

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 10 May 2012

TFHK/05/2012

Pedestrian Connectivity at Central and Wan Chai Harbourfront

PURPOSE

Further to the briefing at the meeting held on 30 August 2011 on the existing pedestrian links at Sheung Wan, Central, Wan Chai and Causeway Bay along the northern shore of Hong Kong Island, this paper gives members an overall view of the existing and planned pedestrian connectivity in the area.

PRESENT SITUATION

2. At present, both at-grade and grade-separated walking facilities are available for pedestrians travelling along the harbourfront area between Sheung Wan and Causeway Bay as well as for travelling between the harbourfront area and its hinterland. Footpaths on all directions running as part of the public road network or within open spaces are serving the street-level connectivity. They are accompanied with appropriate types of road crossings to facilitate pedestrian circulation. Cautionary crossings are generally adopted for convenience while signal-controlled crossings are provided at strategic locations of heavy traffic and junctions of multiple flow directions.

3. Grade-separated pedestrian crossing facilities in the form of footbridges in majority as well as subways/walkways across streets or inside buildings have been constructed to facilitate pedestrian movements. These facilities, which in general run in a north-south direction and connect the waterfront and the hinterland purposely, form a skeleton triggering an expanding wide coverage of elevated walkway systems now spanning over the majority of Sheung Wan, Central, Admiralty and Wan Chai districts. The established systems have provided the general public a safe and comfortable walking environment that is separated from vehicular traffic. These direct linkages between major transport and activity nodes are encouraging walking as a transport mode on one hand, reducing short-distance vehicular trips on the other.

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FUTURE FEATURES - THEIR CHARACTERISTICS AND FUNCTIONS

4. Along the waterfront there are on-going infrastructure and development projects to which various kinds of walkways will be provided to ensure connectivity with the existing pedestrian networks. Their characteristics and functions are described as follows:-

- i. Several footbridges to serve as an east-west linkage with existing elevated walkways are being planned. At the Western District, the planned Connaught Road West footbridge in Sheung Wan will link the Sun Yat Sen Memorial Park with the Central Business District (CBD) via passageways inside commercial buildings and other walkways on harbourfront.
- ii. In Central, on the newly reclaimed land, the Urban Design Study for the New Central Harbourfront (UDS) formulates an integrated pedestrian network connecting the identified key development sites and the promenade. In addition to those traditional pedestrian facilities such as at-grade crossings, footbridges and subways, a large landscaped deck connecting the CBD to the new harbourfront is planned to be provided in Sites 1, 2 and 3. While the ground level footpaths still serve as connections with the transport hub consisting of piers, MTR station and public transport interchange, the new deck can provide another walking environment which functions not only to strengthen direct connectivity amongst developments adjoining the waterfront and the major nodes, but also provides comforts for travelling on foot at an elevated level.
- iii. As recommended by UDS, the future promenade will stretch from the Central Piers via Tamar to Wan Chai North. To facilitate pedestrian crossing the Lung Wo Road which is a primary road distributor along its southern side, intermittent at-grade road crossings and a levelled landscaped deck at Tamar are provided, thus, integrating the present and the new developments and activity nodes in the vicinity. The landscaped walking environment of Lung Wo Road will blend with the future promenade and link with the Tamar Park and new Wan Chai North waterfront.
- iv. Apart from providing easy walking facilities to pedestrians in the north-south direction, another elevated walking system along Gloucester Road in the east-west direction linking up the

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core development areas of Tamar, Admiralty and Wan Chai North is also being planned to provide a safe and comfortable grade-separated walking environment to the public.

- v. The current Wan Chai Development Phase II (WDII) construction works on the northern shore is expanding the pedestrian network. Wan Chai waterfront, adjoining Hong Kong Convention and Exhibition Centre, has been equipped with a network already properly formulated at its past planning stage. At the ground level, commercial elements are served with footpaths and crossings along with properly distributed kerbside public transport stops and bus terminus. On the podium level, another comprehensive system of passageways is available, on one hand links up together all the commercial developments, on the other connects widely in many directions with the MTR Station and the Wan Chai Pier. Such a system on podiums highlights fast and convenient access to the adjoining developments while maintaining their connections with the ground level without segregation. Currently, the new WDII being constructed will ensure appropriate and sufficient provisions to facilitate large variety of activities along the new roads and promenade.

