

## **ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 186 – TRANSPORT DEPARTMENT : Subhead 000 Operational expenses**

Members are invited to recommend to Finance Committee the creation of the following supernumerary post for five years in the Transport Department –

1 Chief Engineer  
(D1) (\$98,250 - \$104,250)

### **PROBLEM**

We need to strengthen the directorate support in the Urban Regional Office of Transport Department to undertake the formulation of an overall strategy for developing comprehensive pedestrian facilities in Hong Kong and to co-ordinate the development, design and implementation of major area-wide pedestrian schemes and pedestrian facilities to improve pedestrian environment.

### **PROPOSAL**

2. We propose to create one supernumerary post of Chief Engineer (CE) (D1) post for five years in Transport Department to head a new Pedestrian Facilities Division under the Urban Regional Office.

### **JUSTIFICATION**

3. Walking is the most sustainable mode of transport and it reduces demand on our transport system and imposes no adverse impact on environment.

/4. ....

4. The Administration plans to map out an overall strategy in developing comprehensive pedestrian facilities in Hong Kong. A dedicated officer at CE rank is required to formulate the strategy and to co-ordinate the development, design and implementation of programmes in improving the pedestrian facilities. We need a directorate officer with extensive administrative experience and professional competency to –

- (a) develop standards for the planning and design for pedestrian facilities in Hong Kong;
- (b) identify deficiencies and gaps in existing provision of pedestrian facilities;
- (c) formulate a strategy to promote public awareness of the role of pedestrian facilities in our overall transport network; and
- (d) oversee the implementation of pedestrian schemes and pedestrian walkway systems.

5. On paragraph 4(a), the new CE will need to work closely with the Planning Department and other relevant parties to establish a planning and development framework for pedestrian facilities. This includes a review of the existing Hong Kong Planning Standards and Guidelines for pedestrian facilities with a view to establishing new guidelines with enhanced standards for these facilities. While Planning Department is responsible for the conceptual planning of pedestrian facilities to meet the demand arising from the land use patterns, the CE will need to identify opportunities for introducing pedestrian facilities for new development clusters at an early planning stage as well as formulating strategies to enhance pedestrian facilities in the developed areas. He will also be responsible for keeping abreast of overseas development in new pedestrian facilities, e.g. high speed travelators and exploring the possibility of introducing such facilities in Hong Kong.

6. On paragraph 4(b), the new CE will need to conduct a comprehensive review of the pedestrian facilities in each district and to explore the feasibility of introducing practical pedestrian schemes and walkway systems in built-up areas, other than those already identified. Pedestrian schemes are only one form of pedestrian facility. Others include pedestrian walkway system, hillside escalator, travelator, etc. The CE will need to identify gaps in existing provision and decide which type of pedestrian facilities should be implemented. He will also be responsible for the planning, design and implementation of feasible projects.

7. On paragraph 4(c), the importance of pedestrian facilities has not been receiving proper attention by the public and the transport trades. The new CE will need to develop a strategy to promote public understanding of the role that pedestrian facilities play in our overall transport network. This includes the organisation of seminars and workshops on worldwide development of pedestrian facilities as well as the planning for pedestrian facilities in Hong Kong; and consultation with the transport trades and the District Councils on the Administration's plans to improve pedestrian facilities and how the walking mode fits in with the development of different transport modes.

8. On paragraph 4(d), the new CE will need to oversee the planning and implementation of existing and future improvement programmes of pedestrian facilities. So far, we have completed the conceptual planning of pedestrian schemes in Causeway Bay, Tsim Sha Tsui, Mong Kok, Central, Wan Chai, Jordan and Sham Shui Po. We have also implemented some smaller scale pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok to improve the environment for pedestrians and to promote the concept of the need to improve our pedestrian facilities. A list of pedestrian schemes implemented from 1999 to mid 2001 is at Enclosure 1. Public response to the initial pedestrian schemes is very positive and there is demand for similar schemes in other districts. We propose to extend the pedestrian schemes to other areas in the coming years as shown at Enclosure 2. As the coverage areas of some of the schemes are larger with heavy pedestrian and vehicular traffic, particularly those in Central and Wan Chai, development of new traffic management measures and intensive consultation with government departments, the transport trades, the District Councils and the public will be required. The new CE will steer the planning and consultation process for the implementation of the pedestrian schemes.

