

**Response to Members' concerns and suggestions on  
the Study on Planning for Pedestrians  
at the LegCo Panel on Planning, Lands and Works Special Meeting held on 26 April 2002**

<b>Item</b>	<b>Suggestions made by members</b>	<b>Response by Administration</b>
(a)	The principle of "Pedestrians First" should be applied not only in the overall planning for better pedestrian environments in Hong Kong, but also in the drawing up of improvement measures for the existing footpaths and pedestrian links. All relevant bureaux and departments should ensure the effective application of this principle.	Agreed. The principle will be further developed and translated into detailed planning standards and guidelines for incorporation into the Hong Kong Planning Standard and Guidelines (HKPSG), a published planning manual, to guide both the public and private sectors in the development process.
(b)	Concrete measures should be put in place to address the existing problems for pedestrians in a systematic manner and within a reasonable timeframe.	Agreed. In the next stage of the Study, a systematic framework for pedestrian planning will be formulated and it will also address the existing problems for pedestrians. The Study will also examine and make recommendations for its implementation.
(c)	Improvement measures should be made to facilitate pedestrian access for the elderly and physically disabled.	Agreed. The Study will examine means to facilitate pedestrian access for the elderly and physically disabled. Apart from inclusion of the means into the planning standards and guidelines, improvement measures will also be proposed in the Action Area Concept Plan to be prepared in the next stage of the Study.
(d)	The pedestrian links to railway stations should be improved. Moreover – (i) the criteria for the provision of covered pedestrian links for areas within 500	The distance of 500 m is only a general reference. The Study will examine the criteria for the provision of covered pedestrian links to meet pedestrian needs. The

	metres of railway stations should be relaxed to enable the provision of such links to nearby housing estates; and  (ii) the provision of pedestrian links to new railway stations should tie in with the completion schedule of railway development projects.	criteria will be included in the new guidelines and standards for pedestrian planning.  Agreed. This aspect will be highlighted in the new guidelines and standards for pedestrian planning.
(e)	In planning for new development areas, consideration should be given to: (i) providing safer, more convenient and comfortable pedestrian access. Road signs and street light poles should be properly placed to avoid obstructing pedestrian movement, and  (ii) promoting pedestrian access to public transport facilities and nearby areas.	Agreed. The Study will formulate new planning guidelines and standards for pedestrian planning, which will incorporate such principles and design requirements.  This is one of the objectives of the pedestrian planning strategy identified in the Study and will be incorporated into the new guidelines and standards for pedestrian planning.
(f)	Guidelines on design of footpaths and pedestrian links should be developed, e.g. the standard width of footpaths.	The design standards for footpath in the current HKPSG will be reviewed and new guidelines on design of footpaths and pedestrian links will be formulated in the Study.
(g)	The impact of pedestrianisation schemes on traffic, business operation and local community should be assessed.	Agreed. The matter will be examined in the Study.
(h)	The impact of footpath widening on traffic should be assessed.	Agreed. The matter will be examined in the Study.