

**For discussion  
on 29 June 2004**

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**Pedestrian Plan for Causeway Bay**

**PURPOSE**

This paper seeks Members' comments on the proposed pedestrian plan for Causeway Bay. A copy of the Consultation Digest is enclosed at Annex.

**BACKGROUND**

2. On 26 April 2002, we consulted Members on the principles, guidelines and framework for pedestrian planning recommended in the Study on Planning for Pedestrians (LC Paper No. CB(1) 1508/01-02(01)). Members were generally in support of the objective to improve the pedestrian environment and giving priority to pedestrians. Based on the principles and guidelines, we have further developed a pedestrian plan for Causeway Bay.

**VISION AND PROPOSALS**

3. The vision of the pedestrian plan is to turn Causeway Bay into a "Paradise" for shoppers. To achieve the vision, we would strive to improve the environment for pedestrians.

4. The key proposals in the pedestrian plan include –

- Full-time pedestrianization of Kai Chiu Road and closure of Hennessy Centre carpark, and relocation of the loading/unloading bay at Hennessy Centre;

- Construction of an underground pedestrian-cum-retail link across Hennessy Road;
- Development of public transport interchanges (PTIs) at Caroline Hill Road, under Victoria Park and near Bowrington Road Market;
- Building of new MTR entrances; and
- Turning Hennessy Road/Yee Wo Street into a bus and tram only corridor.

Details of the proposals are set out in the Consultation Digest at Annex.

## **PUBLIC CONSULTATION**

5. We have just commenced a public consultation exercise on the Pedestrian Plan for Causeway Bay. The consultation activities include briefings to the Wan Chai District Council, concerned statutory and advisory bodies such as the Town Planning Board; and public forums for the stakeholders, such as the interest groups, local shop-owners and residents.

6. The consultation will last until the end of August 2004. We would consider the views collected in the public consultation in finalizing the proposals and mapping out the way forward for the implementation of the proposals. Subject to the public views received during the consultation, we intend to negotiate with the owner of Hennessy Centre to allow suitable conversion of the carpark for commercial uses in order to implement one of the key proposals in the pedestrian plan, i.e. the full-time pedestrianization of Kai Chiu Road.

## **ADVICE SOUGHT**

7. Members are invited to comment on the pedestrian plan for Causeway Bay.

## **ATTACHMENT**

Annex: Pedestrian Plan for Causeway Bay – Public Consultation Digest

**PLANNING DEPARTMENT**  
**JUNE 2004**

[SS12:LCPaper-PedCauseway]

Annex 附件

銅鑼灣

銅鑼灣行人環境規劃圖則  
公眾諮詢摘要

Pedestrian Plan for Causeway Bay  
Public Consultation Digest

HONG  
KONG



Causeway Bay

## 銅鑼灣

### 引言

加強行人環境規劃，是提升市民生活環境質素的重要一環。為配合政府致力改善行人環境的目標，規劃署在二零零一年三月開展了「行人環境規劃研究」。

我們曾於二零零二年一月至四月就上述研究建議的行人環境規劃原則、概念和指引進行公眾諮詢。基於所蒐集的意見，我們編備了這份銅鑼灣行人環境規劃圖則，現誠意邀請你就這份圖則給予意見。

### 購物者天堂 - 我們的理想

銅鑼灣是香港最受歡迎的購物區之一，不分晝夜，區內都是遊人如鯽，車水馬龍。然而，行人擠擁擠、人車爭路、繁忙交通所造成的空氣污染和噪音、行人過路設施匱乏、道路標誌散亂及街道景觀沉悶，都令行人環境不夠舒適。

政府擬議在海旁興建中環灣仔繞道。在這條道路建成後，往來南島東西的交通將無須取道銅鑼灣。我們亦希望藉著在核心區旁邊設立公共交通交匯處，減低核心區內交通的負荷。在紓緩交通擠塞後，我們將可大大改善地區的行人環境。

我們的理想是促進銅鑼灣成為購物者的天堂。為此，我們會致力改善行人環境和安全，減低車輛廢氣和引入私人資源以完善行人設施。



銅鑼灣



## Causeway Bay



### Introduction

Promoting better planning for pedestrians is one of the means to enhance the quality of our living environment. As part of the overall Government efforts in enhancing the pedestrian environment, Planning Department commissioned the Study on Planning for Pedestrians in March 2001.

