

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
On 7 September 2018

TFHK/07/2018

Study on Pedestrian Connectivity between Wan Chai and Sheung Wan

PURPOSE

This paper seeks Members' views on the proposed walkway alignments and improvement schemes developed under the Feasibility Study of Pedestrian Connectivity on Hong Kong Island North between Wan Chai and Sheung Wan (the Study), the study area of which falls partly within the purview of the Harbourfront Commission.

BACKGROUND

2. The Chief Executive announced the "Walk in HK" initiative in the 2017 Policy Address to encourage people to walk more and rely less on motorised transport. The Government will implement new measures along four themes:

- (a) "Make it smart" by providing user-friendly information on walking routes;
- (b) "Make it connected" by enhancing pedestrian networks;
- (c) "Make it enjoyable" by making walking a pleasant experience; and
- (d) "Make it safe" by providing a safe and quality pedestrian environment.

3. At present, several grade-separated pedestrian networks are available in Wan Chai, Admiralty, Central and Sheung Wan forming a few detached walkway systems on their own. However, these separate walkway systems are not well connected with one another and often pedestrian movements across these districts would need to make use of the existing footpaths and at-grade crossings, which vary in terms of pedestrian comfort and safety.

4. To promote "Walk in HK", one of the initiatives we are now investigating is to enhance the connection between these

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existing footbridge networks in Central / Sheung Wan, Admiralty and Wan Chai to provide a continuous east – west pedestrian walkway. The connection will be in the form of either elevated or enhanced at-grade walkways. The Study reviews the existing pedestrian network between Wan Chai and Sheung Wan with a view to providing better connectivity for the study area shown in **Annex 1**.

5. We have consulted the Traffic & Transport Committee of the Central and Western District Council and the Development, Planning & Transport Committee of the Wan Chai District Council on our preliminary proposals in April 2018. DC Members of both district councils generally supported the proposals of improving the pedestrian connections in promoting walking.

PROPOSED NORTH-SOUTH PEDESTRIAN CONNECTIONS

6. We have examined the provision of north – south pedestrian linkages for connection with the east – west walkway developed under the Study. The existing linkages together with the north – south linkages proposed in the Urban Design Study (UDS) of the New Central Harbourfront and the UDS for the Wan Chai North and North Point Harbourfront Areas would provide adequate connection with major areas of interests and attractions including major transport nodes, major business and shopping areas, and the harbourfront areas along the north shore of our study area. The proposed east – west walkway together with the planned north – south pedestrian linkages would provide a well-integrated pedestrian network between Wan Chai and Sheung Wan as shown in **Annexes 2 & 3**.

PROPOSED EAST-WEST PEDESTRIAN WALKWAY

7. The proposed east – west walkway would connect the Sun Yat Sen Memorial Park, Sheung Wan, Central, Admiralty, Wan Chai and Causeway Bay. At present, several footbridge networks in various districts are already available:

Central and Western District Network: providing connection between Shun Tak Centre, MTR Stations of Sheung Wan, Hong Kong and Central, and Exchange

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Square and IFC

Admiralty Network: providing connection between AIA Central / Chater Garden, MTR Admiralty Station, Pacific Place, Central Government Offices, Tim Mei Avenue / Harcourt Garden

Wan Chai Network: providing connection between MTR Wan Chai Station, Immigration Tower, Hong Kong Convention and Exhibition Centre and Wan Chai North elevated walkway up to Sun Hung Kai Centre / Tonnochy Road

Between Sun Yat Sen Memorial Park and Sheung Wan

8. Between Sun Yat Sen Memorial Park and the Sheung Wan / Central footbridge network via Shun Tak Centre, pedestrians can currently choose between two routes along Connaught Road West and Western Fire Services Street respectively. We have also studied the option of an elevated walkway along Connaught Road West between the main entrance of the Park and Shun Tak Centre, and found the option infeasible mainly because of severe site constraints. Hence, we would recommend enhancing the existing at-grade walkways, in particular the route along the Western Fire Services Street promenade which can provide a more pleasant walk along the waterfront to the northeastern entrance of the Park.

