

**6th Meeting of the
Central & Western District Council (2012 –15)
Standing Item – Conserving Central**

**Revitalisation of the Central Police Station Compound
Proposed footbridge connection to the Mid-Levels Escalators**

Purpose

This paper aims to advise the Central and Western District Council (C&WDC) of the design and construction arrangements for the proposed footbridge connection between the Central Police Station Compound (CPS) and the Mid-Levels Escalators. Subject to the C&WDC's support, the Government and the Hong Kong Jockey Club (HKJC) would proceed with the associated gazettal procedures for the works to commence as soon as possible.

Background

2. The Government is partnering with HKJC to take forward the project to conserve and revitalise the CPS (the CPS Project). In accordance with the approval conditions in the planning permission granted by the Town Planning Board in May 2011 under Section 16 of Town Planning Ordinance (Cap. 131), the HKJC is required to construct the above-mentioned footbridge which has also been included in the Environmental Permit granted by the Environmental Protection Department in April 2011. Public consultation on the CPS Project (including the above-mentioned footbridge) has been conducted in early 2011 under the Town Planning Ordinance (Cap. 131) and the Environmental Impact Assessment Ordinance (Cap. 499). Public opinion collected from the consultation has been incorporated in the revised footbridge design.

3. The proposed footbridge, about 32 m in length, will be located at the junction of the Old Bailey Street and Hollywood Road to connect the Mid-Levels Escalator with the new entrance of the CPS at Old Bailey Street. Visitors to the CPS can access the Compound directly from the Mid-Levels Escalators via the proposed footbridge without the need to cross the Hollywood Road, Old Bailey Street or Staunton Street. Such an arrangement would not only enhance pedestrian safety but also provide a relief to the pedestrian traffic at the footpath of these streets. In addition, pedestrians can use the proposed footbridge to access Hollywood Road, SoHo and Lan Kwai Fong through the circulation areas within the CPS. This will

relieve the local pedestrian traffic and facilitate the development of cultural and leisure activities in the district (See Figure 1 in the Annex).

4. With a view to minimising the possible visual impact on the surrounding historic buildings, HKJC has adopted an open footbridge design which has been approved by the Transport and Housing Bureau in May 2012. The footbridge design was also accepted by the Advisory Committee on the Appearance of Bridges and Associated Structures¹ in June 2012.

5. In addition to constructing the footbridge connection, the CPS Project also comprises various community improvement works including the construction of a new accessible lift at the junction of Hollywood Road and Arbuthnot Road, improvement works for the pedestrian crossing facilities on Hollywood Road and Old Bailey Street, provision of an additional footpath on Arbuthnot Road and strengthening of the historic revetment wall around the CPS.

Design Concept

6. As the footbridge will be connected to the Parade Ground of the CPS, it is designed as an extension of the Parade Ground with building materials of similar texture and colour. The deck and the columns of the footbridge will be constructed of reinforced concrete to give the entire structure a single expressive sculptural form. As mentioned above, the open footbridge design would minimise the visual impact on the nearby heritage buildings. The headroom, lighting and drainage systems have also been designed to fulfill the requirements of the Highways Department and other relevant authorities (Figures 2 to 6).

7. The proposed footbridge will be designed, constructed, managed and maintained by the HKJC with its opening hours matched with that of the CPS. To facilitate management by the HKJC, a barrier will be installed on the footbridge where it meets the Mid-Levels Escalators. As the footbridge has a level difference of 3 m over its length of merely 32 m, steps have to be provided on the bridge deck for safety reasons. The design of these steps will be consistent with that for the Mid-Levels Escalators. A number of barrier-free accesses will be provided at the entrances to the CPS for those in need.

¹ The Advisory Committee on the Appearance of Bridges and Associated Structures, which comprises representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, the Academic Sector, Architectural Services Department, Highways Department, Housing department, and Civil Engineering and Development Department, is responsible for vetting the design of bridges and other structures associated with the public highway system from the aesthetic and visual impact points of view.

