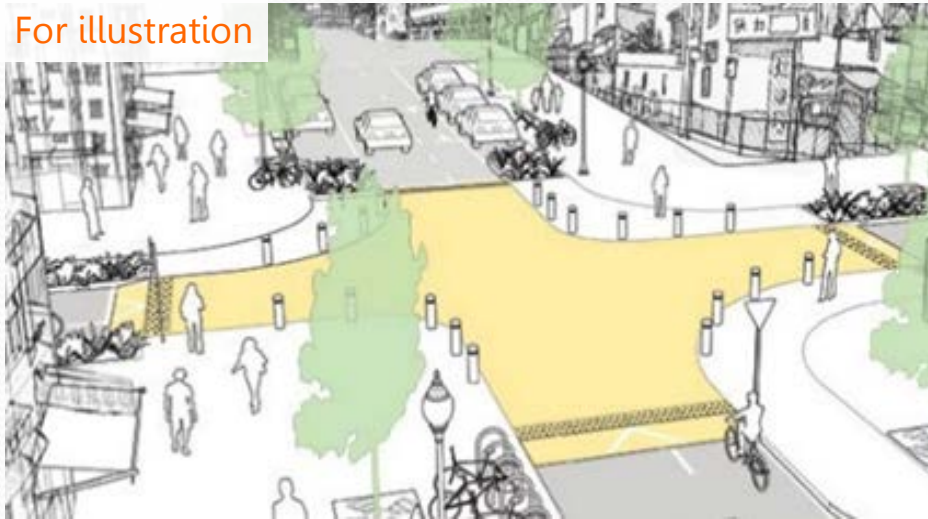
'Vehicle waiting will be prosecuted' signs



Local directional signs

## e. Implement raised crossing (including bus routes)

For illustration



Ap Liu Street



Singapore example  
(along bus routes)

## f. Improve Vehicle Run-in/out Design

- The existing inclined surface is a car-centric design, but it reduces pedestrian's walking comfort
- Propose reducing the width of the inclined surface to maintain a wide and continuous footpath