9. We propose improving the pedestrian connection between the Sun Yat Sen Memorial Park and the Central (Macau Ferry) Bus Terminus along the Sheung Wan waterfront promenade for connection to the existing internal passageway in Shun Tak Centre. Improvement proposals include:

- (a) widening the promenade adjacent to Western Fire Services Street, landscaping, and enhancement to pedestrian crossings; and
- (b) widening the northeastern park entrance by relocating the Western Water Selling Kiosk, subject to finding a suitable site elsewhere within the Sheung Wan / Sai Ying Pun waterfront.

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10. Another possible improvement proposal that we may wish to explore is to widen the promenade by removal of the Sheung Wan Landing Step HP142 inside the Sun Yat Sen Memorial Park. We put up this option as we have observed that Sheung Wan Landing Step HP142 is found to have very low utilisation rate¹, and the public are mainly using Sheung Wan Landing Step HP076 located less than 200m away. The proposed alignment is shown in **Annex 4** and the landscaping proposals² illustrated in **Annex 5**.

11. If the Central (Macau Ferry) Bus Terminus site is redeveloped in future, a direct connection from the Sheung Wan waterfront promenade to Shun Tak Centre should be maintained.

Between Central and Admiralty

12. The option of an east – west elevated walkway between Central and Admiralty was found to be infeasible, mainly because of the adverse visual impacts to the view corridor of Site 3 recommended under the UDS of the New Central Harbourfront.

13. After consideration, we recommend enhancing the existing at-grade pedestrian route between Alexandra House and Chater Garden along Des Voeux Road Central. This is the shortest route with barrier-free facilities to connect the Central elevated walkway system with the Admiralty walkway system via the lifts and ramps in Alexandra House at one end, and the ramp of the existing Murray Road Footbridge at the other. Proposed pedestrian improvement measures along Des Voeux Road Central include footpath widening, junction improvements and landscaping of pavement to improve the overall pedestrian environment.

14. The proposed alignment is shown in **Annex 6** and the landscaping proposals illustrated in **Annex 7**.

15. Furthermore, with the completion of the future landscaped deck at Site 3 and its at-grade connections to the City Hall area and the north – south linkage connecting Site 4, City

¹ Usage at Landing Step HP142 varies from zero to two vessels per day, while Landing Step HP076 has an average usage of about 10 – 15 vessels a day.

² All the landscaping proposals shown in this paper are conceptual schemes for illustrative purposes only.

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Hall and AIA Central proposed under the UDS of the New Central Harbourfront, it would provide further enhancement to pedestrian connectivity with the existing Admiralty walkway network in the longer term as shown in **Annex 6**.

Between Admiralty and Wan Chai

16. The footpath along Harcourt Road / Gloucester Road is the shortest pedestrian route to connect the Admiralty elevated walkway system and the Wan Chai North elevated walkway system. We propose improving the at-grade pedestrian connectivity and environment between Tim Mei Road and Fenwick Street along the northern footpath of Harcourt Road / Gloucester Road. Improvement proposals include footpath widening, junction improvements and landscaping of pavement. The proposed alignment is shown in **Annex 8** and the landscaping proposal illustrated in **Annex 9**.

17. In the longer term, to cope with the future pedestrian demands when the three Wan Chai Government Buildings are redeveloped into a new convention and exhibition complex, the Study proposes a new elevated walkway to provide direct and high volume linkage between the new complex and the MTR Admiralty Station and the Admiralty walkway system. The western end of the proposed elevated walkway will be connected through the landscaped deck of Harcourt Garden to the CITIC Footbridge. Part of its alignment is proposed to run either along the central divider of Gloucester Road, or along the footpath outside the Hong Kong Academy for Performing Arts as proposed under the UDS. Subject to detailed feasibility studies, the first option is recommended in order to reduce its visual impact to adjacent buildings and preserve the enhanced at-grade walkway environment as described in paragraph 11 above. The final section will connect the existing Fenwick Street Footbridge with the new convention and exhibition complex. The proposed alignment is shown in **Annex 10**.

