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1. The Need for Better Pedestrian Planning

1.1 Study Background

In recognition of the needs of pedestrians and Government's policy objective to enhance the quality of our living environment, the Planning Department commissioned the Study on Planning for Pedestrians in March 2001 to formulate a planning framework setting out the principles, concepts, guidelines and standards for pedestrian planning to provide guidance for the public and private sectors in the development process.

The main objectives of the Study are:
(a) To assess the overall pedestrian linkages and problems within the Study Area;

(b) To formulate a broad planning framework setting out the principles, concepts, standards and guidelines for pedestrian planning;

(c) To apply the pedestrian planning framework in the preparation of Pedestrian Plan for selected Action Areas; and

(d) To examine the implementation mechanisms for pedestrian proposals.

1.2 Study Scope and Approach

Since planning for pedestrian facilities has been an integral part of planning of new towns and new development areas, the Study Area is mainly confined to Hong Kong Island and Kowloon (Plan 1). The Study is planning-led and takes an integrated landuse, traffic, urban design and environmental approach to tackle the pedestrian problems.

1.3 Pedestrian Planning Problems in Hong Kong

Pedestrian problems are evident in the main urban areas which were developed in earlier times. The existing urban areas were developed to serve the functional requirements of those times with street designs oriented for efficient vehicular traffic circulation. With urban changes over time and the rising public aspirations, walking is a currently unpleasant experience in many parts of urban Hong Kong.

Pedestrians commonly encounter problems like narrow and overcrowded pavements, barriers to movement, pedestrian/vehicular conflicts, unsatisfactory crossing facilities, traffic pollution, unattractive streetscape, inadequate weather protection, and poor signage. The pedestrian environment is also unfriendly to the elderly and physically disabled.

1.4 Overseas Experience in Pedestrian Planning

The experience of ten American, European and Asian cities were reviewed. The overseas cities face similar problems to Hong Kong. The existing urban fabric developed in early days imposes many constraints to improving the pedestrian environment. To re-assign more space, particularly from streets, to pedestrians, there needs to be a good balance of interests between pedestrians and drivers. Traffic has to be better managed and suitable loading/unloading facilities should be provided to serve local needs. There is also a need for corresponding adjustments to people's mindset of convenience and their habit of over-reliance on the use of private cars.

The concept of 'pedestrian first' is widely accepted in the use of road space although some inconvenience may be caused to some other road users. The concept of public realm has also been widely accepted and applied in pedestrian planning, i.e. pedestrian planning should not be confined just to streets and footpaths, but rather to all types of public space, making them accessible on foot and attractive for the enjoyment of people.
Other important lessons from overseas experience include:

- **vision** - the long-term vision sets the direction for better pedestrian planning.

- **approach** - an integrated and area-based approach is required to improve the multi-faceted pedestrian environment effectively.

- **environmental quality** - pedestrian planning can reduce pollution levels and enhance street character by upgrading environmental quality.

- **barrier-free access** - the pedestrian environment is friendly to all users including children, the elderly and the disabled.

- **community participation** - consensus building helps ownership of the proposals and facilitate implementation.

- **private sector contribution** - non-Government funding, including donations, could be tapped to finance construction, management and maintenance of pedestrian projects.

2. New Framework for Pedestrian Planning

2.1 Strategy for Pedestrian Planning

As a compact city with high population concentration and an efficient public transport system, opportunities exist to turn Hong Kong into a pedestrian city. The Study proposes the vision to create a world class pedestrian environment where the public realm is an attractive, convenient and enjoyable place for people.

A 3-tier strategy for pedestrian planning is proposed:

(a) **Promote pedestrian planning for railway catchment areas**

Railway will be the backbone of the passenger public transport network in the next couple of decades and almost 70% of population and 80% of jobs will be placed within the catchment areas of railways. With railway stations in close proximity, opportunity should be taken to promote walking and railway as an integrated mode of transport through better pedestrian planning within the catchment areas of railways. Future strategic developments should be located around railway stations to enhance pedestrian planning.

(b) **Strengthen pedestrian planning for non-railway based public transport network**

Non-railway based forms of public transport, including franchised buses, public light buses, trams and ferries, complement the railway network. Public transport interchanges should be co-located with railway stations to facilitate convenient and comfortable interchange from railway to other modes of public transport. The non-railway based public transport, particularly at key public transport interchange points, should be supported by good pedestrian planning.

(c) **Development of pedestrian network at local level**

Well-designed pedestrian networks would promote walking and are the cornerstone of a pedestrian city. Better planning and design of pedestrian network/facilities (including mechanised facilities) would bring people from transport nodes to their final destinations and facilitate walking within the locality. Development of good pedestrian networks within large public and private residential estates or other developments and their linkages to transport nodes should also be promoted.

2.2 Principles for Pedestrian Planning

The concept of the public realm is the most fundamental element for pedestrian planning. The public realm - including street, footpath, pedestrian areas and public spaces - should be an attractive and enjoyable place where people are able to walk, meet and take leisure in safety and comfort. To have better and more effective pedestrian planning for the public realm for people, four guiding principles are proposed:

(a) **Linkage**

Pedestrian routes should be clear, direct and with signage for easy recognition. They should be free of barriers to users and take pedestrians directly to where they want to go. Mechanised pedestrian facilities such as escalators, lifts and travellators could be considered to enhance pedestrian linkages and overcome level differences.

(b) **Safety**

Pedestrian and vehicular conflict should be minimized. The design should enhance pedestrian safety and personal safety. Footways should be separated from road vehicles and pedestrian facilities should be well-lit.

(c) **Accessibility and Comfort**

Accessible and properly designed pedestrian facilities as well as adequately wide footpaths with rationalized street furniture/landscaping, better air circulation and where possible, with weather protection measures, should be provided.

