

Transport Department



**TD 171/2008
STUDY ON IMPROVEMENTS TO
PEDESTRIAN LINKS IN MONG KOK**

EXECUTIVE SUMMARY

**Document No. D1032/018
Issue 1**

September 2010

Mannings (Asia) Consultants Ltd

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PEDESTRIAN LINKS IN MONG KOK

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Study on Improvements to Pedestrian Links in Mong Kok

Executive Summary

1 Introduction

1.1 To improve the pedestrian environment in busy business districts, shopping centres and leisure areas with heavy pedestrian flows is one of the initiatives set out in the 2008/09 and 2009/10 Policy Addresses.

1.2 Mannings (Asia) Consultants Ltd (Mannings) was commissioned by Transport Department to undertake the Study on Improvements to Pedestrian Links in Mong Kok (the Study) which commenced in March 2009. The purpose of this Executive Summary is to outline the background, objectives and process of the Study, and present its findings and recommendations.



Most of the footpaths and pedestrian crossings in Mong Kok are congested



Nathan Road / Argyle Street junction – one of the busy pedestrian crossings in Mong Kok

2 Background

- 2.1 Mong Kok is a busy commercial and shopping district with heavy vehicular and pedestrian flows. Its central area is bisected by Nathan Road and Argyle Street with closely spaced junctions. During peak hours, footpaths at ground level are inadequate to serve the heavy pedestrian flow. Pedestrian congestion occurs even though part-time pedestrian streets are implemented and a footbridge system along Mong Kok Road connecting a number of major attraction points, transport nodes, commercial and shopping areas is currently in place. It is necessary to further reduce the volume of pedestrian flow at ground level by the provision of a new pedestrian link in order to further improve the pedestrian environment as well as enhance road safety.



**Sai Yeung Choi Street South –
one of the pedestrian streets in Mong Kok**



**The existing footbridge along Mong Kok Road
connecting the Mong Kok East MTR station to
central Mong Kok**

3 Objectives

3.1 The objectives of the Study are to:

- (i) develop proposals for constructing new pedestrian systems to improve pedestrian environment and the connectivity of the following commercial and shopping areas and transport nodes:
 - The Mong Kok East MTR station and the shopping areas east of Nathan Road both north and south of Argyle Street; and
 - The vicinity of Tai Kok Tsui and the shopping areas west of Nathan Road outside Langham Place and the Mong Kok MTR station.
- (ii) ascertain the preliminary feasibility of constructing the proposed pedestrian systems taking into account site constraints, traffic and environmental impacts, and temporary traffic arrangements during construction, etc.

3.2 The Study Area is shown in Appendix A.

4 Existing Traffic Condition

- 4.1 There is an existing footbridge system along Mong Kok Road and Sai Yee Street to the east of Nathan Road connecting the Mong Kok East MTR station with the Mong Kok MTR station near the Trade and Industry Department Tower. This provides a direct and convenient elevated walkway link, which has been successful in relieving the heavy pedestrian flow at ground level in the vicinity. However, there is still a substantial volume of pedestrians from the east leaving the Mong Kok East MTR station for the shopping area south of Argyle Street via the existing footbridge and the signal controlled crossing near the junction of Argyle Street and Yim Po Fong Street. The capacity of the existing footbridge across Argyle Street is unable to cope with the heavy pedestrian flow during peak periods.



The existing footbridge across Argyle Street connecting Mong Kok East MTR station to Yim Po Fong Street



Southern footpath of Argyle Street is crowded with pedestrians

- 4.2 On the other hand, Tai Kok Tsui area in the west is separated from the Mong Kok hinterland by Tong Mi Road and currently connected by an existing footbridge at its junction with Argyle Street. Further west of this footbridge, the developers of the commercial and residential developments are required under their respective lease conditions to provide footbridge connections and dedicated public passages within their developments to form a network of elevated links to the Olympic MTR Station. However, to the east of this footbridge, pedestrians have to cross a few at-grade junctions in order to reach the Mong Kok MTR station and the shopping area near Langham Place. It is therefore imperative to provide a direct and convenient grade-separated link to serve pedestrians between the vicinity of Tai Kok Tsui and the Mong Kok hinterland.