Between Wan Chai and Causeway Bay

18. The Study has investigated options of elevated walkways for direct connection between Wan Chai and Causeway Bay but found them to be infeasible. The Study therefore recommends enhancing the existing at-grade walkways between the landing of

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the footbridge linking Sun Hung Kai Centre at Tonnochy Road, and Percival Street at the fringe of Causeway Bay. Among the several parallel routes, Jaffe Road has been recommended as it has good potential to be developed into a traffic calming street. Proposed improvement includes footpath widening, enhanced crossings, and landscaping. The proposed alignment is shown in **Annex 11**.

VIEWS SOUGHT

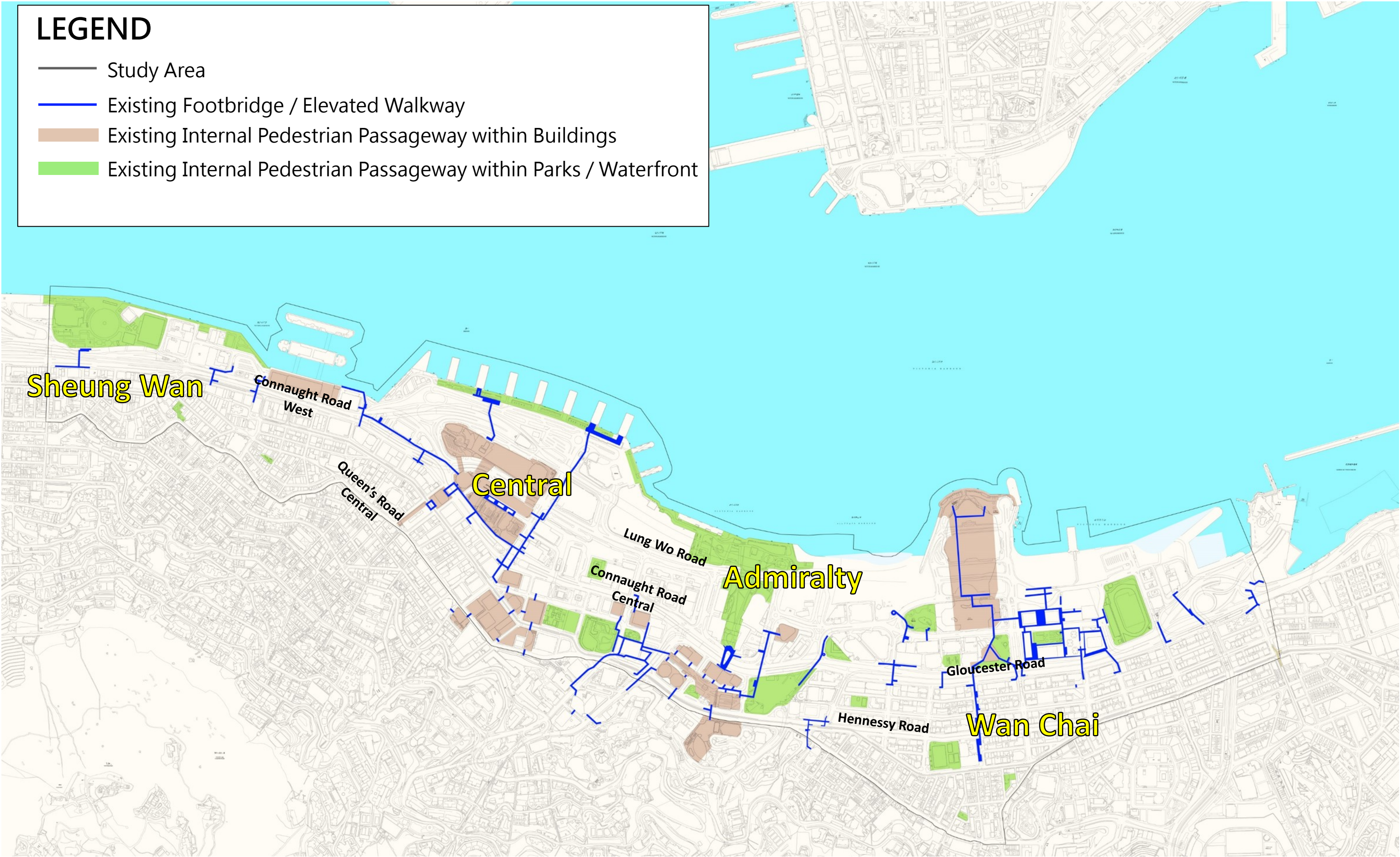
19. Members' views are invited on the recommendations of the Study.