We consulted the public from January to April 2002 on the principles, concepts and guidelines for pedestrian planning. Based on these, we have prepared a Pedestrian Plan for Causeway Bay (the Pedestrian Plan). We would like to hear your views on the Pedestrian Plan.

### Shoppers' Paradise - Our Vision

Causeway Bay is one of the most popular shopping districts in Hong Kong. It is flocked with crowds of people and heavy traffic day and night. However, congested footpaths, pedestrian/vehicular conflicts, noise and air pollution from traffic, difficulties in crossing the roads, cluttered signage and monotonous streetscape make walking on the street not so enjoyable.

With the completion of the proposed Central-Wan Chai Bypass at the waterfront, through traffic could be diverted from Causeway Bay. Opportunities also exist to provide public transport interchanges at some fringe locations to reduce traffic in the inner core. When traffic is reduced, we can greatly improve the pedestrian environment.

Our vision is to turn Causeway Bay into a "Paradise" for shoppers. In achieving our vision, we would strive to improve the environment and safety for pedestrians, reduce air pollution and harness private resources to bring about enhancements.

## 行人優先使用區

我們建議採用「行人優先使用區」這個規劃概念去改善介乎亞士打路、維多利亞道及亞士打路之間的行人環境。行人在區內可優先使用路面空間。為了達至這個目標，我們擬訂了一系列建議，提供一個利便行人的環境。



## Pedestrian Priority Zone

We propose to adopt the planning concept of Pedestrian Priority Zone (PPZ) for the area bounded by Gloucester Road, Leighton Road and Canal Road East. Within the PPZ, the priority of the use of road space is given to pedestrians. To achieve this aim, a number of measures are proposed, essentially to provide a pedestrian-friendly environment.



## 銅鑼灣行人環境規劃圖則

這份行人環境規劃圖則是根據行人優先使用區的概念編寫的。主要的建議設計於第5及第6頁的圖則。

## Pedestrian Plan for Causeway Bay

The Pedestrian Plan is prepared based on the concept of PPZ. The major proposals are shown in the plan on pages 5 and 6.

## 實施時間

把軒尼詩街劃定為電車及巴士專用走廊，以及在庫多利亞公園地底設立公共交通匯處等主要建議，都是比較長遠的計劃。這些項目的落實取決於是否能夠建成中環灣仔繞道，以減少取道銅鑼灣的交通。

加路連山道重建計劃(即機電工程署工場現址和相鄰政府土地的匯集)所留出的公共交通匯處屬於中期實施的建議。在這個公共交通匯處落成後及交通情況容許下，大部分行人專用計劃均可在中期實施。

各項改善街道景觀及擴闊行人路的建議，可在資源許可的情況下實施。把啟道擴闊作全日行人專用道，以及發展地下行人通道暨購物街廣場建議，在相關技術問題得到解決後，亦可在短時間內實施。



## Implementation Time-Frame

Implementation of some of the core proposals like the tram and bus only corridor at Hennessy Road and the public transport interchange (PTI) under Victoria Park is mainly long term and hinges upon completion of the Central-Wan Chai Bypass to reduce through traffic.

The PTI within the Caroline Hill redevelopment project (i.e. redevelopment of the existing Electrical and Mechanical Services Department workshops and adjoining Government sites) would be implemented in the medium term. Most pedestrianisation schemes could also be medium term projects, subject to the completion of the PTI within the Caroline Hill redevelopment project and confirmation of traffic impact.

The various streetscape improvement and footpath widening proposals could be implemented subject to resource availability. Full-time pedestrianisation of Kai Chiu Road and the underground pedestrian-cum-retail link could be implemented in the short term subject to resolution of relevant technical issues.

## 照顧駕駛人士的需要

雖然行人在行人優先使用區內享有優先使用路面空間的權利，我們亦小心平衡其他駕駛者的需要。行人優先使用區內大部分的地方會繼續開放給私家車輛使用，為確保行人的安全。在這些地區會實施過渡式交通措施以減低行車速度。我們亦會在區內設置上落客貨區，並容許車輛在特定期段內在指定的位置上落客貨。



## Accessibility to Traffic

Although pedestrians enjoy priority in the PPZ, the needs of drivers are carefully balanced. Private vehicular traffic will continue to be able to access to most parts of the area. For pedestrian safety, however, the speed would be lowered through traffic calming measures. Designated laybys would be provided and loading/unloading activities would be allowed at specified time periods.





