

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For information
on 18 January 2012

TFK/01/2012

Connectivity at Tsim Sha Tsui and Hung Hom Harbourfront

PURPOSE

This paper gives Members an overall view of the pedestrian connectivity at Tsim Sha Tsui and Hung Hom along the southern shore of Kowloon. As West Kowloon Cultural District is under planning, the area in the vicinity is not included in this Paper.

PRESENT SITUATION

2. At present, both at-grade and grade-separated walking facilities are available for pedestrians traveling within the harbourfront area between Tsim Sha Tsui and Hung Hom. Footpaths along all directions play a key role 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. Signal-controlled crossings are provided at strategic locations of heavy traffic and junctions of multiple flow directions while cautionary crossings are provided where appropriate. Grade-separated pedestrian crossing facilities in the form of footbridges and subways / walkways have been provided, where appropriate, to provide an uninterrupted and comfortable walking environment. These facilities, which in general run in a north-south direction and connect the waterfront and the hinterland purposely, have spanned over Tsim Sha Tsui and Hung Hom districts to form a convenient pedestrian network to reach the waterfront. These facilities are well accessible to / from transport hubs and major activity nodes (e.g. MTR Stations, public transport interchanges and commercial developments).

3. The pedestrian network and facilities available in the concerned areas is shown in **Figure A**.

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ACHIEVEMENT

4. The established network has provided the general public with a safe and comfortable walking environment leading to and within the waterfront. Also, direct linkages between major transport and activity modes encourage walking as a transport mode on one hand and reduce short-distance vehicular trips on the other.

5. Further developments adjoining Hung Hom and Tsim Sha Tsui waterfront will take account of continuity of the promenade. Pedestrian facilities connecting from the nearby areas to the promenades will also be duly considered.

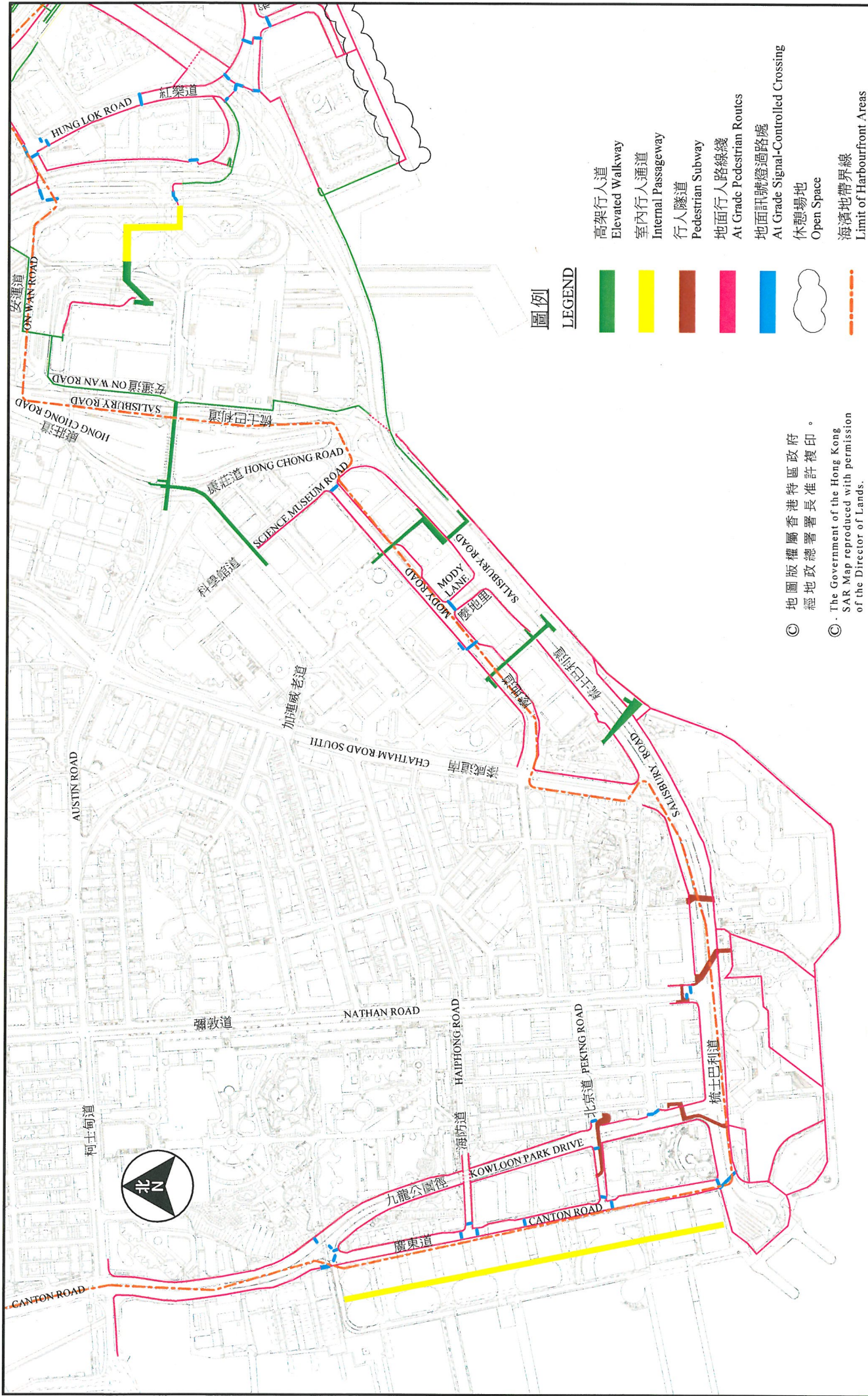
VIEWS SOUGHT

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

ATTACHMENT

Figure A – Existing Pedestrian Network Along Waterfront from Tsim Sha Tsui to Hung Hom