Annex 1	Study Area
Annex 2	North – South Pedestrian Connections (Sheung Wan to Admiralty)
Annex 3	North – South Pedestrian Connections (Admiralty to Causeway Bay)
Annex 4	Proposed Alignment between Sun Yat Sen Memorial Park and Sheung Wan
Annex 5	Face-lifting Proposals between Sun Yat Sen Memorial Park and Sheung Wan
Annex 6	Proposed Alignment between Central and Admiralty
Annex 7	Face-lifting Proposals between Central and Admiralty
Annex 8	Proposed Alignment between Admiralty and Wan Chai
Annex 9	Face-lifting Proposals between Admiralty and Wan Chai
Annex 10	Proposed Alignment between Admiralty and Wan Chai with Redevelopment
Annex 11	Proposed Alignment between Wan Chai and Causeway Bay

**Transport Department and Highways Department
September 2018**

LEGEND

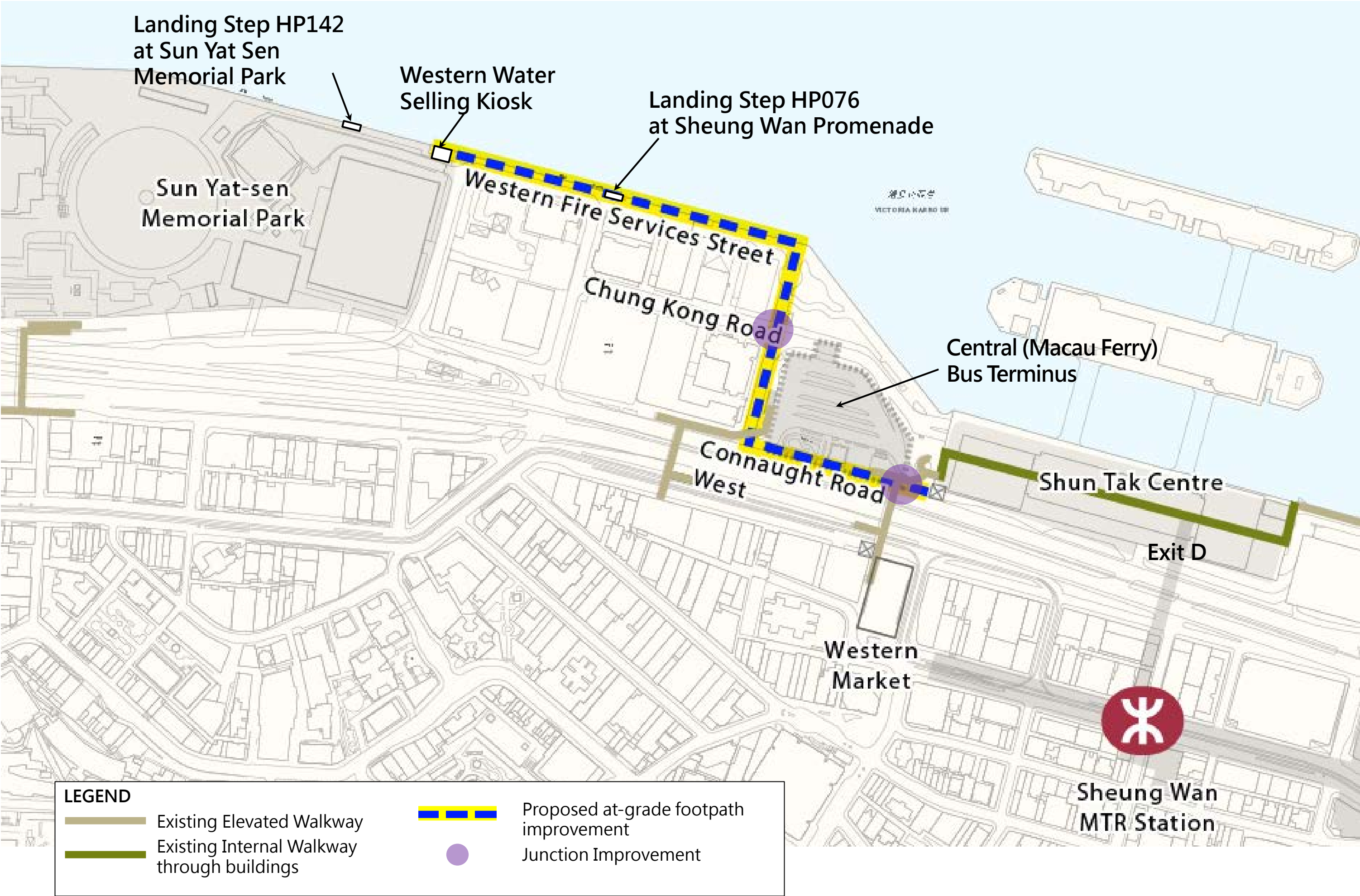
- Study Area
- Existing Footbridge / Elevated Walkway
- Existing Internal Pedestrian Passageway within Buildings
- Existing Internal Pedestrian Passageway within Parks / Waterfront