## 啟超道全日行人專用區

啟超道是連接銅鑼灣區內兩個購物熱門地點，高貴百貨和時代廣場的主要行人通道。在繁忙時段，啟超道的行人流量達每小時一萬二千人，道路兩旁的行人路擠得寸步不週，行人隨著走到馬路上，造成人車爭路的險象。此外，興利中心的上落貨車位於狹窄人多的路口，而出該處的貨車更加對路過人群的安全構成嚴重威脅。

為了締造一個安全和舒適的行人環境，我們建議把啟超道轉作全日行人專用區。要落實這項計劃，須關閉興利中心的停車場，並須遷移該中心位於渣甸坊的上落貨車。

我們計劃與興利中心的業主商議，將當地改建現有停車場作商業用途，在這處進行下列的全面改善行人環境計劃：

- ▶ 關閉興利中心停車場
- ▶ 把興利中心現時的上落貨車遷移到利園山道，以減少對行人的威脅
- ▶ 把興利中心面向軒尼詩道的建築物界線內移，以擴展行人路
- ▶ 在興利中心地面提供一條連接軒尼詩道及啟超道的通道，以方便行人來往

## Full-time Pedestrianisation of Kai Chiu Road

Kai Chiu Road is the main pedestrian corridor from Sogo to Times Square, two key pedestrian attractors in Causeway Bay. At peak times, pedestrian flows reach 12,000 persons/hour. The pavements on both sides of the road are highly congested and pedestrians are forced to walk on the carriageway causing serious pedestrian/vehicular conflicts. In addition, heavy vehicles manoeuvring into/out of Hennessy Centre's loading/unloading bay pose serious safety threats to the pedestrian crowd.

For pedestrian safety and comfort, we propose to pedestrianise Kai Chiu Road on a full-time basis. This would require closure of the carpark at Hennessy Centre and relocation of their loading/unloading bay at Jardine's Crescent.

We intend to negotiate with the owner of Hennessy Centre to allow suitable conversion of the carpark for commercial uses and, in return, to achieve a comprehensive pedestrian improvement scheme at this location covering:

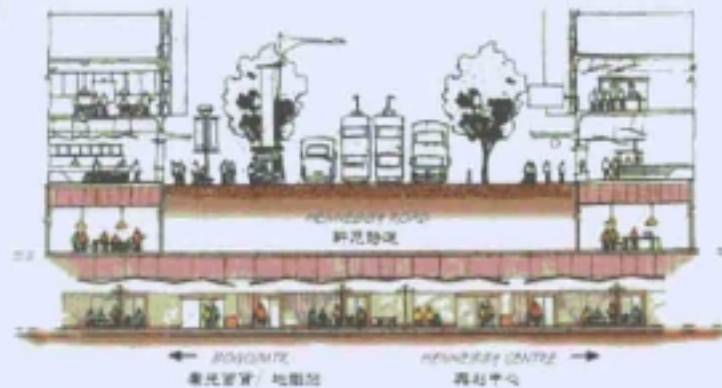
- ▶ Closure of the carpark
- ▶ Relocation of the existing loading/unloading bay to Lee Garden Road to remove the pedestrian safety hazard
- ▶ Building setback at Hennessy Road for footpath widening
- ▶ Provision of a ground floor passageway connecting Hennessy Road and Kai Chiu Road for better pedestrian circulation





## 貫穿軒尼詩道的地下通道

軒尼詩道分隔開銅鑼灣核心區，是該區行人南北流向的主要障礙。在樂光百貨對面軒尼詩道/怡和街交界的行人過路處，整天都擠滿大批過馬路的人群。我們建議興建一條附有購物設施，連接興利中心、樂光百貨及銅鑼灣地鐵站的地下通道。該通道不但可疏導橫過馬路的人群，並且有助融合軒尼詩道兩旁的購物店舖。這項計劃亦可用以測試在銅鑼灣發展地下購物街網絡的可行性和潛力。



## Underground Link Across Hennessy Road

Hennessy Road is a major barrier to north/south pedestrian movements in the heart of Causeway Bay. The pedestrian crossing at Hennessy Road/Yee Wo Street fronting Sogo is highly congested throughout the day. We propose to construct an underground pedestrian-cum-retail link, preferably to connect Hennessy Centre, Sogo and the MTR Station. The link will relieve the congestion and integrate the existing retail facilities on both sides of Hennessy Road. This pilot scheme will test the viability and potential of developing a network of underground shopping facilities in Causeway Bay.