5. All these pedestrian networks are indicated in the **Figure**.

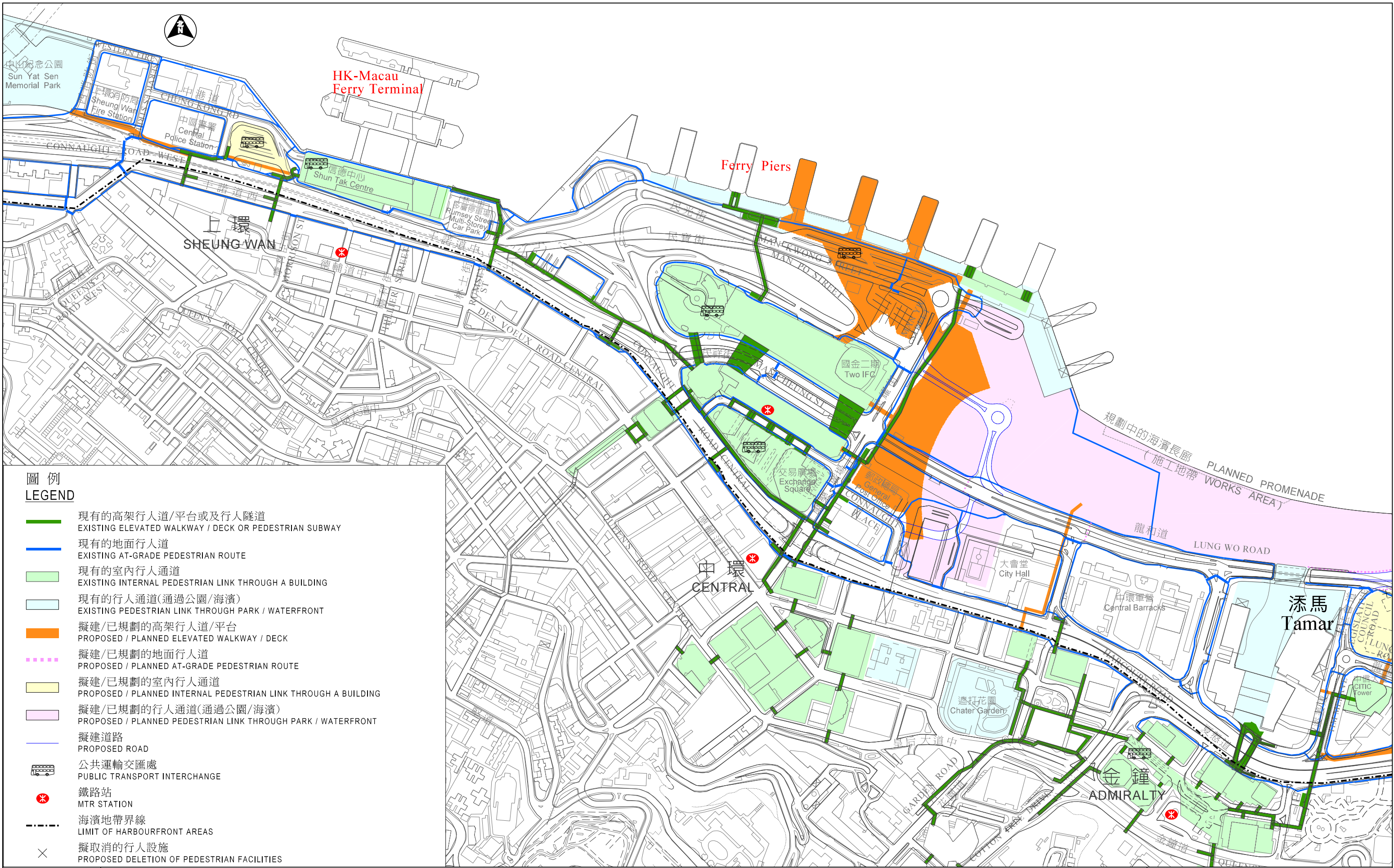
VIEWS SOUGHT

6. Members' views on the content of this paper are sought.

ATTACHMENT

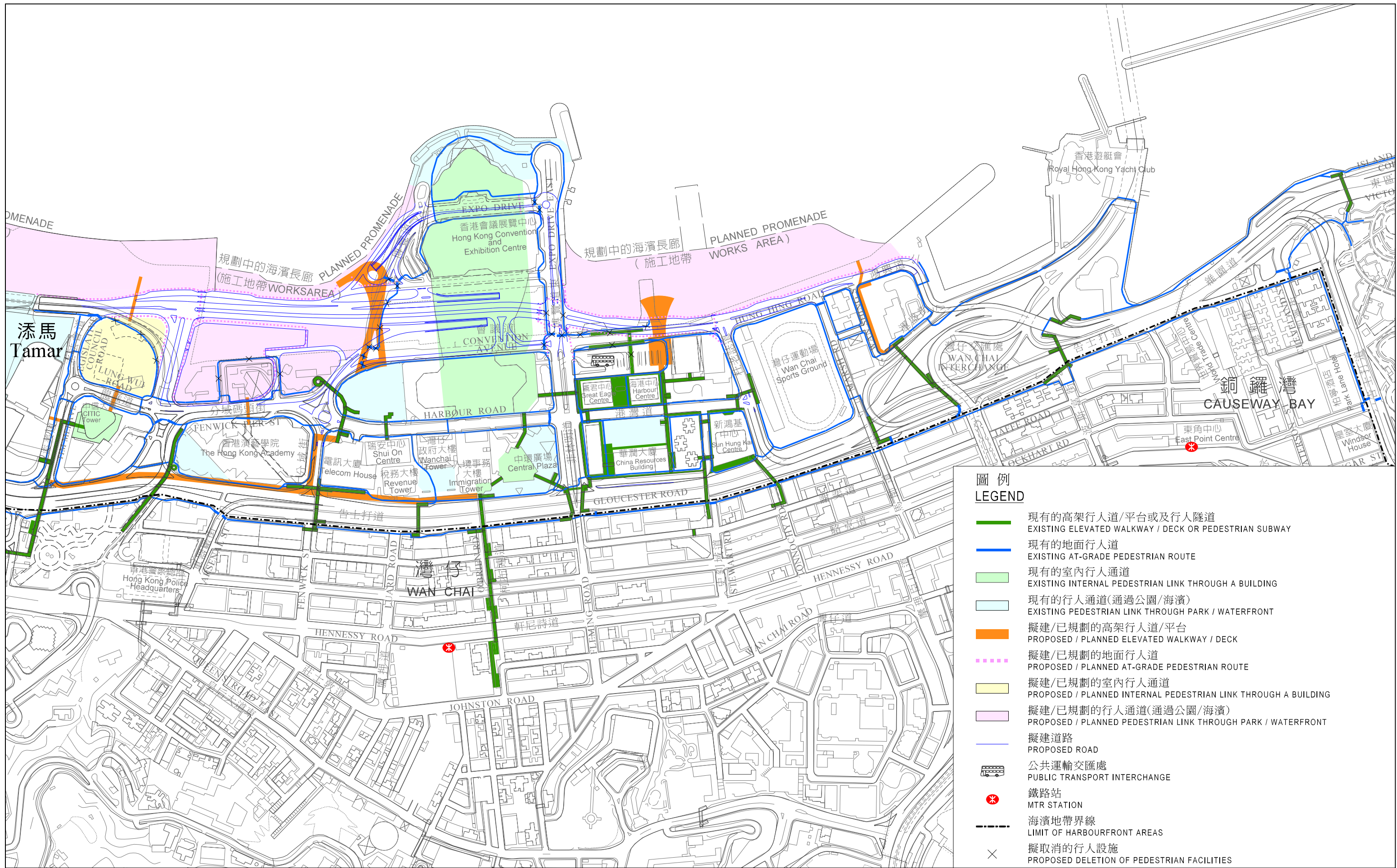
Figure - Existing and Future Pedestrian Network Along Waterfront from Sheung Wan to Causeway Bay

Transport Department
May 2012



附圖
Figure
(件一)
(Sheet 1)

上環至銅鑼灣海濱一帶現有及未來行人通道網絡
Existing and Future Pedestrian Network Along Waterfront from Sheung Wan to Causeway Bay



附圖
Figure
(件二)
(Sheet 2)

上環至銅鑼灣海濱一帶現有及未來行人通道網絡
Existing and Future Pedestrian Network Along Waterfront from Sheung Wan to Causeway Bay