North – South Pedestrian Connections (Sheung Wan to Admiralty)



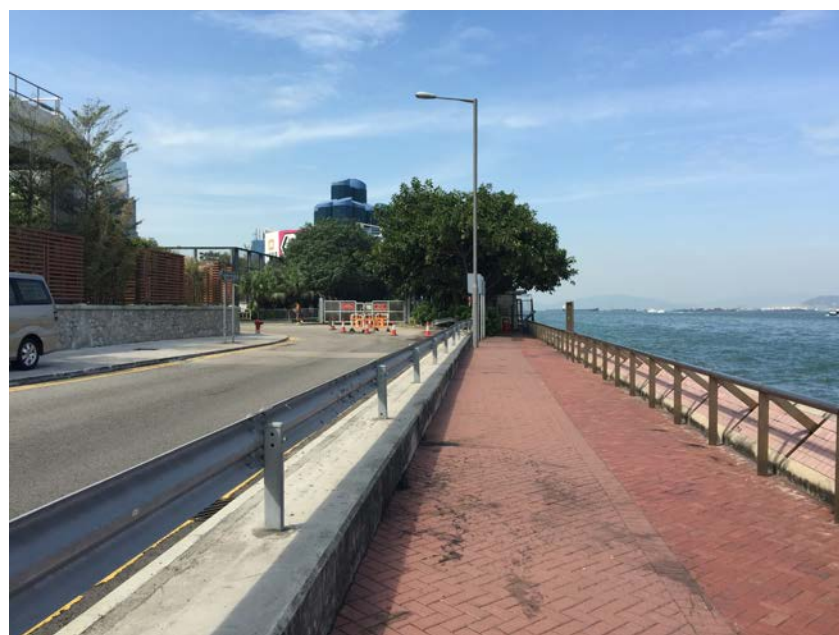




Sheung Wan Promenade



- Unobstructed width is ~4.5m
- New paving blocks
- Seating within planter (1.5m)
- Drinking fountain