9. Experience in the past two years shows that the implementation of pedestrian schemes is very resource demanding, e.g. intensive consultation with parties affected and close liaison with other departments and utilities companies. On-going publicity, education and promotion are required in order to make these schemes a success and make our whole plan of improving pedestrian facilities sustainable. As mentioned above, we are already committed to implementing much larger scale pedestrian schemes in the next few years, e.g. the Central and Wan Chai schemes and subsequent phases of Causeway Bay and Mong Kok schemes, etc. To implement these schemes of much larger scale and greater complexity, we see the need for a dedicated team headed by the proposed CE to maintain the drive and steer these projects throughout. The proposed CE post will be created on a supernumerary basis for five years to formulate an overall strategy for implementation of pedestrian facilities and oversee the initial stage of implementation. The Administration will review the need for the post and decide on the most suitable staffing support after five years.

10. The proposed CE post, designated as Chief Engineer/Pedestrian Facilities (CE/PF), will report to the Assistant Commissioner/Urban. He will be supported by a Senior Engineer, a Chief Transport Officer, four Engineers, a Senior Transport Officer and two Transport Officers II. It is also envisaged that outside assistance would be required to keep the functional team as small as possible but at the same time producing quick and quality output. The existing and proposed organization chart of the Urban Regional Office of the Transport Department is at Enclosure 3 and the job description of the proposed CE/PF post is at Enclosure 4.

Encls. 3  
& 4

### **Other Alternatives Considered**

11. We have examined critically the possibility of assigning the responsibilities to other CEs of the department but consider this not feasible as all of them are fully occupied with other equally important tasks –

- (a) The five CEs under the Planning Branch are fully engaged in managing the base district traffic modelling and parking demand studies, conducting traffic and transport studies and surveys, planning transport infrastructures, providing support on road safety and standards, and overseeing the planning and implementation of strategic road projects and priority railway projects recommended by the Railway Development Strategy 2000.
- (b) The two CEs under the Technical Services Branch are fully committed in managing the operation and expansion of area traffic control and closed circuit television systems, planning and developing intelligent transport systems, and implementing the proposed Transport Information System and the Transport Management and Information Centre.
- (c) The five CEs in the Urban and New Territories Regional Offices are also fully stretched in district traffic management duties in their respective regions. They do not have the spare capacities to take on the design and implementation of pedestrian schemes.

### **FINANCIAL IMPLICATIONS**

12. The additional notional annual salary cost at mid-point of this proposal is \$1,213,200. The additional full annual average staff cost of the proposal, including salaries and staff on-cost, is \$2,063,000. In addition, this proposal will necessitate the creation of six additional non-directorate posts (one Chief Transport Officer, three Engineers/Assistant Engineers and two Transport Officers II) at a notional annual mid-point salary cost of \$3,005,040 and a full

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annual average staff cost of \$5,151,000. We have included sufficient provision in the 2001-02 Estimates to meet the cost of this proposal and the additional non-directorate posts.

## BACKGROUND INFORMATION

13. As part of the new Transport Strategy promulgated by the Transport Bureau in October 1999, greater emphasis will be placed on the needs of pedestrians in transport and land use planning. This aims to reduce the number of short motorised trips and the conflict between pedestrians and vehicles with a view to increasing mobility, enhancing road safety and improving pedestrian environment in general. In pursuing the new Transport Strategy, the Transport Department needs to adopt a more proactive approach in planning for facilities for the pedestrians.

14. In the past two years, the Administration has been improving the existing pedestrian facilities through the implementation of pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok. The designs of these pedestrian schemes have taken into account the characteristic of the districts. In general there are three categories of pedestrian schemes including –

- (a) full-time pedestrian streets in which pedestrians have absolute priority. Vehicular access is restricted to emergency services only but service vehicles may be allowed in specified periods;
- (b) part-time pedestrian streets in which vehicular access is only allowed in specific periods and there is no on-street parking space. However, loading bays are provided for loading/unloading purpose;
- (c) traffic calming streets in which footpaths are widened and there are limited parking spaces. There is no restriction to vehicular access. However, vehicles are slowed down through the use of traffic calming measures such as narrower traffic lanes and speed tables etc.

15. A list of pedestrian schemes implemented from 1999 to mid 2001 is at Enclosure 1. These are stand-alone schemes of a limited scale aimed to test the public acceptability of the pedestrian scheme in Hong Kong. A list of pedestrian schemes proposed to be implemented in the coming years is at Enclosure 2.

16. In the Policy Objective for the Transport Bureau under the 2000 Policy Address, we have undertaken to implement pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok, and promote pedestrian schemes in Central,

/Wan Chai .....

