

# LEGISLATIVE COUNCIL PANEL ON TRANSPORT

## **Creation of one Chief Engineer/Pedestrian Scheme Post in Transport Department**

### **PURPOSE**

The paper presents the proposal to create one Chief Engineer post in the Transport Department to formulate a strategy for improving pedestrian facilities in Hong Kong and to co-ordinate the development, design and implementation of pedestrian schemes as well as the planning of comprehensive walkway systems.

### **BACKGROUND**

2. At the meeting of the LegCo Panel on Transport held on 25 February 2000, the Administration presented the objectives and the general concept adopted in devising pedestrian schemes, with particular reference to the Causeway Bay scheme as illustration. At Members' request, the Administration provided further information on the pedestrian schemes for Mong Kok and Tsim Sha Tsui in March 2000.

3. The initial phase of pedestrian schemes in the above areas have been implemented. A list of pedestrian schemes implemented from 1999 to mid-2001 is attached at Annex A. These schemes are operating effectively and are well received by the public. Phase II of the pedestrian schemes in Causeway Bay, Mong Kok and Tsim Sha Tsui are being implemented.

4. The Administration commissioned a further study in mid-2000 to identify possible pedestrian schemes in Central, Wan Chai, Jordan and Sham Shui Po. The study had been completed, and the Administration is now consulting the relevant District Councils, the local parties affected and the transport trades on the proposed pedestrian schemes.

5. Apart from pedestrian schemes, the Administration is also planning the construction of comprehensive pedestrian walkway systems in Central, Wan Chai and Tsuen Wan.

6. At present, a team, headed by a Senior Engineer, in the Transport Department, is responsible for the planning and co-ordination of these pedestrian schemes and pedestrian walkway systems.

## **NEED FOR CREATING A CHIEF ENGINEER POST**

7. Walking is the most sustainable mode of transport and it reduces pressure on both our transport system and environment.

8. As part of the new Transport Strategy, 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 the pedestrians, and a dedicated officer at Chief Engineer rank is required to formulate a strategy and to co-ordinate the development, design and implementation of programmes in improving pedestrian facilities.

9. 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. These are standalone schemes of a limited scale aimed to test the public acceptability of pedestrianisation in Hong Kong.

10. With public support for these schemes, the Administration plans to map out an overall strategy in developing comprehensive pedestrian facilities in Hong Kong. A directorate officer with extensive administrative experience and professional competency is therefore required to –

- (a) develop standards for the planning and design for pedestrian facilities in Hong Kong;
- (b) identify 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.

11. On paragraph 10(a), the new Chief Engineer would 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. In addition, he would need to identify opportunities for introducing pedestrian facilities for new development pockets at an early planning stage. He would 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.

12. On paragraph 10(b), the new Chief Engineer would 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. The improvement of pedestrian facilities is an on-going commitment of the Government.

13. On paragraph 10(c), the importance of pedestrian facilities has not been receiving proper attention by the public and the transport trades. The new Chief Engineer would need to develop a strategy to promote public understanding of the role 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.

14. On paragraph 10(d), the new Chief Engineer would need to oversee the planning and implementation of existing and future improvement programmes of pedestrian facilities. We are currently consulting the relevant parties on proposed large scale pedestrian schemes for Central and Wan Chai. A list of pedestrian schemes proposed to be implemented in the coming years is at Annex B. As the new schemes involve a much wider coverage and in areas with heavy pedestrian and traffic flows, implementation of these schemes will involve the development of major traffic management measures also. Intensive consultation with Government departments, the transport trade, the District Council and the public would be required. The new Chief Engineer would steer the planning and consultation process for the implementation of these schemes.

## **PROPOSAL**

15. To carry out the tasks as described in paragraphs 10 to 14 above, we propose to strengthen the pedestrian scheme team of Transport Department by creating one Chief Engineer (CE) (D1) post.

16. The proposed CE post will report to the Assistant Commissioner/Urban (AC/U). The proposed organisation chart of the Transport Department is shown at Annex C and the job description of the proposed CE post is at Annex D.

17. We have also examined critically the possibility of assigning the responsibilities to other divisions but consider this not feasible as all of them are fully occupied on other equally important tasks.

## **THE WAY FORWARD**

18. We plan to consult the Establishment Sub-Committee on 20 June 2001 and will seek the approval of the Finance Committee on 6 July 2001 for creation of the proposed CE post.