## 你的意見

我們誠意邀請你就改善銅鑼灣行人環境的概念和擬議的建議給予意見，也歡迎你就引入私人資源以推行發展全日行人專用區和地下行人通道暨購物街的計劃表達你的看法。

我們提出以下問題供大家討論：

- ▶ 我們應否透過改善行人環境規劃去促進銅鑼灣成為購物者的天堂？
- ▶ 我們應否在銅鑼灣給予行人優先使用路面空間的權利？
- ▶ 我們應該怎樣在銅鑼灣推行行人優先使用區的概念？
- ▶ 改善銅鑼灣的行人環境，以及貨車在狹窄人多的路口做出與利中心上落貨處的情況，是否令人滿意？
- ▶ 政府應否與利中心的業主商討，遷移上址的上落貨處及關閉停車場，以實施發展全日行人專用區計劃？
- ▶ 貫穿軒尼詩道的地下行人通道暨購物街計劃是否值得推行？
- ▶ 你對在銅鑼灣發展地下購物街網絡有什麼意見？
- ▶ 政府應如何引入私人資源去推行各項行人環境改善計劃？

## Your Views

You are cordially invited to provide comments on the concepts and the broad proposals to improve the pedestrian environment of our Causeway Bay. Your views on the suggestion of tapping private resources to implement the Kai Chiu Road and underground link projects are welcome.

The following questions are set out to stimulate discussion :

- ▶ Should we turn Causeway Bay into a "Paradise" for shoppers through better pedestrian planning?
- ▶ Should we accord higher priority to pedestrians in the use of road space in Causeway Bay?
- ▶ How far should we go with the concept of PPZ in Causeway Bay?
- ▶ Is the existing pedestrian environment at Kai Chiu Road and the vehicle manoeuvring activities at the loading/unloading bay of Hennessy Centre satisfactory?
- ▶ Should the Government negotiate with the owner of Hennessy Centre to relocate the loading/unloading bay and remove the carpark for full-time pedestrianisation of Kai Chiu Road?
- ▶ Is the underground pedestrian-cum-retail link across Hennessy Road worthy of pursuit?
- ▶ What are your views on the development of a network of underground shopping facilities in Causeway Bay?
- ▶ How could the Government harness private resources to implement the pedestrian planning proposals?

## Pedestrian Plan for Causeway Bay

## 怎樣發表你的意見

你的意見對我們修訂編譯灣行人環境規劃圖則內各項建議及實施上述兩項改善計劃極為重要。

請你在二零零四年八月二十八日前，以下列途徑提出意見：

- 郵寄： 香港北角渣華道333號北角政府合署16樓規劃署
- 傳真： 2522 8524
- 電子郵件： [sspd@pland.gov.hk](mailto:sspd@pland.gov.hk)

## How to Send Your Comments

Your views on pedestrian planning for Causeway Bay will be of great value to us in finalizing the proposals of the Pedestrian Plan and in taking forward the two projects.

Please send your comments to us before **28 August 2004** by :

- post : Planning Department  
16/F, North Point Government Offices  
333 Java Road  
North Point, Hong Kong
- fax : 2522 8524
- e-mail : [sspd@pland.gov.hk](mailto:sspd@pland.gov.hk)

## 進一步資料

「行人環境規劃研究」的背景、本份諮詢摘要以及其他關於編譯灣行人環境規劃圖則的詳細資料，已上載規劃署的網頁(網址為 <http://www.info.gov.hk/planning>)。

如有任何進一步查詢，請致電 2231 4652 或 2231 4637和我們聯絡。

## Further Information

Information on the background of the Study, this consultation digest and more details of the proposals in the Pedestrian Plan for Causeway Bay are available at PlanD's website at <http://www.info.gov.hk/planning>.

For further enquiry, please contact us at 2231 4652 or 2231 4637.