A footbridge is constructed connecting the new development at Tai Kok Tsui to the existing footbridge at Tong Mi Road



The pedestrian flow along the southern footpath of Argyle Street beside Langham Place is very heavy

- 4.3 In addition, the shopping areas at the east and west of Nathan Road are now connected mainly by at-grade crossings. However, the volume of pedestrians using the at-grade crossings is high which heightens conflicts with the heavy vehicular flow. This is one of the causes of the high accident rates at major junctions such as Nathan Road / Argyle Street. Thus, it is necessary to devise alternative means and links which are convenient and comfortable to attract pedestrians to use the grade-separated facilities.



The footpath of Argyle Street beside Mong Kok Market is very congested and many pedestrians walk on the carriageway



Many pedestrians wait on the carriageway for crossing the junction of Argyle Street and Reclamation Street

5 Study Process

- 5.1 The Study went through the process of data collection, identification of existing constraints and opportunities, and subsequent development of various options. Concerned Area Committees were consulted and their views collected were taken into account in developing the options. Major developers and the MTRCL were also consulted on the attainment of better connectivity between the possible alignment options and the nearby developments and public transport system.
- 5.2 The various identified options were closely examined in the areas of traffic, engineering and construction, and their preliminary feasibility investigated with a view to working out feasible options for further evaluation and review. The merits and demerits of the feasible options were compared, and the preferred options formed parts of the overall recommended scheme.
- 5.3 The Traffic and Transport Committee of Yau Tsim Mong District Council was consulted on 5 November 2009 and the members' views were thoroughly considered and incorporated into the scheme where suitable. In addition, the Legislative Council Panel on Transport and the Transport Advisory Committee were consulted on 22 January 2010 and 5 February 2010 respectively. While there were some concerns over the possible nuisance during construction and the impact to the air quality as well as the business activities after the commissioning of the proposed facilities, members generally welcomed the proposals. The Study has taken account of their views in assessing the options and recommending the preferred scheme.

6 Findings and Recommendations

- 6.1 To fulfil the objective of improving the pedestrian walking environment and connectivity of the major shopping areas and transport nodes in central Mong Kok between Mong Kok East MTR station and the vicinity of Tai Kok Tsui, alignment options along the existing roads in the east-west direction (including Argyle Street, Mong Kok Road and Nelson Street) are studied. As Argyle Street is the busiest main street with Mong Kok MTR station entrances / exits and major shopping areas, and is wide enough to accommodate structural columns, provision of a pedestrian link along Argyle Street is considered effective and feasible.
- 6.2 The pedestrian link along Argyle Street can alleviate the pedestrian congestion resulting from a heavy pedestrian flow comprising shoppers along the road and by-passers commuting between Tai Kok Tsui, Mong Kok MTR station and Mong Kok East MTR station. There is a strong case to take forward this part of the project as a matter of priority.
- 6.3 Footbridge option is considered suitable in Mong Kok as there are already existing footbridges at Tong Mi Road, Sai Yee Street, Mong Kok Road and Luen Wan Street (see paragraphs 4.1 and 4.2 above). Moreover, the existing Mong Kok East MTR Station is elevated and can connect with the proposed footbridge along Argyle Street via a possible passageway within the Redevelopment Site of Food and Environmental Hygiene Department (FEHD) Depot and Water Supplies Department (WSD) Office. Hence, a footbridge system will provide more convenient and direct link for the pedestrians.
- 6.4 Pedestrian link in other forms, notably subway, inconsistent with the footbridge option are considered less desirable as pedestrians have to travel between different levels along the route. These drawbacks, which are not favourable from the viewpoint of users, should be avoided as far as possible. On the other hand, the aesthetic aspects of the footbridge option should be

planned and designed to reduce the possible undesirable effects on the nearby residents and businesses. In taking the project forward, review on other forms of the proposed pedestrian link should be carefully undertaken in terms of balancing the respective advantages and disadvantages.

