

Mong Kok Pedestrianisation Schemes and Associated Street Management Issues

1. Objective

1.1 The Mong Kok Part-time Pedestrianisation Trial Schemes and the associated street management issues were discussed at the Yau Tsim Mong District Council meetings on 26 June 2008 and 28 August 2008. As requested, Transport Department reports the review findings of the trial schemes and the recent situation on street management with effort of the concerned departments.

2. Mong Kok Pedestrianisation Schemes

2.1 In accordance with the 1999 Policy Address, Transport Department has implemented pedestrianisation schemes by phases since August 2000 to improve pedestrian mobility and safety as well as overall pedestrian environment. Though the Yau Tsim Mong District Council have agreed that some pedestrianisation schemes are operated as permanent arrangement (*Details refer to Annex I*), the following pedestrian streets are still implemented on trial basis.

Mondays to Saturdays from 4:00 p.m. to 12 midnight (except general holidays).

- Nelson Street (between Sai Yeung Choi Street South and Fa Yuen Street)
- Sai Yeung Choi Street South (between Argyle Street and Nelson Street)
- Sai Yeung Choi Street South (between Soy Street and Dundas Street)
- Soy Street (between Sai Yeung Choi Street South and Fa Yuen Street)
- Tung Choi Street (between Argyle Street and Dundas Street)

3. Results of Pedestrianisation Schemes in Improving Pedestrian Mobility and Safety

3.1 Transport Department conducted pedestrian flow survey at the pedestrian peak hours in October 2008. Taking into account the pedestrian flow and passageway width to assess the pedestrian walkway Level of Service (LOS) (*Details refer to Annex II*), the existing pedestrian streets provide desirable LOS (LOS C or better) (*Details refer to Annex III*). However, if the pedestrianisation schemes are not implemented at pedestrian peak hours, it is anticipated that the concerned streets

would provide LOS D or worse. The footpaths could not accommodate the existing pedestrian flows and pedestrians would be spilled onto carriageway posing vehicle-pedestrian conflict. Thus, implementation of pedestrianisation schemes can improve pedestrian mobility effectively.

3.2 In order to meet the traffic, pedestrian and loading/unloading demand in vicinity of the site, the pedestrianisation schemes are only implemented at part-time. During the pedestrianisation period, except emergency vehicles, all vehicles are not allowed to enter the pedestrian precinct such that pedestrian and vehicle can be separated to improve the road safety. It is evidenced that the number of traffic accidents in 3 years is reduced by 54-66% after implementation of pedestrianisation schemes. (*Details refer to Annex IV*)

3.3 Apart from improving the pedestrian mobility and safety, the implementation of pedestrianisation schemes can reduce the air pollution and improve overall pedestrian environment. However, the street performances, fund raising and promotion activities occupy some road spaces causing nuisances and arousing public concerns.

4. Street Management on Pedestrian Streets

4.1 Food and Environmental Hygiene Department (FEHD) and the Police take enforcement action in accordance with the relevant ordinances to deal with the illegal occupation of road by commercial promotion activities. For other types of illegal occupation, if such activities obstruct the cleansing works, FEHD will give a 4 hour advance notice and then seize the concerned articles. The Police will also monitor the site condition and take appropriate enforcement action against the noise nuisances and serious street obstruction.

4.2 Recently, FEHD considered Yau Tsim Mong District as one of the pilot areas and launched special operation with Police from 27.10.2008 onwards to tackle with the street promotion activities by seizing the display apparatus and issuing summons against promotion booth. FEHD adopted the approach "Education first then enforcement" to handle the display apparatus and the promotion booths. FEHD notified the concerned companies of the operation. From 22.10.2008 to 23.10.2008, FEHD cooperated with the district council members and various departments including HAD, Police and LandsD to distribute the advisory letters to the concerned persons. The letters were jointly issued by the chairman of Yau

Tsim Mong District Council and Yau Tsim Mong District Officer to advise the stakeholders to exercise self-discipline and obey the regulations. Starting from 27.10.2008, FEHD took enforcement by action seizing the display apparatus and issuing summons against promotion booth to relief the street obstruction problem. The Police also provided assistance to FEHD on the concerned enforcement action. During the enforcement phase from 27.10.2008 to 11.12.2008, a total number of 49 summonses were instituted against the offender for causing street obstruction at Sai Yeung Choi Street South and 816 displayed apparatus were seized in the vicinity thereat.