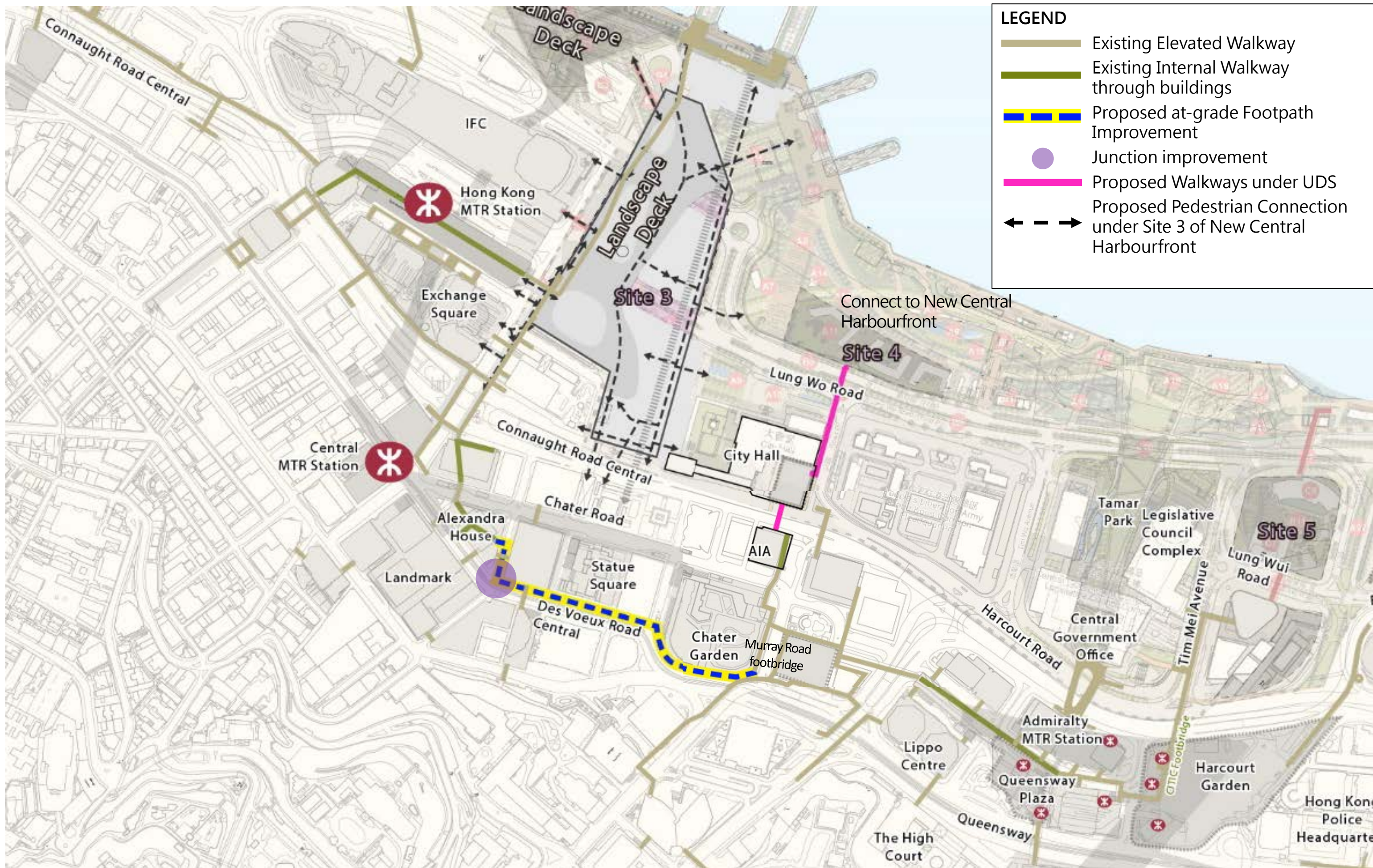


Existing



Illustrative Proposal

Proposed Alignment between Central and Admiralty



Des Voeux Road Central



- unobstructed width footpath with 3.5m at the section outside Prince's Building of Des Voeux Road Central,
- Existing paving pattern/ material to be adopted for the widening area.
- Kerb Planter (at grade - 1m width)