- 6.5 Along the section of Argyle Street concerned, the traffic between Tong Mi Road and Portland Street is relatively light and the traffic impact will not be significant during construction. Therefore the proposed footbridge over this section could be first proceeded with. On the other hand, the traffic between the Redevelopment Site of FEHD Depot and WSD Office adjacent to Luen Wan Street and Portland Street is very heavy. Construction of this section should therefore preferably be carried out at a later stage, when an alternative route is available for diverting part of the ground level traffic and the traffic condition of Argyle Street is improved.
- 6.6 To relieve the heavy pedestrian flow along the existing footbridge across Argyle Street near the junction with Yim Po Fong Street, it is necessary to provide an additional pedestrian link across Luen Wan Street and Argyle Street near Hak Po Street so as to provide a bypass route for the pedestrians leaving the Mong Kok East MTR Station and heading for the shopping areas south of Argyle Street.
- 6.7 To cater for the future redevelopment in the Tai Kok Tsui area, the possibility of providing an extra elevated walkway along Tong Mi Road between Argyle Street and Mong Kok Road may also be considered as a long term option.
- 6.8 In the subsequent planning of the footbridge system, issues such as mitigation measures to minimise nuisance during construction, design of the structural form, layout and choice of materials to reduce visual impacts need to be further addressed, and the public will be fully consulted.
- 6.9 The recommendations are listed below and shown in the Schematic Layout Plan in Appendix B.

Short Term

- Proposed footbridge along Argyle Street between the existing footbridge at Tong Mi Road and Portland Street; and
- Proposed footbridge across Luen Wan Street and Argyle Street to Hak Po Street.

Long Term

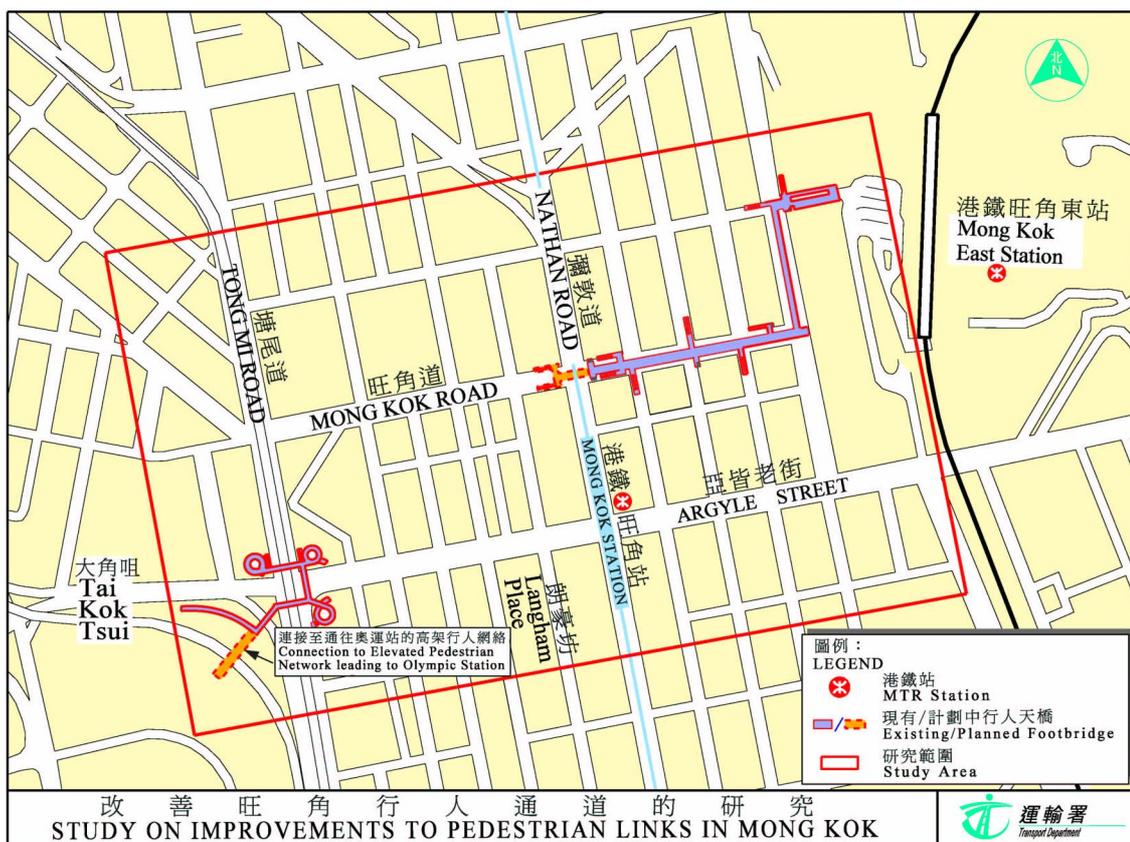
- Proposed footbridge along Argyle Street between the Redevelopment Site of FEHD Depot and WSD Office, and Portland Street;
- Proposed footbridge along Tong Mi Road between the existing footbridge at Argyle Street and Mong Kok Road, subject to the redevelopment progress and the anticipated pedestrian demand at Tai Kok Tsui in the vicinity of Mong Kok Road; and
- Proposed public passages within / links for the Redevelopment Site of FEHD Depot and WSD Office to connect the Mong Kok East MTR station, the existing Mong Kok Road Footbridge and the proposed Argyle Street Footbridge, subject to the firming-up of the redevelopment programme.

