

Hong Kong, July 25, 2006

CB(1)2060/05-06(01)

Panel on Planning, Lands and Works
Legislative Council
Legislative Council Building
8 Jackson Road, Central,
Hong Kong
(Fax: 2869-6794 / email: cshiu@legco.gov.hk)

Waterfront Connectivity and Pedestrian Access along the Northern Shore of Hong Kong - CB (1)2022/05-06(01) – A paper by the Administration to the Panel on Planning, Lands and Works, for discussion on July 25, 2006.

Honorable Chairman and Members,

Our comments below are for your consideration in relation to the captioned paper.

The Corridor separates our vibrant city environment and the harbour

Our vibrant city and the harbour are separated by a Corridor stretching nearly the entire Northern Shore consisting of the main trunk roads: Connaught Road, Harcourt Road, Gloucester Road, Victoria Park Road, and the Island Eastern Corridor.

Action: Additional elevated and subway pedestrian crossings of the corridor are required. *(The captioned paper identifies one new crossing between Tamar and Admiralty.)*

Vibrant city south of the Corridor, a virtual dead zone north of the Corridor

The latest developments north of the Corridor - Wanchai North and Central Ferry Piers - are virtually dead zones at ground level: Large podium style structures without interaction at street level connected primarily with foot-bridges.

The areas south of the Corridor (Western, Central, Wanchai, Causeway Bay, North Point) have a successful and active ground level with ample at grade connections and a wide variety of land uses, creating vibrant destinations with multiple attractions for residents and visitors.

Action: A harbourfront strategy prioritizing ground level activity with pedestrian crossings at grade and mixed land uses, smaller plots, multiple ownership, buildings interactive at ground level and roads aligned with interesting architecture and visual corridors at grade. *(The captioned paper identifies two possible new elevated walkways running east/west: one connecting Shun Tak Centre and the Sun Yat Sen Memorial park, and another connecting Tamar and the Wanchai Government Offices. It emphasizes grade separated crossings over P2 including a 58 meter deck in front of Tamar without any active uses, making P2 an additional trunk road aligned with concrete walls and podiums.)*

The Experience Group, Limited

24th Floor, Caroline Centre
28 Yun Ping Road
Causeway Bay

Tel (852) 2878 7272
Fax (852) 2180 9200

The success of Central are its multi-level and multi-modal connections for different users and uses

In Central, the vibrant ground level with many at grade crossings is supplemented with elevated and subway connections as well as trams and hill-side escalators. These additional connections increase the overall capacity specifically for commuters to traverse the area conveniently and under all weather conditions.

By their nature, elevated and subway connections are limited and restrictive functional connections mainly between transport services or between transport services and destinations which force pedestrian to go up and down stairs. Street crossings are shorter, allow greater freedom, and support more random and exploratory mobility. Combined with street level retail and other facilities, they facilitate a vibrant experience for residents and tourists, and a more diverse economic and social environment.

Action: To build out the network of elevated connections and to stop the removal of at-grade connections south of the Corridor. To prioritize multi-modal connections with a priority for the at grade environment North of the Corridor. To add transport services along the new water-front including a tram for short-distance transfer, and to fast-track the northern island line. *(The paper does not identify new transport services along the water-front).*

A continuous waterfront promenade was first conceived in 1972

In 1972, the concept for a continuous waterfront promenade was conceived, and the walkway which is now known as ‘the avenue of stars’ was made a mandatory requirement prior to approving redevelopment of the adjoining site.

Action: A policy to ensure outline zoning plans around the harbour, regulations for buildings around the harbour and development plans for the many Government properties on the water-front, include such requirement. To wrap a promenade around existing private sites or sites with marine access. *(The paper merely proposes to enhance access ‘whenever the opportunity arises.’)*

Herewith we so submit for your consideration.

Yours sincerely,



Paul Zimmerman
Convenor
Designing Hong Kong Harbour District

Enclosed a summary of comments on the paper ‘Waterfront Connectivity and Pedestrian Access along the Northern Shore of Hong Kong’ - CB (1)2022/05-06(01)

Summary of Comments

Waterfront Connectivity and Pedestrian Access along the Northern Shore of Hong Kong - CB (1)2022/05-06(01)

	Paper	Comments
	Reference numbers refer to the captioned paper produced by the Administration for discussion with the Legislative Council's Panel on Planning, Lands and Works, on 25 July, 2006.	Comments are by Designing Hong Kong Harbour District
Purpose	The paper informs of enhancement measures and plans	The Harbour-front Enhancement Committee has yet to see this paper.
Current situation	Easy (2) ... pedestrians and tourists can easily walk from the mid/levels down to the Central-Sheung Wan waterfront	Easy? The escalator provides an option for mid-levels commuters to go to work or back home.
	Podium level (3) ... podium level ... is an important feature of pedestrian access network	Podium communities?? Great additional capacity in Central. Sole reliance has turned the street level into dead zones in other areas.
	Significantly enhanced walking environment (4) Extensive underground/elevated pedestrian networks have significantly enhanced the walking environment..	Significantly interrupted street level Grade separated networks provide capacity for specific users, however, removal of street crossings has reduced the quality of the walking environment.
	Most of harbour-front is private (24) Most parts .. are occupied by private developments and public facilities ...	Government owns the harbourfront Surveys show that the majority is occupied by roads, land and facilities under direct Government control.
	Limited opportunities (7) Marine access has limited the opportunity for a continuous water/front promenade ... densely developed northern shore hampers the scope for enhancing public access.	Start trying, and try harder. Promenades can be wrapped around facilities, a tram can run along the water, more footbridges and subways can cross the (Connaught, Harcourt, Gloucester Road) Corridor. However, a budget needs to be identified.

Strategy	Long-term planning (8,9) - Endeavour temporary improvement measures whenever practicable; - Whenever opportunities arise we will enhance; - Some planned facilities are cited (sic) in the paper	Recommended strategies for the harbourfront 1. Promote ground level vibrancy 2. Make the harbour-front a destination, an experience 3. Prioritize marine, harbourfront dependent land uses 4. Provide multi-level, multi-modal connections catering for different users and uses (commuters versus tenants versus local/foreign visitors)
Identify users for connections	Government employees (17) ... to connect the Wan Chai Group of Government Offices with the future Government Compound on Tamar ... trim walking time to about 10 minutes...	User analyses A thorough strategy is required for pedestrian mobility, identifying specific groups and uses along the entire waterfront, not limited to Government employees...
Kennedy Town	Seeking opportunities during land use review	Resources are required to commence on the various Harbour-front Enhancement Reviews set out in the Harbour Planning Framework
Sheung Wan	A 600 meter east/west walkway between Shun Tak and Shun Yat Sen Memorial Park is included. Possible open spaces along the water have been identified.	New connections across the Corridor are required. An integrated review of zoning and land uses is required to materialize the plans set out in the Harbour Plan Study. The tram can connect here to the water-front.
Central and Admiralty	In addition to the outline zoning plan, a new walkway is proposed between Tamar and the Wanchai Government Offices	To ensure P2 is a boulevard aligned with great architecture and visual corridors into the city and to the harbour, a rethink is required including the 58 meter deck over the road. The mix of land uses will need to be reviewed to make the area vibrant.
Wanchai	New temporary plans for the cargo bay handling area are mentioned without detail	Plans are unclear and no budget or funding has been identified
Eastern District	A commitment to connect Shau Kei Wan and Hoi Yu Street is included	The paper fails to identify North Point Estate, submerging the Island Eastern Corridor, and any action around the various Government facilities along the Eastern waterfront.