4.3 The concerned departments will closely work together and strengthen the enforcement to further improve pedestrian circulation in Mong Kok Pedestrian Precinct.

5. Review Findings

5.1 Implementation of pedestrianisation schemes can improve pedestrian mobility and safety effectively. Though the street performances, fund raising, commercial promotion activities occupy some road spaces causing nuisances, the illegal occupation by the commercial promotion activities are improved with the efforts of the concerned departments. Thus Transport Department recommends extending the trial schemes as mentioned in Paragraph 2.1 by six months. All the concerned departments will continue to monitor the situation and strengthen the enforcement action.

Transport Department
December 2008

Current Situation on Implementation of Mong Kok Pedestrianisation Schemes

Road Section	Current Situation	
	Mondays to Saturdays, 4pm to 12 midnight	Sundays and General Holidays, 12 noon to 12 midnight
Sai Yeung Choi Street South (between Argyle Street and Nelson Street)	Trial	Permanent
Sai Yeung Choi Street South (between Nelson Street and Soy Street)	Permanent	Permanent
Sai Yeung Choi Street South (between Soy Street and Dundas Street)	Trial	Permanent
Nelson Street (between Sai Yeung Choi Street South and Fa Yuen Street)	Trial	Permanent
Soy Street (between Sai Yeung Choi Street South and Fa Yuen Street)	Trial	Permanent
Tung Choi Street (between Argyle Street and Dundas Street)	Trial	Permanent