Construction Arrangements

8. The construction arrangements include the foundation works and erection of a temporary working platform and the associated falseworks at the junction of Hollywood Road and Old Bailey Street for construction of the footbridge. A number of trial pits have been excavated at the proposed foundation locations to ascertain the ground conditions and underground utilities installations to establish the feasibility of the foundation works. In order to facilitate construction of the footbridge, the existing underground utilities may have to be diverted. These utility diversion works will be carried out in sections to minimise the possible disruption to the public.

9. HKJC has proposed the temporary traffic management measures to mitigate the potential traffic impacts of the proposed works. HKJC has been liaising with the relevant Government departments including the Transport Department, the Hong Kong Police Force and the Fire Services Department with necessary trial runs arranged to establish the practicability of these measures. As far as practicable, the proposed works on Hollywood Road will be scheduled to take place during daytime off-peak hours to minimise the possible traffic impacts.

Advice Sought

10. Members are requested to provide comments and support on the above footbridge proposal. Subject to the C&WDC's support, the Government and HKJC will proceed with the associated gazettal procedures for the works to commence as soon as possible.

Hong Kong Jockey Club
21 September 2012

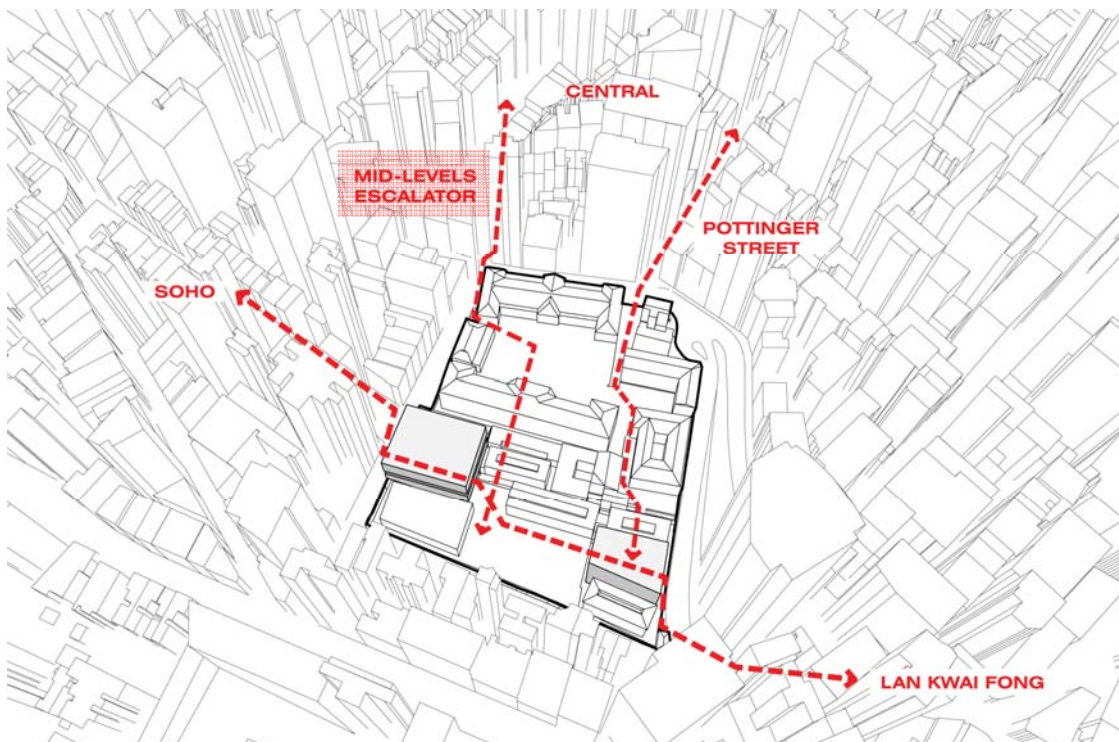


Figure1 - Central Police Station and the neighbourhood

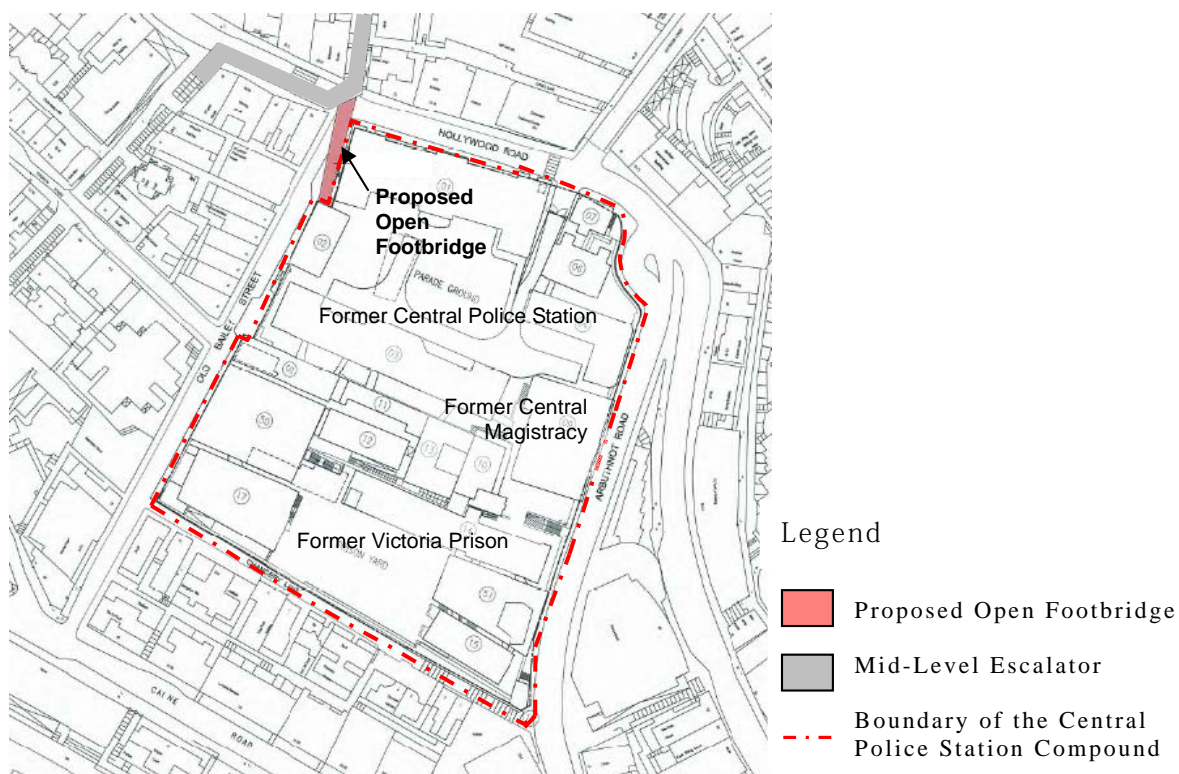


Figure 2 - Location of the Proposed Footbridge



**Figure 3 - Artist's Impression of the Proposed Open Footbridge
from Old Bailey Street**



**Figure 4 - Artist's Impression of the Proposed Open Footbridge
from the existing Mid-Levels Escalator**

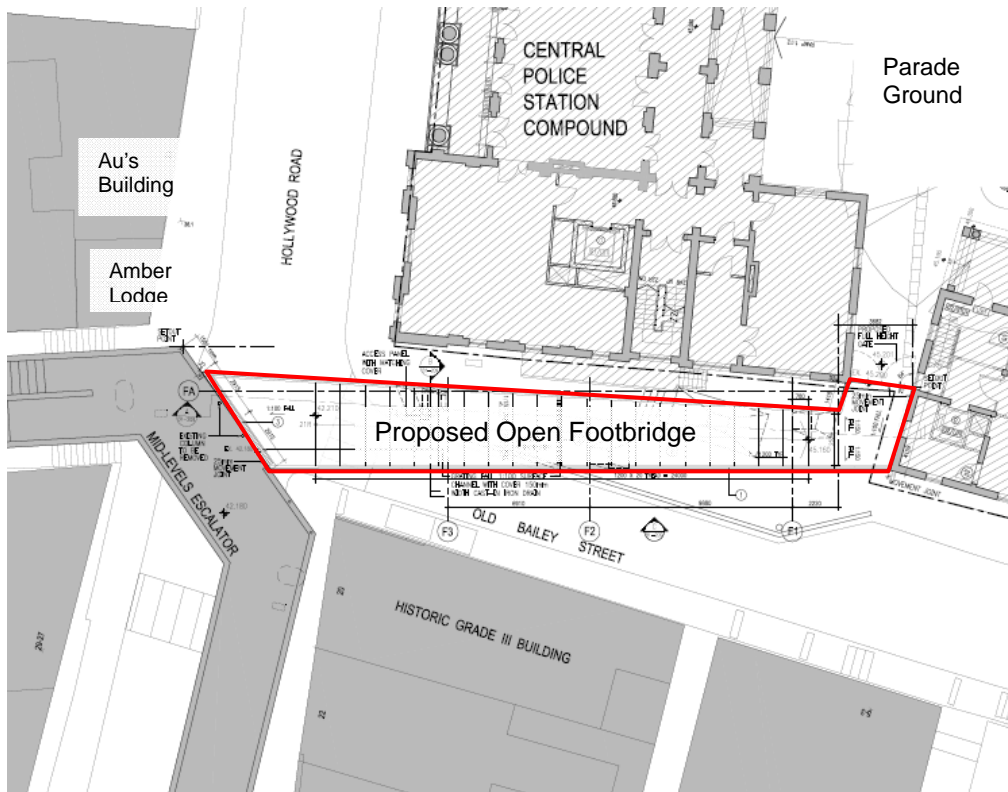


Figure 5 - Plan view of the Proposed Open Footbridge

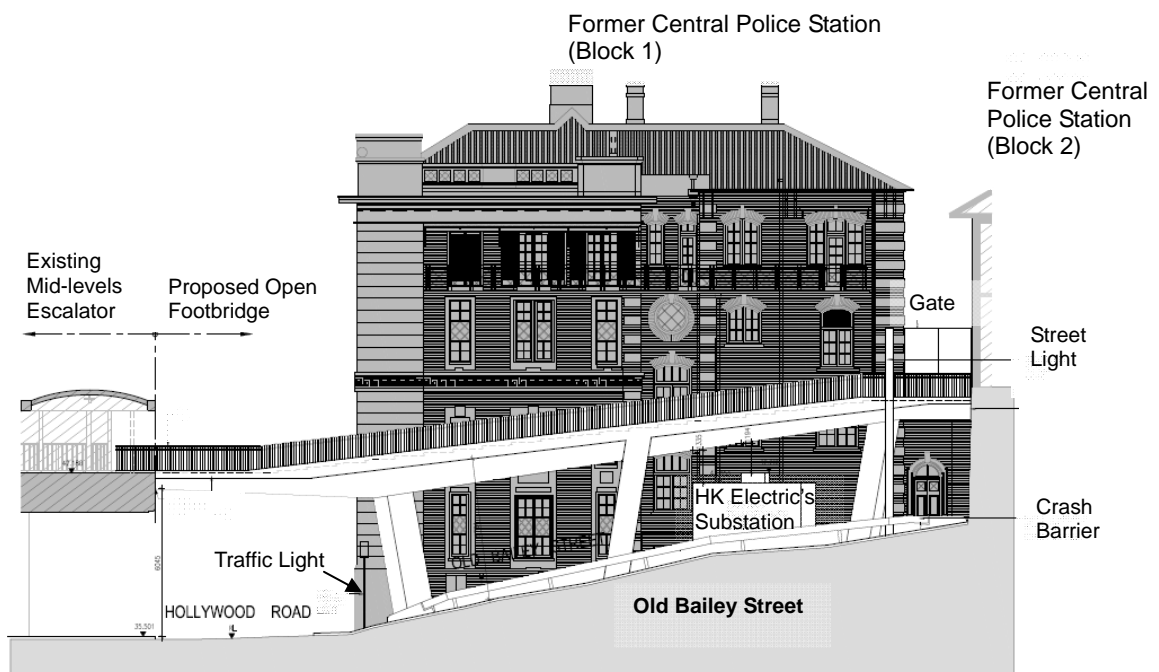


Figure 6 - Elevation of the Proposed Open Footbridge