

**For Discussion  
on 25 July 2006**

**Legislative Council**

**Panel on Planning, Lands and Works**

**Waterfront Connectivity and Pedestrian Access  
along the Northern Shore of Hong Kong**

**PURPOSE**

This paper informs members of the waterfront connectivity and pedestrian access along the northern shore of the Hong Kong Island (the northern shore) and the related enhancement measures and plans.

**EXISTING WATERFRONT CONNECTIVITY AND PEDESTRIAN  
ACCESS ALONG THE NORTHERN SHORE**

2. Currently, members of the public mainly gain access to the waterfront from Sheung Wan to Wan Chai by at grade crossings, footbridges, grade-separated pedestrian walkways or subways. The grade-separated pedestrian walkways/subway across the busy Connaught Road Central and West corridors provide important pedestrian access between the Central/Sheung Wan waterfront and their hinterland. With the Central to Mid-levels Escalator and Walkway System, pedestrians and tourists can easily walk from the Mid-levels down to the Central/Sheung Wan waterfront.

3. Making use of the podium level and the internal circulation spaces of commercial buildings at the harbour-front sites for pedestrian movement is an important feature of our pedestrian access network. Notable examples include the system linking up Exchange Square, International Finance Centre (IFC) I & II, the Airport Railway Hong Kong Station and the ferry piers in Central/Sheung Wan; the network between Garden Road and Harcourt Garden; and the system connecting buildings around Sun Hung Kai Centre and the Immigration Tower and the MTR Station in Wanchai.

4. The extensive underground/elevated pedestrian networks have significantly enhanced the walking environment and pedestrian safety and reduced pedestrian and vehicular conflicts at ground level in the area.

5. In other parts of the northern shore, there are fewer trunk roads running at grade. The pedestrian access to the waterfront is mainly via footpaths and at grade crossings.

6. At present, there are different types of land use in the northern shore including transport infrastructure, some promenades, open spaces, private developments and public facilities requiring marine access. To the west in Kennedy Town, recreation ground, park and garden, public cargo working area, public mortuary, an ex-abattoir, an ex-incinerator, and private developments are located at the shore. Similarly, at the waterfront of Wan Chai North, there are different types of land use including typhoon shelter, yacht club, exhibition centre, sports centre, open space and promenade. In the densely developed Eastern District, developments have been built up to the edge of the waterfront at some locations, including City Garden and Kodak House, while some parts have been developed as public open space or promenade.

7. The presence of public facilities requiring marine access (e.g. the Western District Public Cargo Handling Area in Kennedy Town and the Western Wholesale Food Market in Sheung Wan) and private developments up to the waterfront (e.g. in Kennedy Town and North Point) has limited the opportunity for a continuous waterfront promenade. The densely developed northern shore also hampers the scope for enhancing public access to the waterfront.

8. Notwithstanding the above constraints, we share the public aspiration for a waterfront that is accessible to and enjoyable by the public. Whenever opportunities arise, we will implement measures that will enhance access to the harbour-front and pedestrian link along the northern shore.

## **ENHANCEMENT MEASURES / PLANS**

9. Some planned facilities, studies and possible measures for waterfront enhancements from the west to the east along the northern shore are cited in the ensuing paragraphs. Apart from undertaking long-term planning, we also endeavour to introduce temporary improvement measures whenever practicable. The plan at **Annex** shows the existing waterfront connectivity and pedestrian access along the northern shore, and the enhancement measures and plans.

### Kennedy Town

10. In undertaking the land use review for the Kennedy Town, we will seek the opportunities to re-plan the waterfront for public enjoyment. In the longer term, the vacated ex-incinerator and ex-abattoir, Victoria Public Mortuary and the China Merchants Wharf sites could offer opportunity for incorporating a waterfront promenade connecting Cadogan Street Garden.

### Sheung Wan

11. The vacant site near the Western Harbour Crossing Ventilation building will be developed into the Sun Yat Sen Memorial Park Phase II. With the completion of the Memorial Park and the temporary open space at the ex-Gala Point to its east scheduled for 2011 and 2009 respectively, a large waterfront open space will be formed, connecting Shun Tak Centre to Western Park Sports Centre. In the interim, the concerned strip of land along the waterfront has been developed as a temporary public promenade.

12. In the long run, the ex-barging point site will be developed into a public open space, forming an extension of the waterfront promenade at the Sun Yat Sen Memorial Park.

13. We intend to provide a comprehensive walkway system linking up the Sun Yat Sen Memorial Park with the Central district through the provision of a 600m long elevated pedestrian walkway between Shun Tak Centre and the existing Wilmer Street footbridge. This would greatly enhance the accessibility to the Sheung Wan waterfront. With the proposed Phase II of the Memorial Park and the walkway extension, the Wilmer Street footbridge would be a convenient pedestrian link to the Memorial Park.