**Transport Department
January 2012**



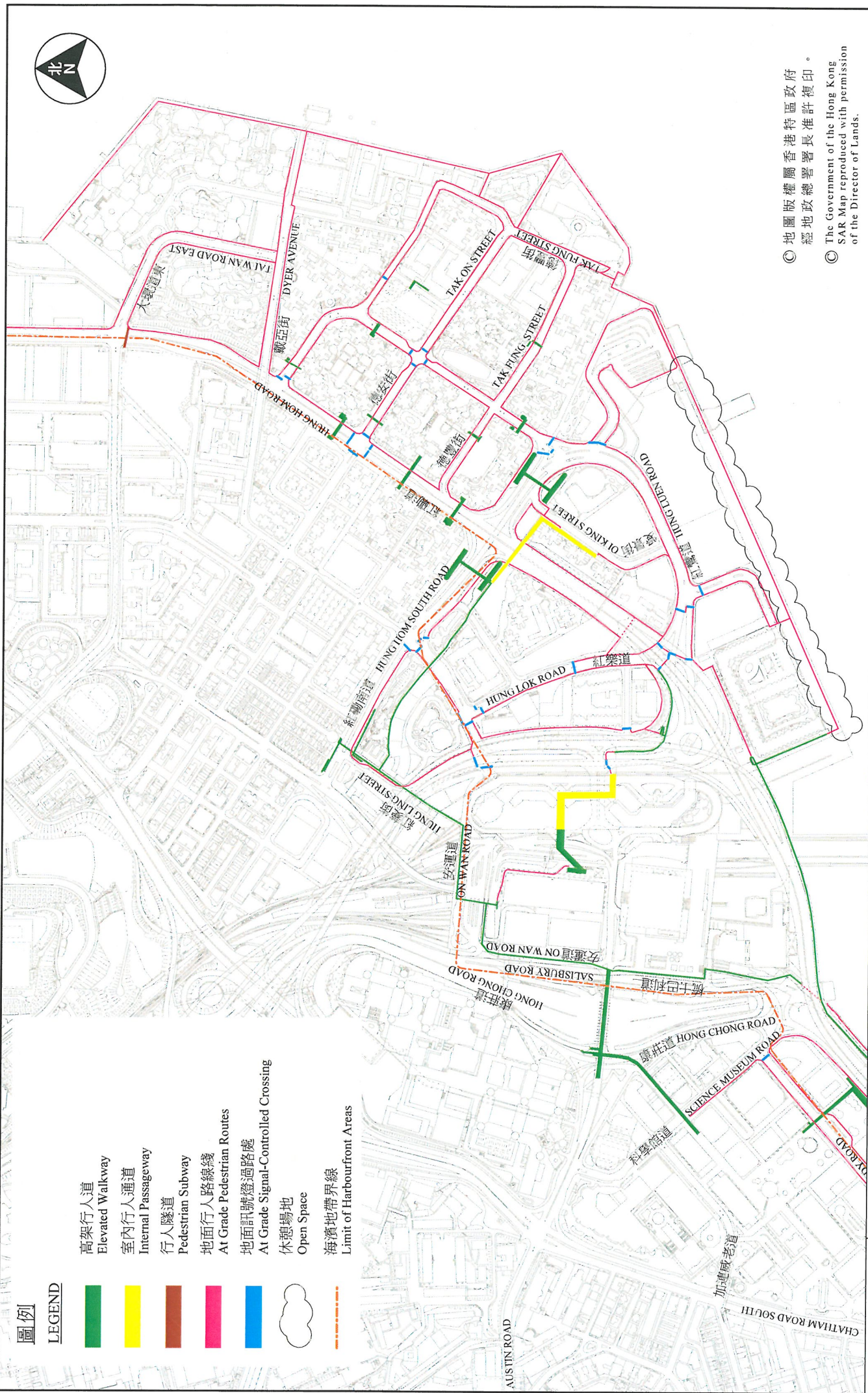
圖例
LEGEND

- █ 高架行人道
Elevated Walkway
- █ 室內行人通道
Internal Passageway
- █ 行人隧道
Pedestrian Subway
- █ 地面行人路線
At Grade Pedestrian Routes
- █ 地面訊號燈過路處
At Grade Signal-Controlled Crossing
- ☁ 休憩場地
Open Space
- - - 海濱地帶界線
Limit of Harbourfront Areas

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尖沙咀至紅磡海濱一帶現有行人通道網絡
Existing Pedestrian Network Along Waterfront from Tsim Sha Tsui To Hung Hom

圖甲
Figure A
件一
(Sheet 1)



圖例

LEGEND

- 高架行人道
Elevated Walkway
- 室內行人通道
Internal Passageway
- 行人隧道
Pedestrian Subway
- 地面行人路線
At Grade Pedestrian Routes
- 地面訊號燈過路處
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圖甲
Figure A
件二
(Sheet 2)

尖沙咀至紅磡海濱一帶現有行人通道網絡
Existing Pedestrian Network Along Waterfront from Tsim Sha Tsui To Hung Hom