Wan Chai, Jordan and Sham Shui Po. We have consulted the relevant District Councils on the initial phase for the first three areas and conceptual plans for the other four areas. We will continue to consult them on the subsequent phases and the implementation details. They were in support of implementation of pedestrian schemes and construction of pedestrian walkways in general. However, some District Council Members raised concern on the potential traffic impacts of major pedestrian schemes such as those in Queen's Road Central and Johnston Road. We will formulate traffic management measures to address their concerns and monitor the traffic conditions closely before introducing the pedestrian schemes.

17. At present, a small team in the Transport Department comprising a Senior Engineer, a Senior Transport Officer and an Engineer is responsible for the planning and co-ordination of pedestrian schemes. A supernumerary Chief Traffic Engineer/Environmental Initiatives (D1) post was created under delegated authority from 24 July 2000 to 23 January 2001 to, among other things, oversee the conceptual planning for the pedestrian schemes for Central, Wan Chai, Jordan and Sham Shui Po. The initial design of the four pedestrian schemes was completed in early 2001 and the supernumerary post lapsed in January 2001. Meanwhile, the Regional Offices have temporarily taken up the implementation of the initial phases of pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok as well as the detailed design of the new pedestrian schemes. We need a dedicated officer at CE level to steer the implementation and development of the pedestrian schemes identified in Enclosure 2, which include works for the remaining phases of the existing three pedestrian schemes (i.e. Causeway Bay, Tsim Sha Tsui and Mongkok) and the initial phases of the four new schemes (i.e. Central, Wanchai, Jordan and Sham Shui Po).

18. The remaining phases of the existing schemes are more extensive and complex than the initial phases already implemented. Pedestrianisation of an extensive area in a district will have to be co-ordinated with the existing land use pattern and possible transformation of the area. This will involve close liaison with the Planning Department, Home Affairs Department, Police, and possibly the Tourism Commission. Instead of converting a street into pedestrian use, as we did in Phase I, we will need to look at pedestrianisation as part of the land use planning of the district, and input from a directorate officer will be necessary. With the extensive pedestrianisation, the construction works would have major conflicts with a number of planned underground works, such as the laying of new water and drainage pipes, and renewal of cables and gas pipes, etc. Extensive coordination and liaison with other government departments, utilities companies and public transport operators would be required to work out an acceptable construction programme and traffic diversion arrangement. During the process, intensive consultation with local parties affected and proactive publicity would need to be carried out in order to promote acceptance of the schemes and minimize the disruption caused during the implementation stage.

19. The new pedestrian schemes, in particular those for Central and Wan Chai, on the other hand, are much more controversial and larger in scale. They involve the implementation of major traffic management measures along some of the busiest traffic corridors in Hong Kong. Also, the implementation of these schemes will span over a much longer time frame.

20. We circulated a paper on the proposed CE/PF post to the LegCo Panel on Transport on 17 May 2001. Members of the Panel did not raise any objection to the proposal at the Panel meeting on 25 May 2001.

### **CIVIL SERVICE BUREAU COMMENTS**

21. The Administration has carefully considered other alternatives to provide the required directorate support to meet the service needs bearing in mind the need to maintain service efficiency and effectiveness. We are satisfied that the proposal contained in this paper is functionally justified. Civil Service Bureau considers the grading, ranking and duration of the proposed post appropriate having regard to the level and scope of responsibility and the professional input required. The total number of established directorate posts in the Transport Department as at 1 June 2001 is 27.

### **ADVICE OF THE STANDING COMMITTEE ON DIRECTORATE SALARIES AND CONDITIONS OF SERVICE**

22. As the post is proposed on a supernumerary basis, its creation, if approved, will be reported to the Standing Committee on Directorate Salaries and Conditions of Service in accordance with the agreed procedure.

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Transport Bureau  
June 2001

**Pedestrian Schemes Implemented from 1999 to mid 2001**

- Full-time Pedestrian Streets at
  - Russell Street (section between Lee Garden Road and Percival Street)
  - Paterson Street (section between Yee Wo Street and Great George Street)
  - Jardine's Crescent
  
- Part-time Pedestrian Streets at
  - Lee Garden Road (section between Kai Chiu Road and Hennessy Road)
  - Lockhart Road (section between Cannon Street and Paterson Street)
  - East Point Road
  - Great George Street (section between East point Road and Paterson Street)
  - Sai Yeung Choi Street South (section between Nelson Street and Soy Street)
  - Stanley Main Street
  - Stanley Market Street
  
- Traffic Calming Streets at
  - Kai Chiu Road
  - Russell Street (in front of Time Square)
  - Sai Yeung Choi Street South (sections between Nelson Street and Argyle Street and between Soy Street and Dundas Street)
  - Nelson Street
  - Haiphong Road
  - Lock Road
  - Hankow Road
  - Canton Road (section between Haiphong Road and Peking Road)
  - Peking Road (section between Ashley Road and Hankow Road)