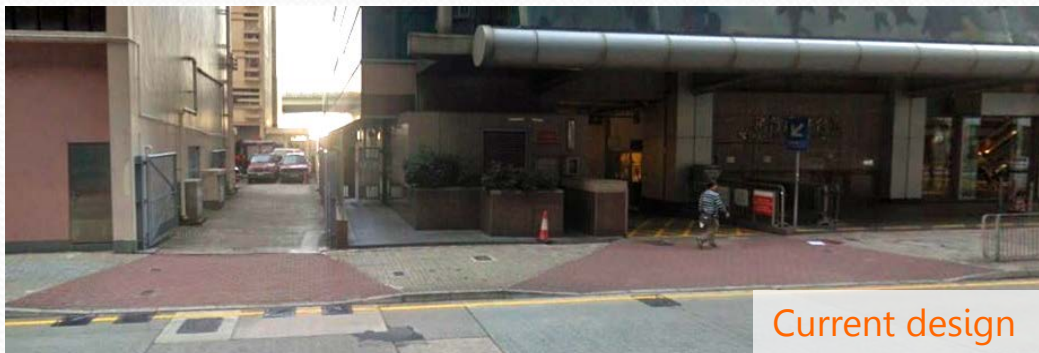
**Milan**



Current design



**London**

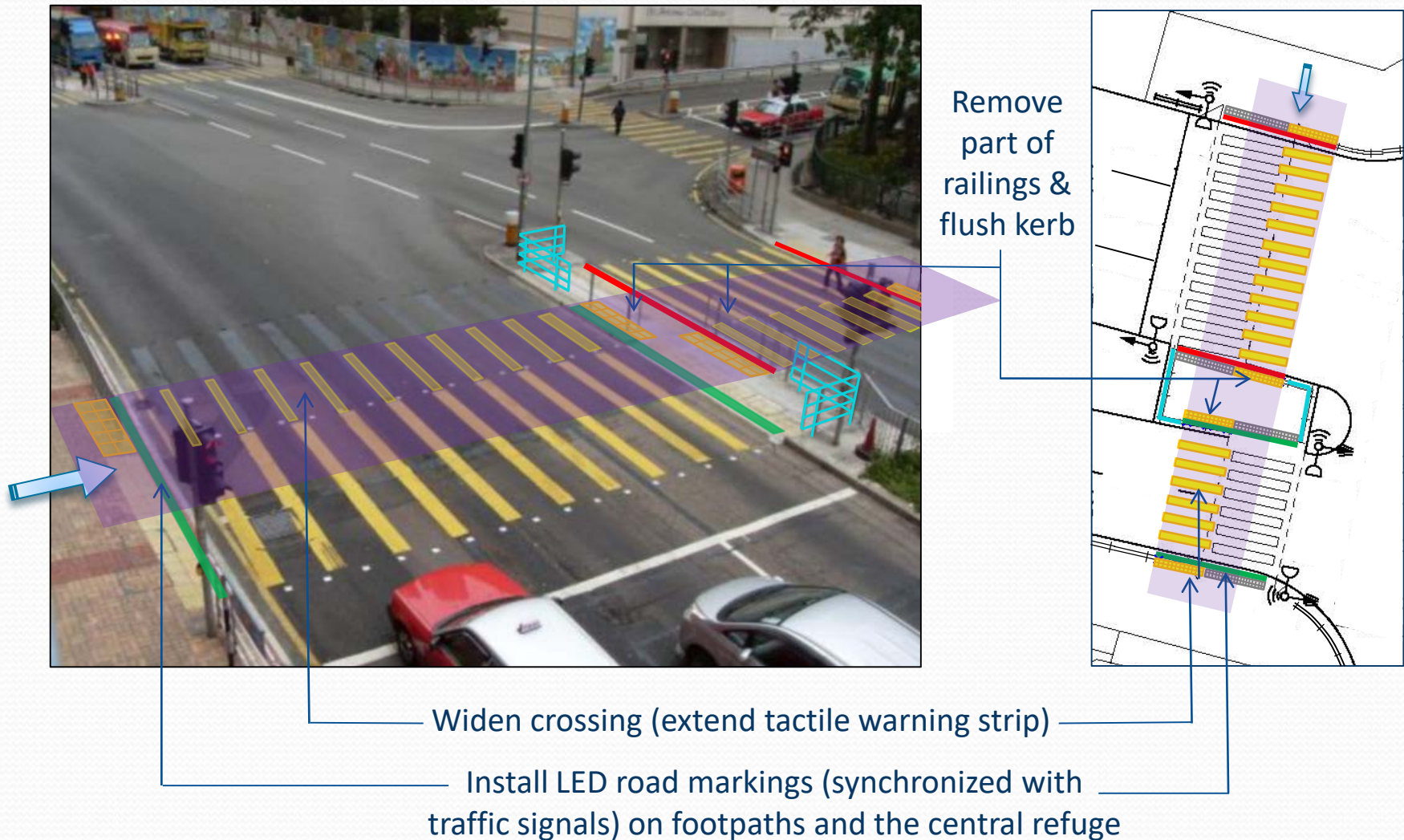


Current design



**Auckland**

## g. Improve Staggered Crossing Design



## h. Other Ongoing Initiatives

- Take forward hillside escalator links and elevator system (HEL)
- Install barrier-free access facilities
- Relax existing requirements for adding covered walkways
- Enhance HKeMobility mobile application
- Trial on intelligent junction





# 5. Way Forward



# Way Forward

## ● Short-term Measures

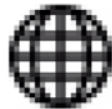
- Reduce street clutter by removing unnecessary traffic signs (works commencement in end 2019)
- Select suitable location to implement raised crossing for bus routes (works commencement in end 2019)
- Select suitable locations to improve vehicle run in/out design (works commencement in early 2020)
- Select suitable location to trial on the improved design for staggered crossing with LED road markings (works commencement in early 2020)

## ● Medium- & Long-term Measures

- Further study the technical feasibility of the improvement proposals in two pilot areas and formulate implementation plans

# Thank you!

## We welcome your views.



<http://walk.hk>



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