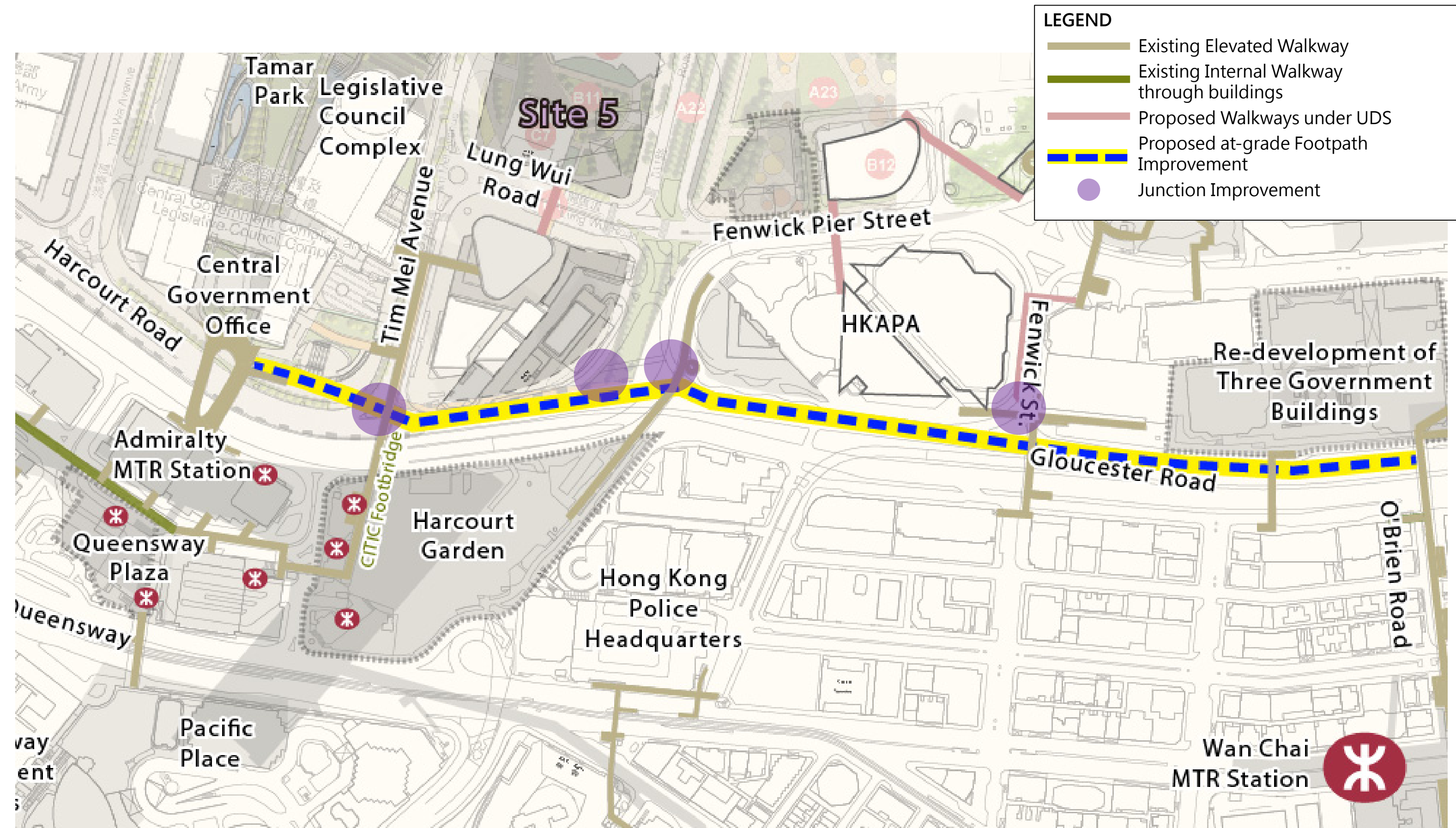
Existing



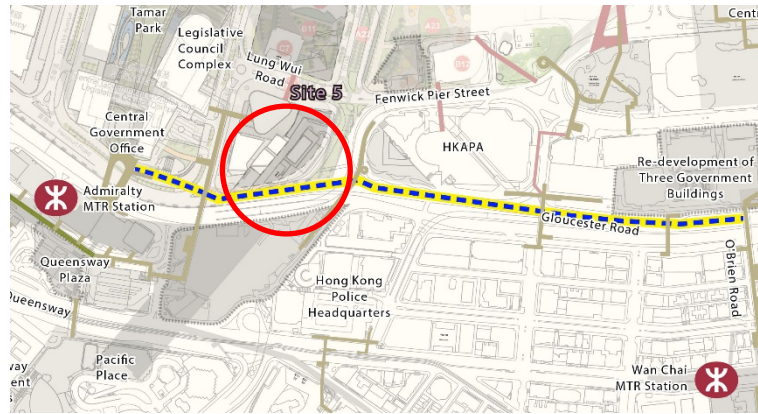
Illustrative Proposal

Proposed At-Grade Alignment between Admiralty and Wan Chai

Annex 8



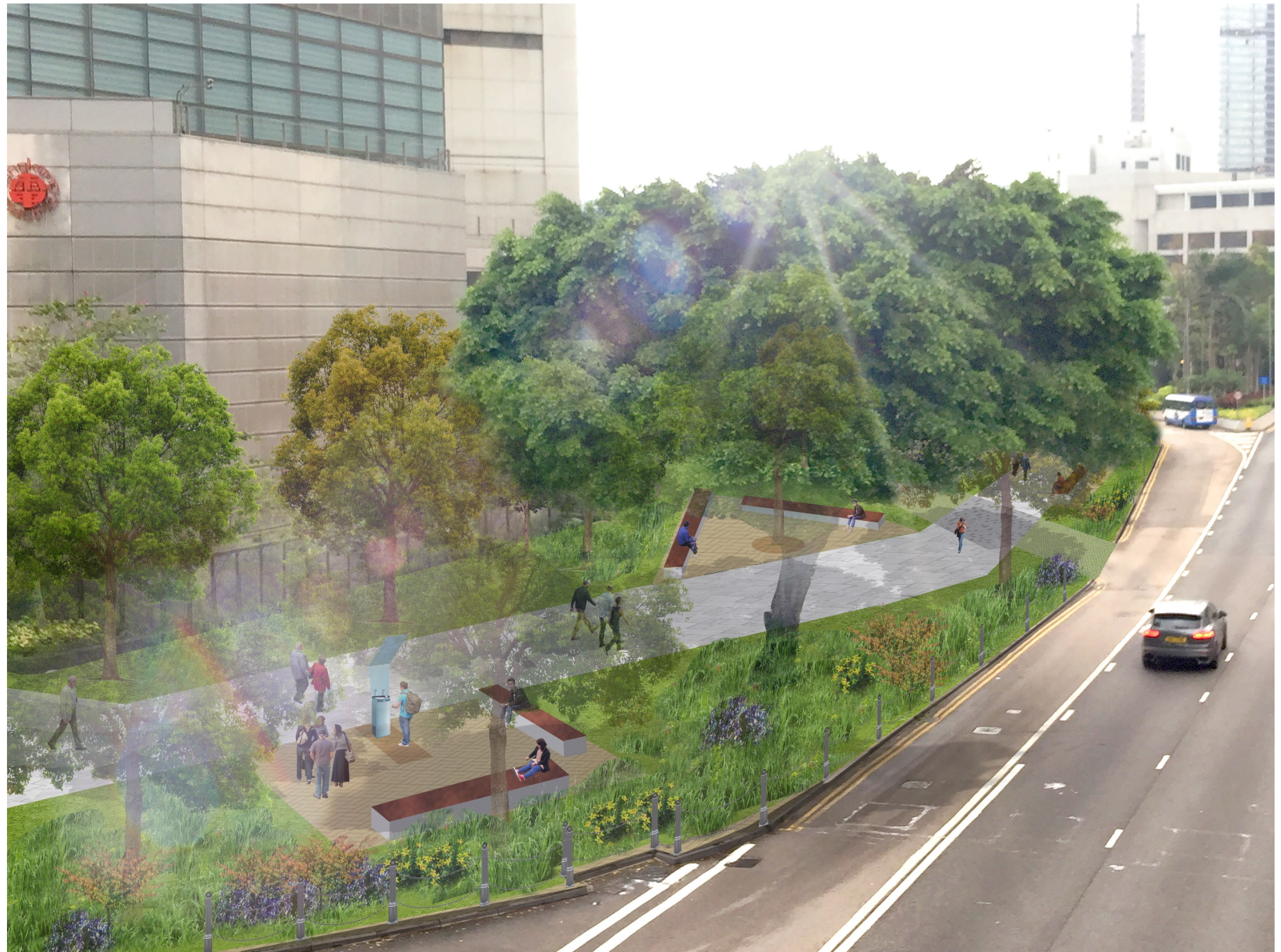
Gloucester Road



- Customised footpath design
- Vehicular traffic separated by kerb-side planters
- Drinking fountain



Existing



Illustrative Proposal

Proposed Elevated Alignment between Admiralty and Wan Chai with Redevelopment

