

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

For discussion
on 20 November 2012

TFK/11/2012

Improving Pedestrian Connectivity in Tsim Sha Tsui Waterfront

PURPOSE

This paper reports Members' comments raised during a walking tour in Tsim Sha Tsui (TST) waterfront on 13 November 2012 on pedestrian connectivity in TST waterfront and seeks Members' views on the proposed follow-up measures.

BACKGROUND

2. At the Task Force meeting on 18 July 2012, Members have raised concerns on the pedestrian connectivity in TST waterfront. Issues discussed include the adequacy as well as comprehensiveness of the pedestrian network, change of levels for pedestrians, barrier-free access, and priority of vehicular traffic against pedestrian crossings. Members also commented on other issues such as way-finding, information and signage system, orientation of maps and quality of walking experience in TST waterfront.

3. To provide Members with a common experience on the current pedestrian system in TST waterfront, a walking tour was organised by the Secretariat of the Task Force on 13 November 2012 with the routing at **Annex 1**.

MEMBERS' COMMENTS

4. During the walking tour, the Transport Department (TD) gave members an overview of existing pedestrian subways and ground level crossing facilities along TST waterfront. There are at present many convenient choices to cross Salisbury Road from the TST business district to the waterfront, via four sets of subways and one ground level crossing. The locations of these subways and crossing are shown in **Annex 2**.

5. Members comments raised during the tour are summarised below:

- (a) There is room for improving pedestrian signages at ground level footways as well as subways to guide pedestrians to the TST waterfront.

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- (b) Different sections of subways currently are managed by different parties. The pedestrian signages and coding at the different subway sections should be more consistent and better coordinated.
- (c) There is room for improving the annotation of information maps and lighting within the subways. Pictures of popular destinations may be used to replace unfamiliar names in the maps.
- (d) The present subway from Nathan Road to the waterfront is not a straight route. The option of resuming at-grade crossing at the Salisbury Road should be explored.
- (e) A more comprehensive walking map should be produced to cover at-grade footways and subways managed by both government and non-government bodies.

RESPONSE AND FOLLOW UP

6. Having regard to Members' comments at previous meeting and the walking tour, the Government will continue to -

- (a) review the pedestrian signages in phases – firstly for the ground level; and secondly for within the subways, with a view to providing clearer information to pedestrians to get to the waterfront; and
- (b) liaise among departments and different management agents for various sections of the subways such as MTRCL as well as private developers with a view to improving the pedestrian signage system holistically.

ADVICE SOUGHT

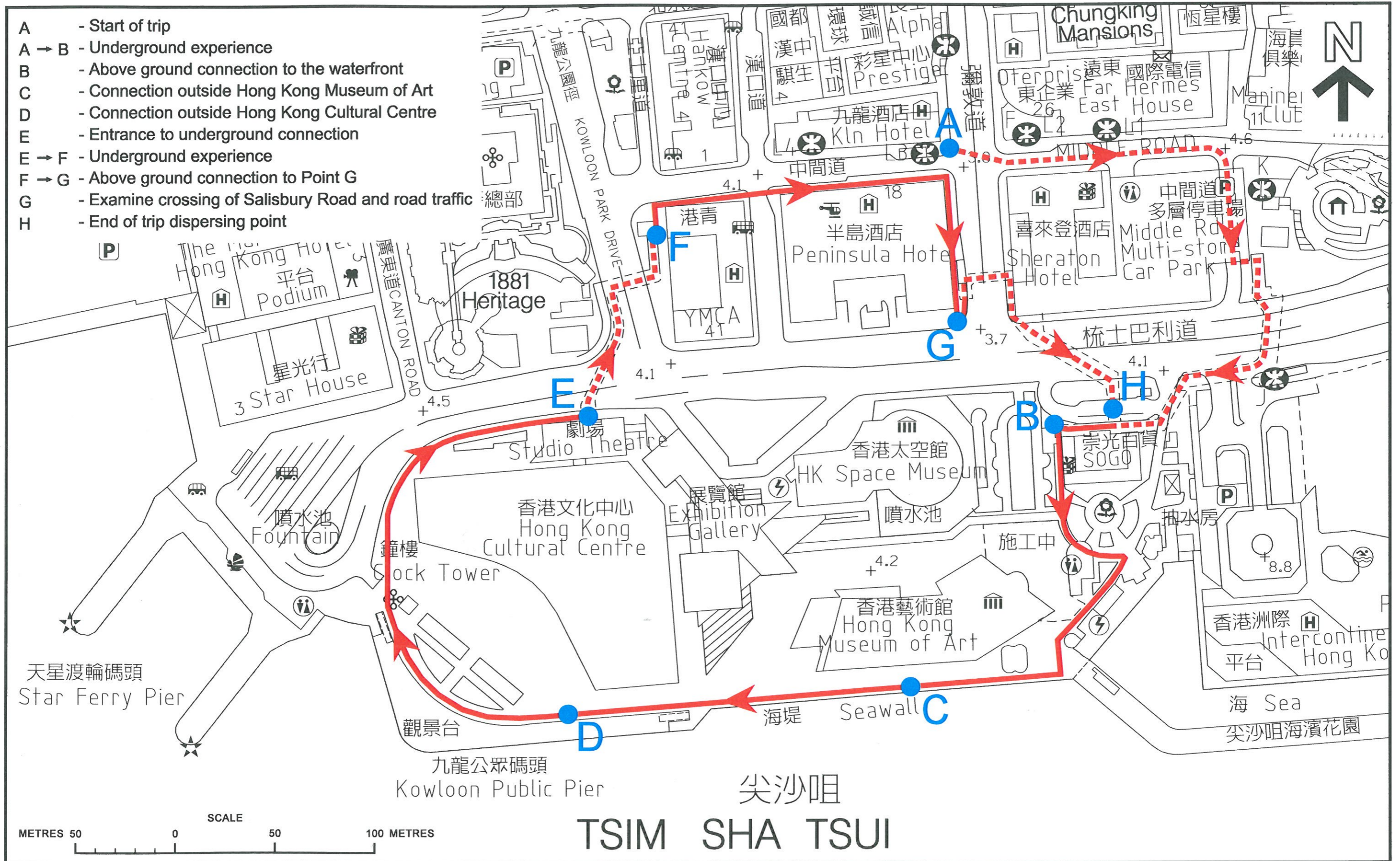
7. Members' further views are sought.

