

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 30 August 2011

TFHK/15/2011

Connectivity at Central and Wanchai Harbourfront

PURPOSE

This paper gives Members an overall view of pedestrian connectivity at Sheung Wan, Central, Wanchai and Causeway Bay along the northern shore of Hong Kong Island.

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. Footpaths on all directions play a key role in that area to serve the street-level connectivity, either running as part of the public road network or within open spaces. 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. Individual grade-separated crossings to negotiate those flyovers are provided as well. With these facilities, the east-west connectivity along the harbourfront has been established properly.

3. To cater for the throughput of vehicular traffic running along the east-west direction on Hong Kong Island northern shore, e.g. Connaught Road West, Connaught Road Central, Harcourt Road and Gloucester Road, grade-separated pedestrian crossing facilities in the form of footbridges in majority as well as subways/walkways inside buildings have been constructed. 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 Wanchai districts. They are well accessible to/from transport hubs and major activity nodes, e.g. MTR Stations, public transport interchanges, ferry piers, commercial developments, providing more convenience for people's short-distance walking travel. The network plan of the walkway facilities available at the area is enclosed at **Figure A**.

Task Force on Harbourfront Developments on Hong Kong Island

TFHK/15/2011

ACHIEVEMENT

4. The established systems have provided the general public with a safe and comfortable walking environment which 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.

5. Any further developments on the northern shore will cater for pedestrian connectivity to the new waterfront. The committed projects will provide various forms of walkways on the future public roads and promenades. In the meantime, those on-going site works will maintain the functioning of the existing walkways through individual temporary traffic arrangements.