6.10 Apart from the long-term proposals above, it is recommended to study the possibility of providing a public passage through Trade and Industry Department Tower and Argyle Centre as a pedestrian link between the existing Mong Kok Road footbridge and the proposed footbridge system along Argyle Street. However, the practicality of such link would be subject to review and further study.

7 Concluding Remarks

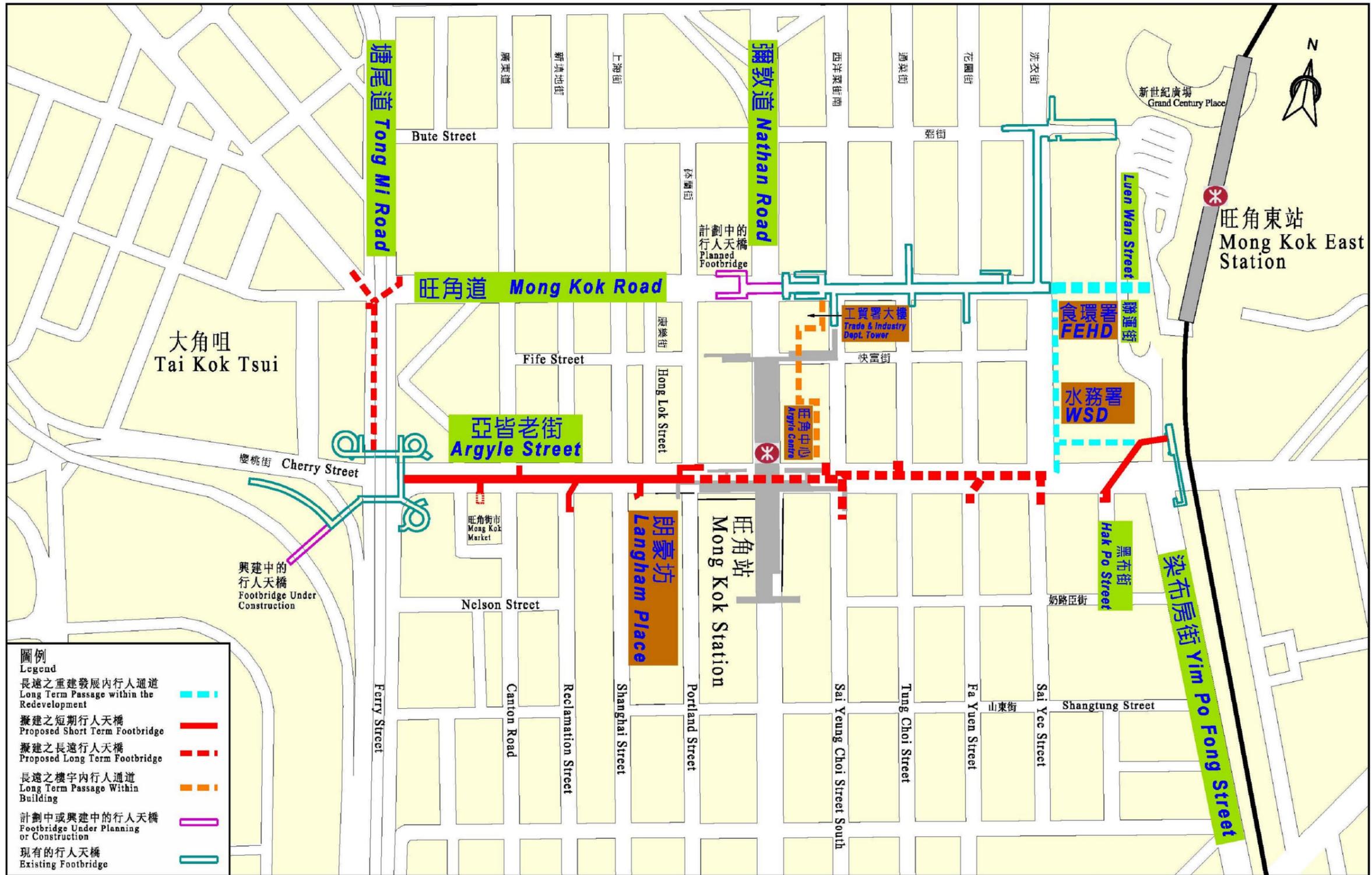
- 7.1 With the ever increasing commercial and shopping activities in central Mong Kok, at-grade conflicts between pedestrians and vehicles will proliferate. It is important to improve the current pedestrian network to meet the demand as well as to improve the road safety for both pedestrians and motorists. The above proposed pedestrian footbridge system mainly along Argyle Street in central Mong Kok which connects the existing footbridge systems will help relieve the pedestrian congestion situation and improve pedestrian safety through better separation of pedestrian and vehicular traffic.
- 7.2 This strategic pedestrian link can also bring together the vicinity of Tai Kok Tsui in the west and Mong Kok East MTR station in the east to form a comprehensive pedestrian link system running through the busiest part of central Mong Kok. It can attract more pedestrians to use the grade-separated facilities along Argyle Street, thus helpfully reducing the pedestrian flow at ground level and shortening the overall pedestrian travelling time with comfortable walking environment in central Mong Kok.

Appendix A



STUDY AREA

Appendix B



圖例 Legend	
長遠之重建發展內行人通道 Long Term Passage within the Redevelopment	
擬建之短期行人天橋 Proposed Short Term Footbridge	
擬建之長遠行人天橋 Proposed Long Term Footbridge	
長遠之樓宇內行人通道 Long Term Passage Within Building	
計劃中或興建中的行人天橋 Footbridge Under Planning or Construction	
現有的行人天橋 Existing Footbridge	

項目標題
Project Title

擬建旺角行人通道
Proposed Pedestrian Link in Mong Kok

圖則標題
Drawing Title

大綱規劃圖
Schematic Layout Plan

運輸署
Transport Department

Mannings (Asia)
Consultants Ltd.