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YOUR REF: TD HR 145/160-1(CW)

27 January, 2015

Mrs. YEUNG HO Poi Yan, Ingrid, JP
Commissioner for Transport
41/F, Immigration Tower
7 Gloucester Road, Wan Chai, Hong Kong

By post and email: comr@td.gov.hk

Re: Missing and sub-standard pedestrian connections in the Central & Western District

Dear Sirs and Madams,

Thank you for your reply in regard to our original correspondence to you about the improving of the concerned pedestrian connections in Central and Western District.

We are writing in response to your reply to give you feedback on key locations. We would appreciate if Transport Department would consider our suggestions and provide solutions for the convenience, safety and benefits of pedestrians.

Enclosed please find a list of locations and photos. Please feel free to contact Mr Leung at 3104-2766 or denis@designinghongkong.com if you have any enquires. Thank you for your consideration.

Yours sincerely,

Paul Zimmerman, CEO of Designing Hong Kong

Encl. List of 15 missing links responses

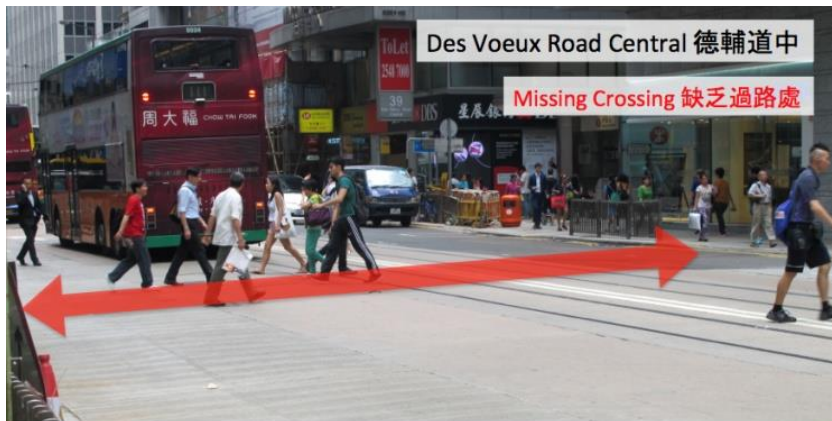
Unit 7, 5/F, Eastern Harbour Centre, 28 Hoi Chak Street, Quarry Bay
Tel: +852 3104 2765 Fax: +852 2187 2305

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1. Location: Des Voeux Road Central

Problem: Missing crossing

Although there are currently two crossings (indicated as green arrows on the map below) on Des Voeux Road Central near the junction with Pedder Street and one near Pottinger Street, it is insufficient as the distance is about 250m. There is an obvious demand as pedestrians are crossing illegally all the time. We suggest adding a crossing (red arrow) at the middle of Des Voeux Road Central that is near the Hong Kong Station Exit C in order to reduce the demand for jay-walking. Relocation of nearby bus stops may be needed.



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2. Location: Junction of Wellington Street and Lyndhurst Terrace

Problem: Missing crossing

Thank you for acknowledging the demand for crossing is ineffectual. Although the junction is on a generally one-way street, it is an unsafe and informal crossing due to high volume of traffic flow with buses and goods vehicles. The concerned location is a tourist spot that attracts many sightseers thus there is high pedestrian flow. Crossing should be properly marked to connect with Pottinger Street. We suggest enlarging the width of the footpath as indicated (green) in the photo below and adding a zebra crossing with dropped kerb to provide a safe and barrier-free access crossing for pedestrians.

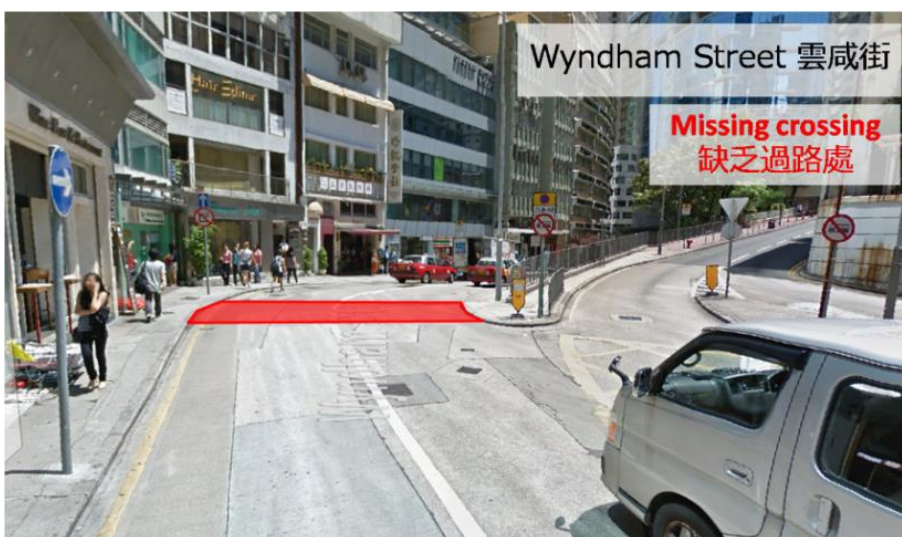


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3. Location: Intersection of Wyndham Street and Arbuthnot Road