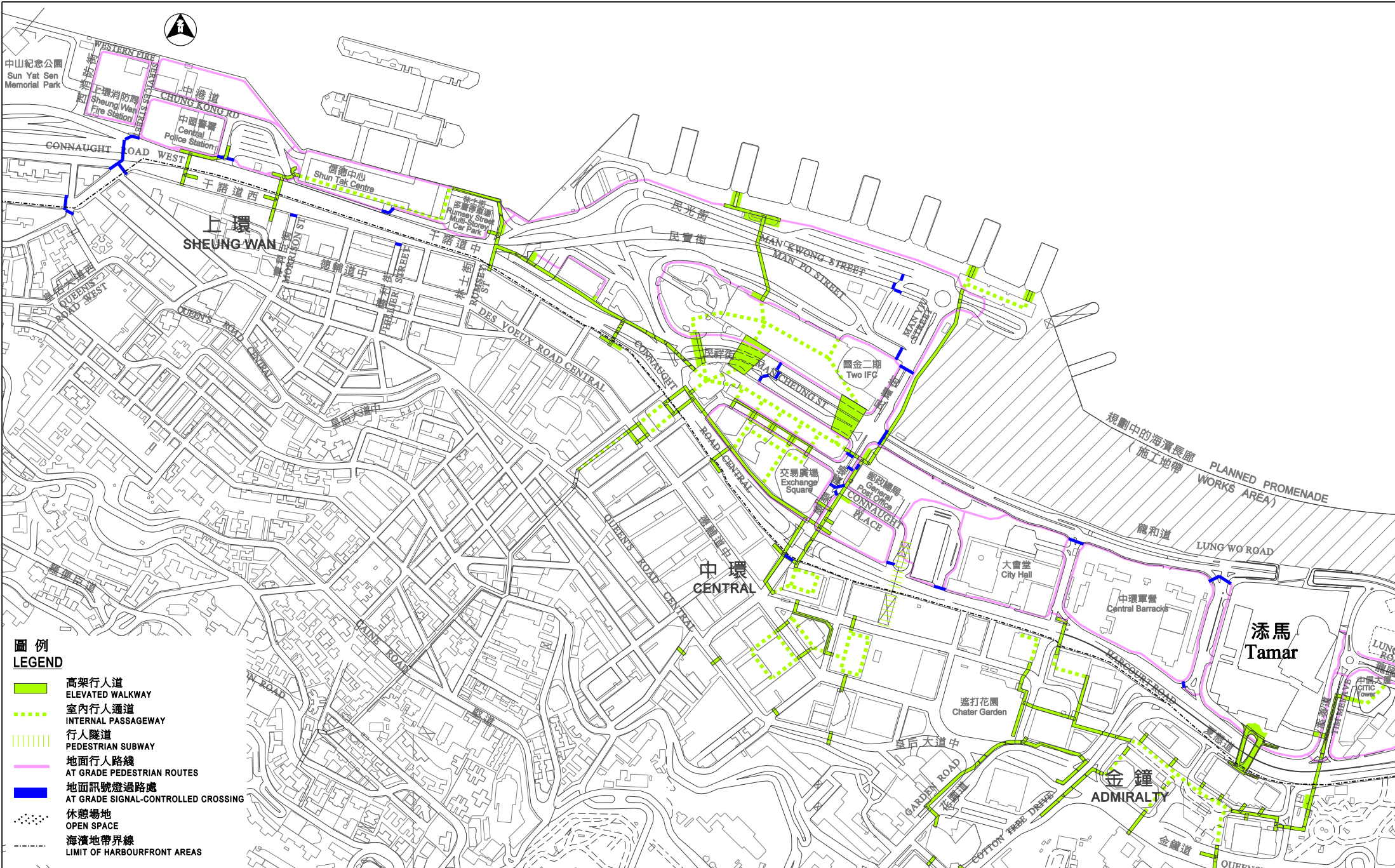
VIEWS SOUGHT

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

ATTACHMENT

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

Transport Department
August 2011

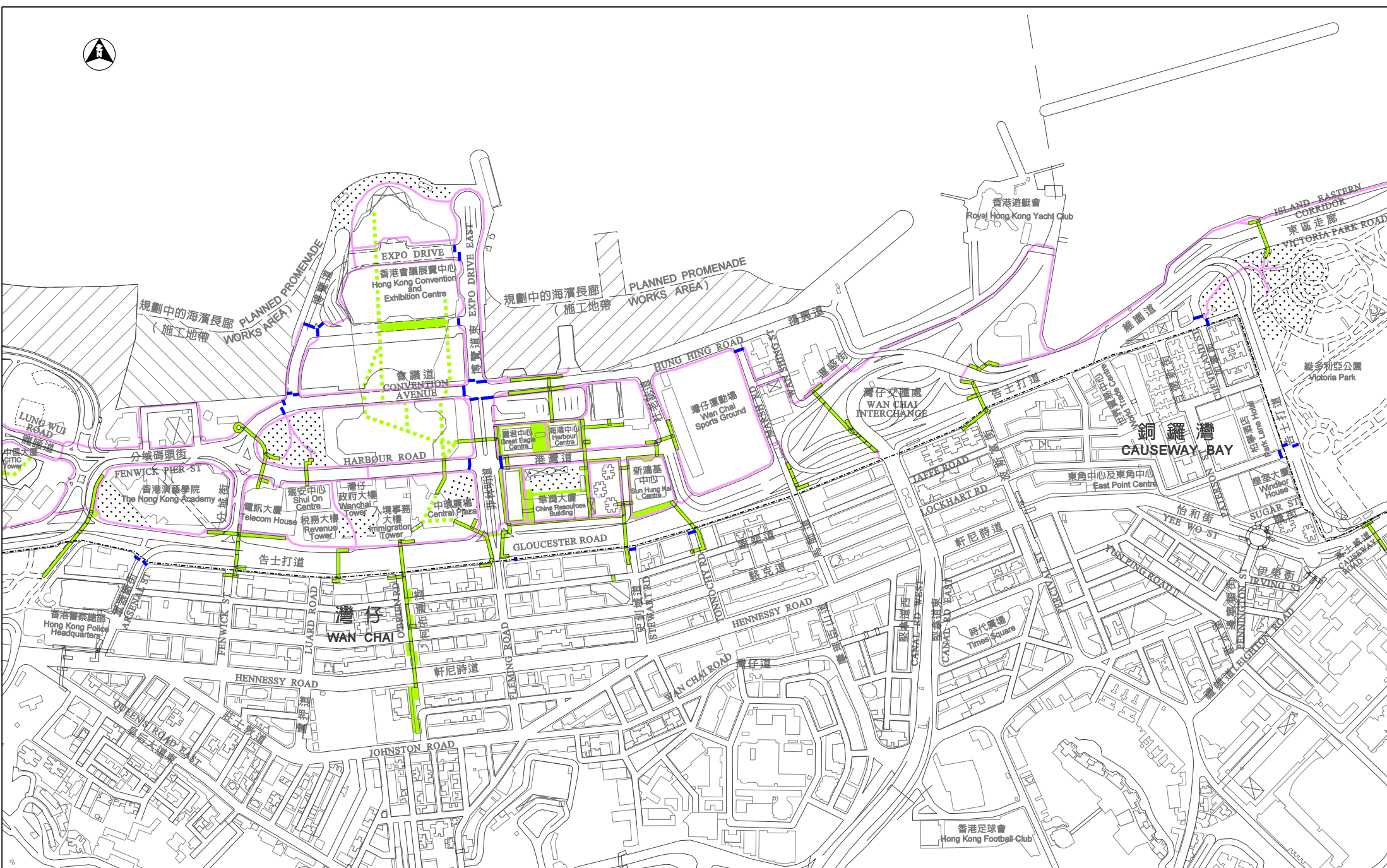


- 圖例**
LEGEND
- 高架行人道
ELEVATED WALKWAY
 - 室內行人通道
INTERNAL PASSAGEWAY
 - 行人隧道
PEDESTRIAN SUBWAY
 - 地面行人路綫
AT GRADE PEDESTRIAN ROUTES
 - 地面訊號燈過路處
AT GRADE SIGNAL-CONTROLLED CROSSING
 - 休憩場地
OPEN SPACE
 - 海濱地帶界綫
LIMIT OF HARBOURFRONT AREAS

drawing no.
圖甲
Fig. A
(件一)
(Sheet 1)

上環至銅鑼灣海濱一帶現有行人通道網絡
Existing Pedestrian Network Along Waterfront from Sheung Wan to Causeway Bay





drawing no.
圖甲
Fig. A
(件二)
(Sheet 2)

上環至銅鑼灣海濱一帶現有行人通道網絡
Existing Pedestrian Network Along Waterfront from Sheung Wan to Causeway Bay