### Central and Admiralty

14. Some pedestrian links would be provided under the on-going Central Reclamation Phase III (CRIII) main contract, comprising a 58m (approx.) wide at grade open deck connecting the Tamar site to the waterfront promenade, and three 5-m wide at grade crossings (i.e. in vicinity of General Post Office, City Hall and Central Barrack) along Road P2 providing north-south pedestrian access to the new Central waterfront. In addition, the contract also includes the construction of a temporary elevated walkway along Man Yiu Street connecting the existing Connaught Place elevated walkway in Central to the new waterfront.

15. After the completion of the CRIII main contract, four grade-separated walkways across Road P2 are planned to be provided in conjunction with future developments. One of them would be a landscaped pedestrian deck within the “Comprehensive Development Area” (“CDA”) site immediately east of Man Yiu Street together with associated all-weather pedestrian links, to replace the temporary elevated walkway along the street. The other three elevated walkways would connect the “Other Specified Uses” (“OU”) sites for waterfront related commercial and leisure uses in the vicinity of City Hall, CITIC Tower and Wan Chai West Sewage Screening Plant. The walkways connecting to City Hall and CITIC Tower, as well as the Tamar deck and the deck east of Man Yiu Street, would create a total of four major pedestrian corridors to the waterfront in the area.

16. Moreover, there would be a 1.4 km long waterfront promenade forming part of an east-west pedestrian link along the Central and Wan Chai reclamation areas. The promenade, together with nearby open spaces and pedestrian links, would connect the harbour front to the parks further inland. The waterfront promenade varying in width from 30m to 120m provides a variety of activity spaces for different harbour-front experiences. It and the adjoining harbour-front public open spaces cover a total area of about 11 ha.

17. We are looking at a possible connection among the existing elevated walkway systems in Admiralty and Wan Chai upon completion of the new Central Government Compound and Legislative Council Compound at Tamar. An east-west footbridge on Gloucester Road and Harcourt Road is under study to connect the Wan Chai Group of Government Offices with the future Central Government Compound in order to trim the walking time between these two locations to about 10 minutes. The extended walkway would also provide a more direct and comfortable access for pedestrians along this part of the waterfront.

18. Planning Department will commission a study to refine the urban design framework of the Central waterfront running from Four Seasons Hotel in the west to CITIC Tower in the east. The study would identify improvements to the quality of the waterfront open space and pedestrian linkages within the study area.

### Wan Chai

19. A quick-win project is being planned to open up the waterfront area in the ex-cargo working area along Hung Hing Road for public enjoyment prior to the commencement of the Wan Chai Development Phase II (WDII) works. The proposed works will provide a pedestrian link and amenity areas between

the Wan Chai Ferry Pier and the Hong Kong Royal Yacht Club.

20. Construction of the Central – Wan Chai Bypass will provide opportunities to create a continuous harbour-front promenade extending from CRIII to Oil Street in North Point. In planning the Trunk Road connecting to the existing Island Eastern Corridor, due regard is given to facilitating uninterrupted east-west pedestrian connection. We will also explore the creation of points of interest and activity nodes of different themes along the harbour.

21. We place equal emphasis on enhancing pedestrian accessibility to the harbour-front via extension of footbridges and at-grade pedestrian walkways. Additional linkages would be provided to match principal activity nodes at the harbour-front.

### Eastern District

22. In the Eastern District, land has been planned and reserved for public open space, including Quarry Bay Park Phase II and the site immediately to the east of Aldrich Garden connecting the old Shau Kei Wan area with the waterfront. Along the waterfront, land to the north of Hoi Yu Street has been planned for waterfront promenade and cultural, commercial, leisure and tourism related uses to create a vibrant waterfront. These planned facilities will integrate with the existing Quarry Bay Park and promenade to form a continuous waterfront in the Eastern District.

23. Besides, the continuous harbour-front promenade extending from CRIII to Oil Street as suggested in paragraph 20 would provide more open space in the Eastern District. Again, we will seek to maximize accessibility to the new waterfront for pedestrians.

## **CONCLUSION**

24. Most parts of the northern shore of Hong Kong Island have been developed for a long time and are occupied by private developments and public facilities requiring marine access. The provision of a completely continuous waterfront promenade along the shore would be very difficult. However, we will make every endeavour to enhance the waterfront wherever possible. For example, we have planned and implemented a promenade in the more recently developed areas in Sai Wan Ho and Aldrich Bay. In planning CRIII and WDII, we have been placing great emphasis on the enhancement of the harbour-front area and the connectivity with the hinterland.

Such enhancements will continue to be one of our foremost considerations in carrying out land use reviews.

25. In drawing up the enhancement measures and plans, we will adopt a people-oriented approach. We will engage the community in the planning process. We are committed to making Victoria Harbour accessible and providing an integrated network of open space and pedestrian links along the northern shore.

26. Members are invited to note the paper.

## **ATTACHMENT**

Annex            Plan showing waterfront connectivity and pedestrian access  
                     along the northern shore of the Hong Kong Island

**Housing, Planning and Lands Bureau  
Environment, Transport and Works Bureau  
Civil Engineering and Development Department  
Planning Department  
Transport Department**

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