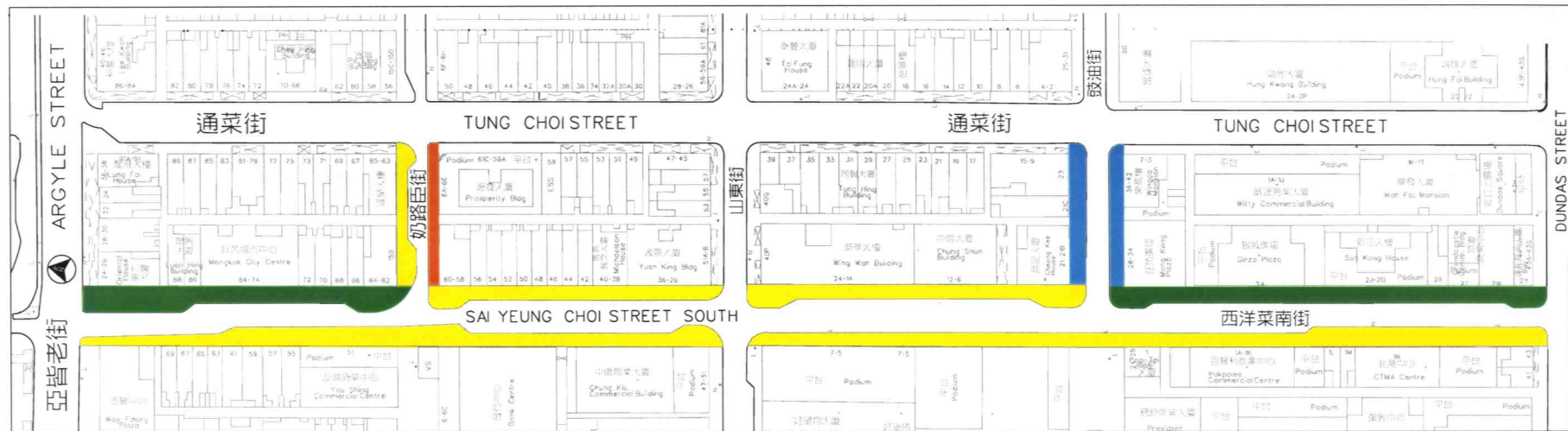
Pedestrian Walkway Level of Service*

LOS	Flow Rate (person/min/m)	Description
A	≤ 16	Pedestrians move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 - 23	There is sufficient area for pedestrians to select walking speeds freely to bypass other pedestrians, and to avoid crossing conflicts. At this level, pedestrians begin to be aware of other pedestrians, and to respond to their presence when selecting a walking path.
C	23 - 33	Space is sufficient for normal walking speeds, and for bypassing other pedestrians in primarily unidirectional streams. Reverse-direction or crossing movement can cause minor conflicts, and speeds and flow rate are somewhat lower.
D	33 - 49	Freedom to select individual walking speed and to bypass other pedestrians is restricted. Crossing or reverse-flow movements face a high probability of conflict, requiring frequent changes in speed and position. The LOS provides reasonably fluid flow, but friction and interaction between pedestrians is likely.
E	49 - 75	Virtually all pedestrians restrict their normal walking speed, frequently adjusting their gait. At the lower range, forward movement is possible only by shuffling. Space is not sufficient for passing slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity, with stoppages and interruptions to flow.
F	> 75	All walking speeds are severely restricted, and forward progress is made only by shuffling. There is frequent unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

* Reference: Highways Capacity Manual 2000



Pedestrian Condition With Pedestrianisation Schemes Implemented



Pedestrian Condition Without Pedestrianisation Schemes Implemented

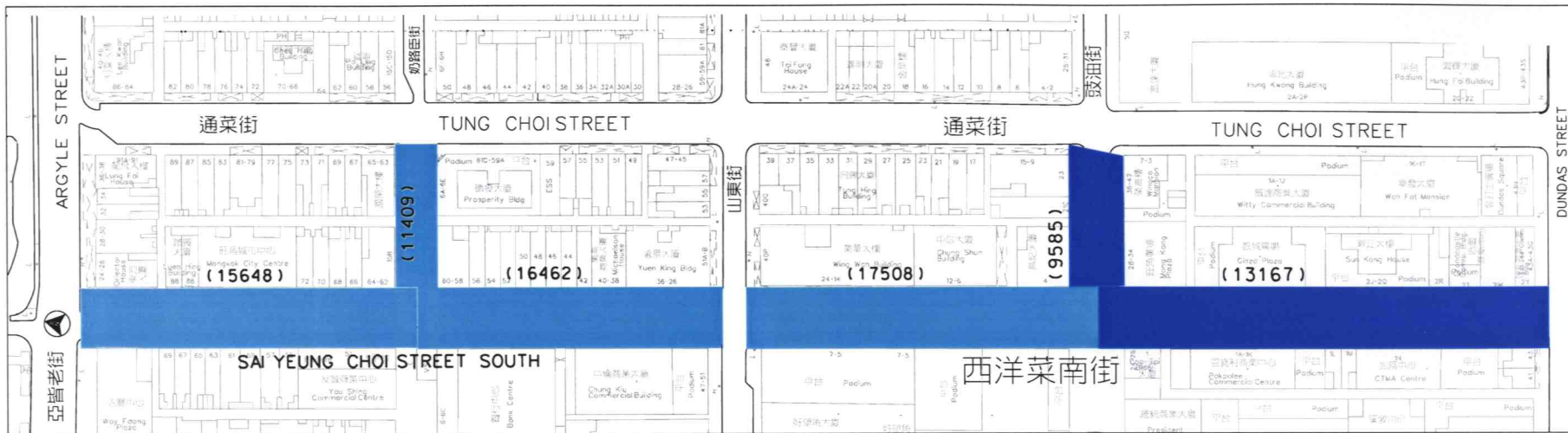
Comparison On Pedestrian Walkway Level Of Service
In Mong Kok Pedestrian Precinct

Annex 3(A)