Problem: Missing crossing

As the concerned location has high volume of traffic flow, it is difficult for pedestrians to cross the road safely. The suggested solution of using the public passageway which is located within the Centrium is inconvenient to pedestrians. There needs to be a non-standard solution, which is adding a zebra crossing as indicated (red) in the photo below. This would provide a more convenient way for pedestrians to access to Wyndham Street from Arbuthnot Road.



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4. Location: Wyndham Street and Centrium Stairway

Problem: Missing crossing

Thank you for acknowledging that there is no site constraint limiting the sightline. Although the concerned location is a one-way street, there is high traffic flow making it difficult for pedestrians to cross the road safely. The signal controlled crossing at the junction of Wyndham Street/ Glenealy/ Lower Albert Road is inconvenient to pedestrians who want to access to Centrium Stairway directly. We suggest adding a zebra crossing with Belisha beacon at the indicated location (red) in the photo below to connect Yau Shun Building with the Centrium Stairway. Relocation of the nearby bus stop may be needed.



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5. Location: Park Road

Problem: Narrow footpath

The narrow footpath problem has been a daily problem to the residents and students from the nearby schools for many years. The concerned location is dangerous and not pedestrian-friendly. The narrow footpath only allows pedestrians to walk in single file and they have to walk very carefully due to the high traffic flow with many buses passing by. Therefore, we urge Transport Department to provide a safe footpath. Since the agreement of Breezy Court's lot owners have not been acquired, what measures will the Transport Department implement to address the safety concerns?



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6. Location: Breezy Path

Problem: Narrow footpath

The footpath is missing on the west and very narrow on the east that causes danger to pedestrians. As stated by the Education Bureau [LC Paper No. CB(2)1756/11-12(01)], the site at 2 Breezy Path will be demolished and become the extension of Ying Wa Girls' School under their redevelopment project. Is it feasible to set back the building and realign the road, so as to widen the footpath on both sides? Alternatively, is it feasible to remove the staircase on the west and realign the road to widen the footpath on the east? Since the concerned location is on slope, reducing traffic speed is also needed to ensure the safety of pedestrians.



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7. Location: Hillier Street

Problem: Narrow footpath

Pedestrian flow and usage rate of on-street parking are high. With the relatively low traffic flow, shared use of the road space by vehicles and pedestrians should be actively studied. Footpath can be levelled down and road markings or signs for cars to slow down can be implemented. Bollards can be placed to avoid the share space being excessively occupied by the vehicles. The whole scheme will enhance the walkability of pedestrians. What are the specific reasons of not supporting the shared space concept?

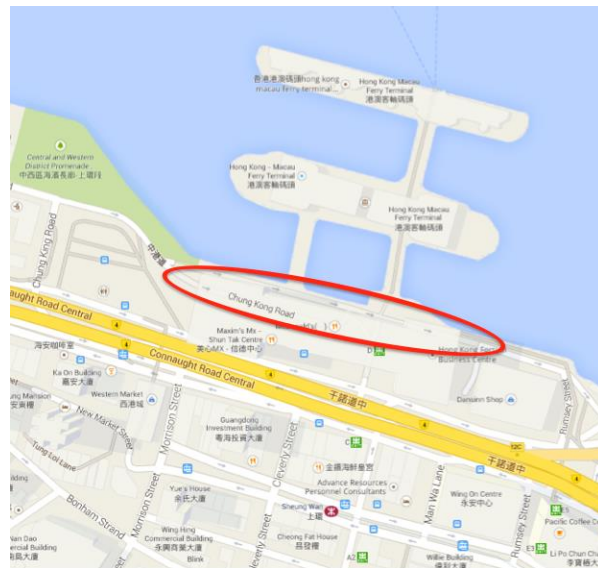


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8. Location: Chung Kong Road (under Shun Tak Centre)