## **ADVICE SOUGHT**

19. Members are invited to provide comments on the above proposal.

Government Secretariat  
Transport Bureau  
TRAN 3/1/1 Pt 18  
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**Pedestrian Schemes Implemented in 1999 – 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 East Point Road)
  - 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'Aguilar 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

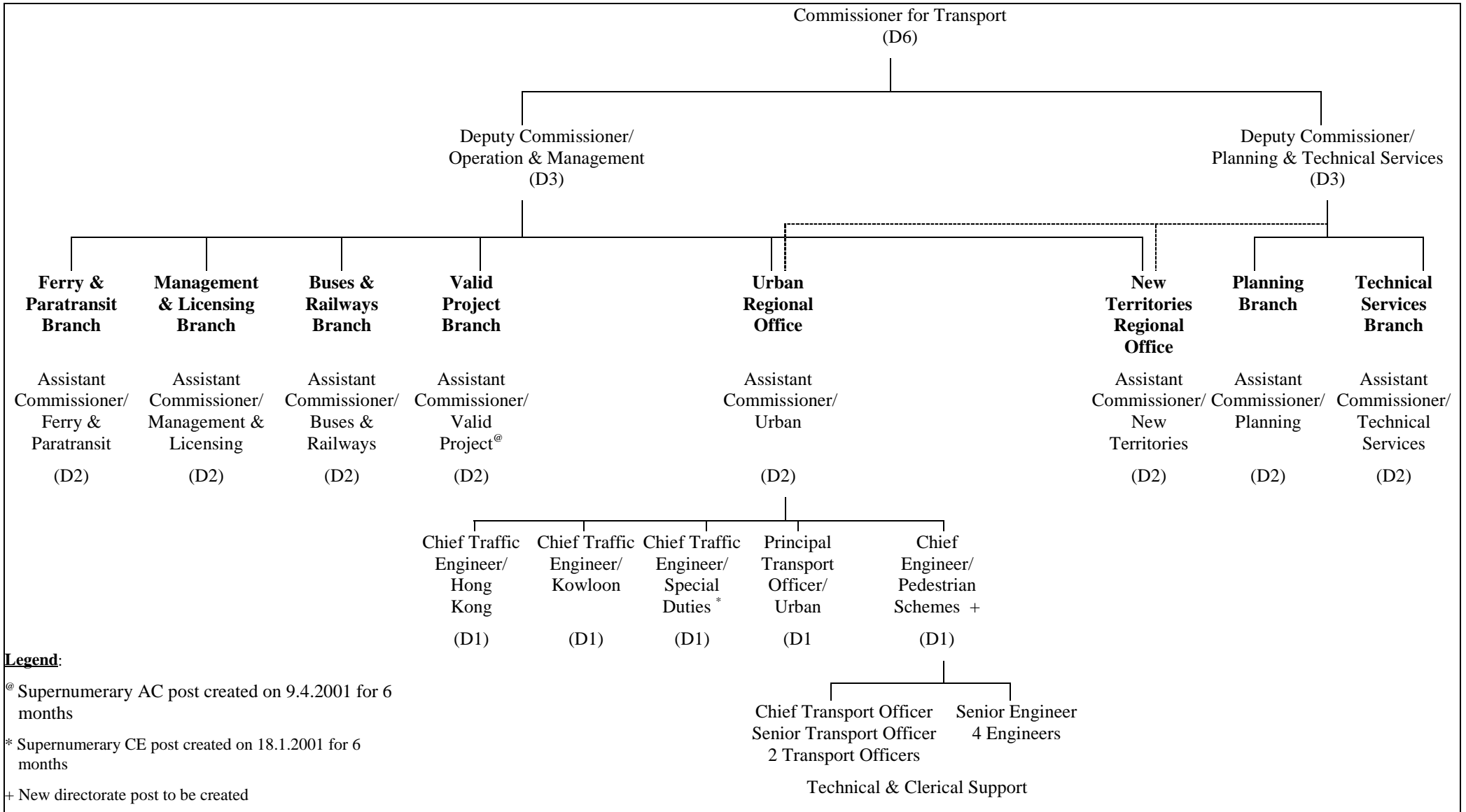


**Annex B**  
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- Peel Street
- Des Voeux Road Central footpath widening (section between Pedder Street and Potttinger Street)
- Queen's Victoria Street footpath widening (section between Des Voeux Road Central and Queen's Road Central)
- Jubilee Street 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)

**Existing and Proposed Organisation Chart of the Urban Regional Office of Transport Department**



## Annex D

### **Job Description for the Chief Engineer**

Rank: Chief Engineer (D1)

Responsible to: Assistant Commissioner for Transport/Urban (D2)

#### Duties and Responsibilities -

1. Formulate strategy for promoting walking mode and guidelines/standards for provision of pedestrian facilities;
2. Complete the implementation of pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok;
3. Develop, design, carry out consultation and implement pedestrian schemes for the Central and Wan Chai, Jordan and Sham Shui Po;
4. Carry out feasibility study of major pedestrian schemes in other areas;
5. Co-ordinate the planning of comprehensive walkway systems;
6. Formulate publicity strategy and programme for the promotion of pedestrian schemes;
7. Co-ordinate and liaise with other branches in Transport Department, other Government Departments, transport operators for the implementation of the pedestrian schemes; and
8. Administer and direct the activities of the Pedestrian Scheme Division.