**Transport Department
November 2012**

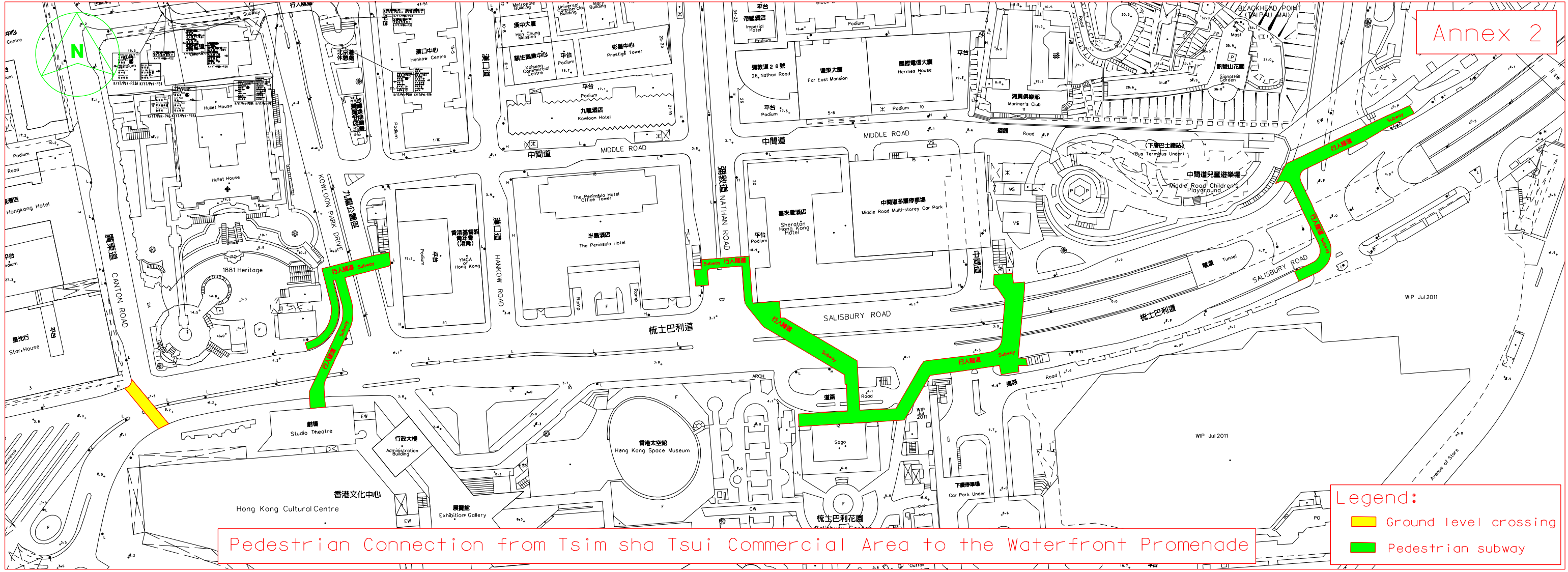
HC Task Force Kowloon

Walking Trip in Tsim Sha Tsui - 13 Nov, 4:00pm

Annex 1



Annex 2



Pedestrian Connection from Tsim sha Tsui Commercial Area to the Waterfront Promenade

- Legend:
- Yellow line: Ground level crossing
 - Green line: Pedestrian subway