**Pedestrian Schemes Under Active Planning**

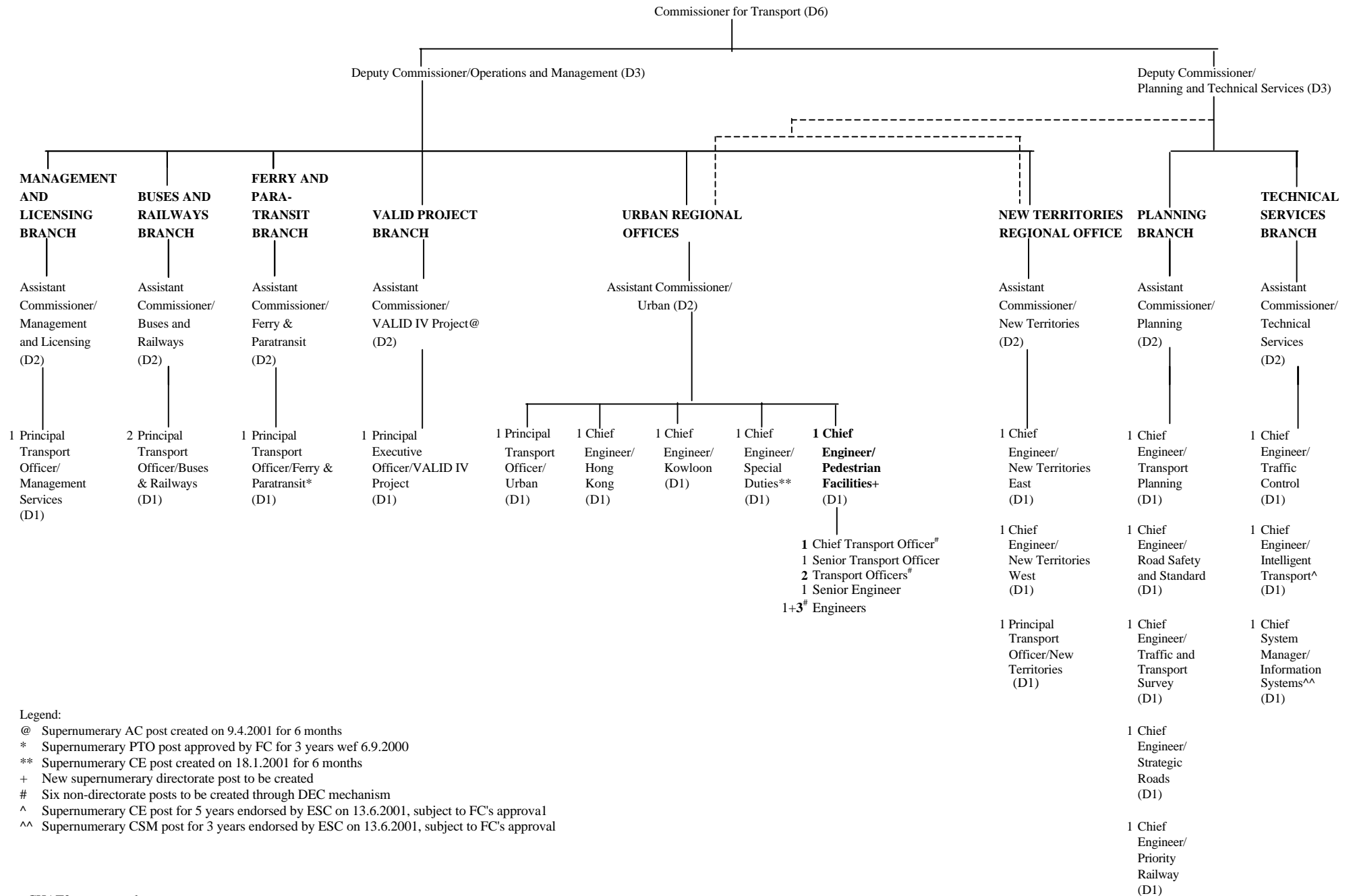
- Full-time Pedestrian Streets at
  - Theatre Lane
  - Chiu Lung Street
  - Nanking Street (section between Parkes Street and Shanghai Street)
- Part-time Pedestrian Streets at
  - D'Aguiar Street (section between Wyndham Street and Wellington Street)
  - Wo On Lane
  - Lan Kwai Fong
  - Apliu Street (section between Yen Chow Street and Nam Cheong Street)
  - Pei Ho Street (sections between Apliu Street and Yu Chau Street, and Fuk Wa Street and Fuk Wing Street)
  - Kweilin Street (sections between Apliu Street and Yu Chau Street, and Fuk Wa Street and Fuk Wing Street)
  - Fuk Wa Street (section between Yen Chow Street and Nam Cheong Street)
  - Temple Street (section between Nanking Street and Jordan Road)
  - Nanking Street (section between Shanghai Street and Battery Street)
  - Saigon Street (section between Woosung Street and Shanghai Street)
- Traffic Calming Streets at
  - Pak Sha Road
  - Yun Ping Road
  - Lee Garden Road (remaining section)
  - Lan Fong Road
  - Foo Ming Street
  - Hysan Avenue
  - Hoi Ping Road
  - Sunning Road