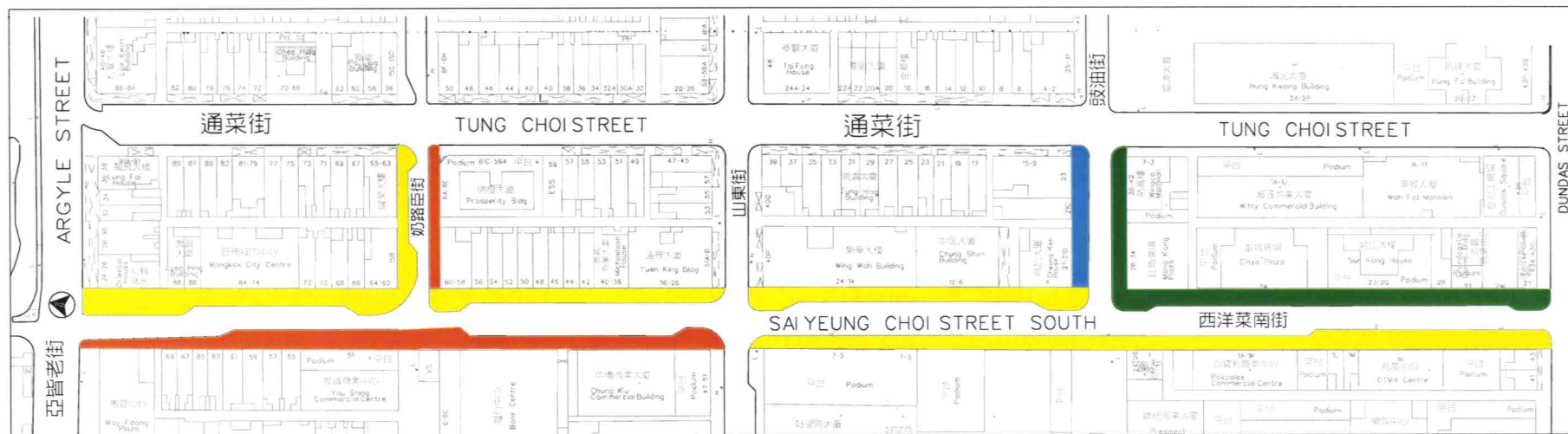
(Friday 6 - 7pm)

Legend :	Pedestrian Walkway Level Of Service	Flow Rate (Person/min/m)
Desirable	A	<= 16.0
	B	16.0-23.0
	C	23.0-33.0
	D	33.0-49.0
	E	49.0-75.0
	F	> 75.0

1 hour pedestrian flow (10773)



Pedestrian Condition With Pedestrianisation Schemes Implemented



Pedestrian Condition Without Pedestrianisation Schemes Implemented

Comparison On Pedestrian Walkway Level Of Service
In Mong Kok Pedestrian Precinct
(Saturday 6 - 7pm)

Annex 3(B)

Legend :	Pedestrian Walkway Level Of Service	Flow Rate (Person/min/m)
Desirable	A	<= 16.0
	B	16.0-23.0
	C	23.0-33.0
	D	33.0-49.0
	E	49.0-75.0
	F	> 75.0

1 hour pedestrian flow (15648)

Accident Figures in Mong Kok Pedestrian Precinct

Street	Section	Implementation Date	No. of accidents*			No. of accidents in recent 3 years (2005-2008)*	Remarks
			3 years before Implementation	3 years after Implementation	Change		
Sai Yeung Choi Street South	Between Nelson Street and Soy Street	12/8/00 (Permanent scheme since 15/12/00)	22(18)	2 (2)	-90%	9 (8)	
Sai Yeung Choi Street South	Between Argyle Street and Nelson Street	22/12/03 (Trial)	9(9)	5(4)	-44%	3(3)	
Sai Yeung Choi Street South	Between Soy Street and Dundas Street	22/12/03 (Trial)	12(11)	4(3)	-67%	4(4)	To facilitate the temporary traffic arrangement of the West Kowloon Drainage Improvement Works, the part-time pedestrian scheme at this section was temporarily suspended during 12/12/06-29/8/07.
Nelson Street	Between Sai Yeung Choi Street South and Fa Yuen Street	22/12/03 (Trial)	32(32)	12(10)	-80%	11(8)	
Soy Street	Between Sai Yeung Choi Street South and Fa Yuen Street	22/12/03 (Trial)	11(11)	6(6)	-45%	12(10)	To facilitate the temporary traffic arrangement of the West Kowloon Drainage Improvement Works, the part-time pedestrian scheme at this section was temporarily suspended during 12/12/06-29/8/07.
Total			86	29 (Decreased by 66%)		39 (Decreased by 54%)	

*22(18) means that 18 of 22 accidents are pedestrian-vehicle accidents.