Problem: Missing footpath

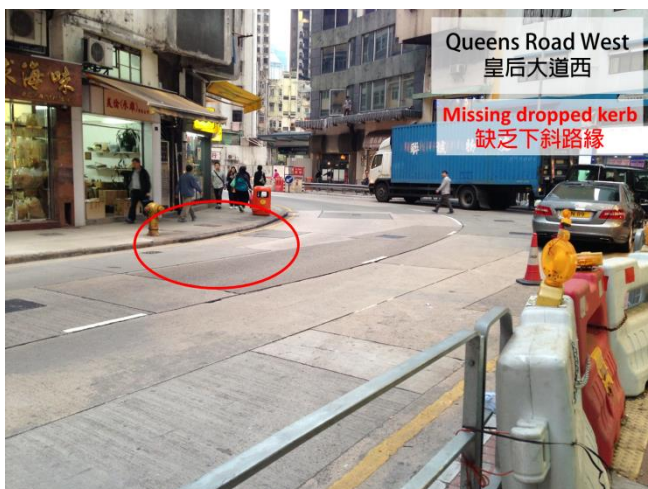
We are well aware the concerned location is within the private lot, but Chung Kong Road is open for public use and forms part of the public road system. What measures will Transport Department implement to provide the missing footpath?



9. Location: Queen's Road West (near Li Sing Street)

Problem: Missing dropped kerb

Dropped kerb is still missing. When will the works begin?

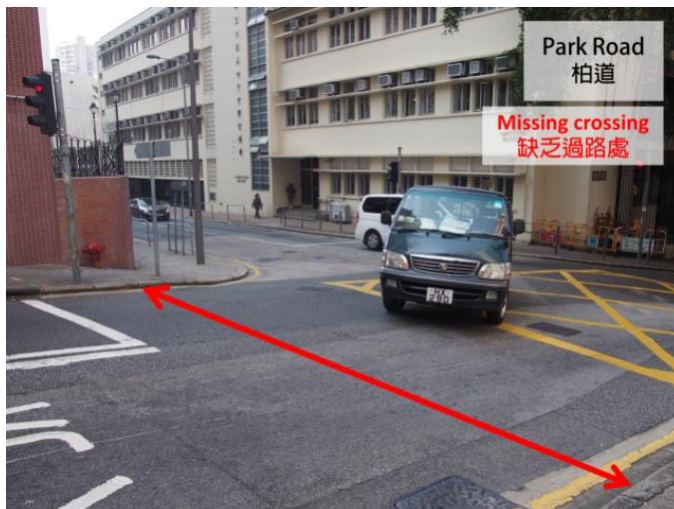


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10. Location: Intersection of Park Road and Lyttelton Road

Problem: Missing crossing

Pedestrian flow is high during peak hours because it is at a school zone and a residential area. The existing signalised pedestrian crossing (green arrow in the map below) near the junction between Park Road and Breezy Path is inconvenient and not easily accessible for pedestrians who walk from Robinson Road to Lyttelton Road. Therefore, we suggest adding a cautionary crossing with “Look Left/Right” road markings at the concerned location (red arrow in the map below) in order to provide a convenient and direct way for pedestrians to cross the road safely.



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12. Location: Belcher's Street

Problem: Narrow footpath

Pedestrian flow is high and widening the footpath is required. What measures will the Transport Department implement to address the demand and provide a wider footpath for pedestrians?



13. Location: Tamar Footbridge, Harcourt Road

Problem: Missing connection to Admiralty Centre

We knew that Admiralty Central is a private building, however, will the Transport Department suggest the private lot owner to consider providing the connection to meet the public needs?



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14. Location: Conduit Road Escalator Exit

Problem: Sub-standard footpath

This escalator is heavily used by pedestrians on a daily basis. It is important to provide a safe pavement around the entrance area. In order to protect the safety of pedestrians and to provide a barrier-free access, filling up the level difference is recommended. At this moment, the coloured strip at the edge of pavement area outside the escalator is not obvious and cannot draw pedestrian's attention.



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15. Location: Mosque Junction

Problem: Narrow footpath

According to Road Traffic Ordinance, parking is not allowed at this concerned location. However, cars parking on the footpath is a common scene. Usage rate of on-street parking is high and the traffic flow is relatively low, shared use of the road space by vehicles and pedestrians should be actively studied. Footpath can be levelled down and road markings or signs for cars to slow down can be implemented. Bollards can be placed to avoid the share space being excessively occupied by the vehicles. The whole scheme will enhance the walkability of pedestrians.



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17. Location: Peak Road

Problem: Missing and narrow footpath

The narrow and intermittent footpath at Peak Road with high traffic volume may cause danger to pedestrians. We urge Transport Department to implement a program for improvement when there are slope works. Can the Transport Department provide the details of the scheduled slope works at the concerned location and provide a standardized footpath?