- Great George Street (section between Paterson Street and Gloucester Road)
- Johnston Road
- Thomson Road
- Jaffe Road (section between Luard Road and Fleming Road)
- O'Brien Road
- Luard Road
- Queen's Road Central (section between D'Aguilar Street and Pottinger Street)
- Stanley Street
- D'Aguilar Street (section between Queen's Road Central and Wellington Street)
- Pottinger Street (section between Des Voeux Road Central and Queen's Road Central)
- Staunton Street
- Elgin Street
- Peel Street
- Des Voeux Road Central footpath widening (section between Pedder Street and Pottinger Street)
- Queen's Victoria Street footpath widening (section between Des Voeux Road Central and Queen's Road Central)
- Jubilee Street footpath widening (section between Des Voeux Road Central and Queen's Road Central)
- Duddell Street
- On Lan Street
- Fa Yuen Street
- Shan Tung Street
- Soy Street
- Dundas Street
- Canton Road (remaining section)

- Peking Road (remaining section)
- Ashley Street
- Iching Street
- Yu Chau Street (section between Nam Cheong Street and Yen Chow Street)
- Nam Cheong Street footpath widening (section between Lai Chi Kok Road and Fuk Wing Street)
- Yen Chow Street footpath widening (section between Fuk Wing Street and Lai Chi Kok Road)
- Fuk Wing Street (section between Yen Chow Street and Nam Cheong Street)
- Kweilin Street (section between Un Chau Street and Fuk Wing Street)
- Pei Ho Street (section between Un Chau Street and Fuk Wing Street)
- Nanking Street (section between Nathan Road and Parkes Street)
- Ning Po Street (section between Nathan Road and Battery Street)
- Pak Hoi Street (section between Nathan Road and Shanghai Street)
- Woosung Street (section between Kansu Street and Jordan Road)
- Parkes Street (section between Jordan Road and Woosung Street)
- Shanghai Street footpath widening (section between Kansu Street and Jordan Road)
- Bowring Street (section between Nathan Road and Parkes Street)
- Pilken Street (section between Austin Road and Jordan Road)
- Saigon Street (section between Parkes Street and Woosung Street)

[Encl3 to EC18E\(PF\)5chart.xls](#)

**Existing and Proposed Organization Chart of the Urban Regional Offices of Transport Department**



- Legend:
- @ Supernumerary AC post created on 9.4.2001 for 6 months
  - \* Supernumerary PTO post approved by FC for 3 years wef 6.9.2000
  - \*\* Supernumerary CE post created on 18.1.2001 for 6 months
  - + New supernumerary directorate post to be created
  - # Six non-directorate posts to be created through DEC mechanism
  - ^ Supernumerary CE post for 5 years endorsed by ESC on 13.6.2001, subject to FC's approval
  - ^^ Supernumerary CSM post for 3 years endorsed by ESC on 13.6.2001, subject to FC's approval

**Proposed Job Description for the Chief Engineer/Pedestrian Facilities**

**Rank:** Chief Engineer (D1)

**Main Duties and Responsibilities**

Responsible to Assistant Commissioner for Transport/Urban (D2) for the following duties -

1. To formulate a strategy for promoting walking mode and guidelines/standards for provision of pedestrian facilities;
2. To complete the implementation of pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok;
3. To develop, design, and implement pedestrian schemes for Central, Wan Chai, Jordan and Sham Shui Po and to carry out necessary consultation;
4. To carry out feasibility study of major pedestrian schemes in other areas;
5. To co-ordinate the planning of comprehensive walkway systems;
6. To formulate a publicity strategy and programme for the promotion of walking mode and pedestrian schemes;
7. To co-ordinate and liaise with other branches in Transport Department, other government departments and transport operators for the implementation of the pedestrian schemes; and
8. To administer and direct the activities of the Pedestrian Facilities Division.