(d) **Attractiveness and Vibrancy**

The pedestrian environment should be attractive, vibrant and with identity. Suitable pedestrian areas could be used for a variety of activities such as outdoor performances, alfresco dining, and flea markets to promote vibrancy of the general area.
2.3 Pedestrian Plan as a New Tool

Function
Pedestrian Plan is recommended as a new tool to improve the pedestrian environment. The Plan serves as a framework integrating multi-disciplinary efforts to tackle pedestrian problems. It is also a coordination platform for Government departments in the implementation of measures including pedestrian projects to enhance the quality of public space and also for involvement of the private sector.

Contents
The contents of a Pedestrian Plan will vary according to the specific problems and characteristics of an area. Basically, the following issues would need to be considered:

(a) **Baseline Information**
The existing situation including the pedestrian flow pattern, key pedestrian generators (e.g. railway stations, bus termini, ferry piers) and attractors (e.g. shopping centres, employment areas, residential developments, points of interest), traffic, landuse and local characteristics should be reviewed.

(b) **Pedestrian Problems, Issues and Opportunities**
The pedestrian problems, issues and opportunities are identified with reference to the principles of linkage, safety, accessibility and comfort as well as attractiveness and vibrancy.

(c) **Application of Pedestrian Priority Concept**
To consider how to apply the concept of pedestrian priority to the plan area: whether it could be applied on an area-wide basis or applied to individual streets only.

(d) **Improvement Proposals**
Broadly, there are five typical types of proposals:

(i) landuse restructuring opportunities
Opportunities for landuse restructuring for provision of public transport interchange outside core pedestrian areas to reduce penetrating traffic, small public piazzas, building setback for footpath widening and other improvement measures should be maximized.

(ii) linkage improvements
Linkages between pedestrian generators and attractors and various forms of linkages (at-grade, elevated or underground) could be considered.

(iii) traffic management measures
Measures include control of vehicle speed, traffic calming, pedestrianisation schemes and improvements to road junctions and pedestrian crossings. Suitable loading/unloading provision for local needs should also be considered.

(iv) **streetscape enhancement**
This covers streetscape design, greening and landscaping, rationalisation of street furniture, re-paving of footpaths, signage improvements and incorporation of public art.

(v) **access for all**
Appropriate facilities (e.g. disabled lift) should be provided for the disabled and elderly. Universal design should be adopted in the provision of pedestrian facilities.

(e) **Broad Impact**
The broad impact of the pedestrian proposals, particularly, on traffic impact, should be conducted to establish the prima facie feasibility of the proposals.

Preparation Process
As the Pedestrian Plan is to be an integrated improvement plan, the Study recommends it more appropriate for Planning Department to take the lead in plan preparation. Depending on the focus of improvement for the subject area, other departments like Transport Department could take the leading role if the objectives to be achieved are traffic oriented.

In preparation of Pedestrian Plans, it will be beneficial to have early involvement of concerned Government departments, particularly Transport Department to allow for concerted efforts to tackle pedestrian problems and also for endorsement of the proposals put forward. In addition to Government departments, early engagement of and consultation with the community including the key stakeholders will help to build community consensus. Focus group meetings involving local stakeholders and community leaders are useful in gauging community expectations, converging different and diverse views and developing proposals to address local problems. The Pedestrian Plans should also be put forward for public consultation to solicit public support.

Endorsement and Updating
The Pedestrian Plan is suggested to be an administrative plan as the pedestrian environment is rather fluid and subject to constant changes. A proper status should be assigned to the Plan so that concerned departments could make reference in their work to take forward the proposals or help them bid for resources allocation. It is appropriate to assign a status similar to Outline Development Plans for Pedestrian Plans. The Plans would be submitted to the Committee on Planning and Land Development for endorsement and be available for public inspection. They should also be subject to regular review so that the proposals are in pace with any changes in the pedestrian environment.
3. Application of Pedestrian Planning Framework

3.1 Focus Area Assessment

A focus area assessment to identify the pedestrian problems mainly of the urban areas of Hong Kong Island and Kowloon was conducted to provide reference for priority action areas. Ten assessment criteria on pedestrian planning problems and opportunities for enhancement were used in the assessment. The assessment suggests a higher priority for improvement of the pedestrian environment for the following 13 focus areas (Plan 2):

- Causeway Bay
- Central
- Soho-Lan Kwai Fong
- Mong Kok
- Tsim Sha Tsui
- Sheung Wan
- Wanchai
- Yau Ma Tei
- Kwun Tong Town Centre Area
- Kwun Tong Industrial Area
- Tsuen Wan
- Aberdeen
- Sham Shui Po

3.2 Pedestrian Plan for Causeway Bay

The Pedestrian Plan for Causeway Bay was the first plan completed in the Study and put forward for public consultation. The public responses were very supportive and encouraging. A summary of the concepts and pedestrian proposals in the Pedestrian Plan is provided in this Executive Summary as an illustration of application of the pedestrian planning framework. As formal public consultation has yet to be conducted for the other three Pedestrian Plans and to keep the Executive Summary concise for easy reading, the proposals in the three Plans are made available in the Final Report only.

Problems

As the most popular shopping district in Hong Kong, Causeway Bay is flocked with crowds of people and heavy traffic day and night. The pedestrian environment is characterized by congested footpaths, pedestrian/vehicular conflict, noise and air pollution from traffic, difficulties in crossing the road, cluttered signage and monotonous streetscape. These are indeed typical pedestrian problems common to other areas of the main urban areas.

Vision

The vision of the Pedestrian Plan is to turn Causeway Bay into a “Shoppers’ Paradise”. It aims to improve the environment and safety for pedestrians, reduce vehicular pollution and harness private resources to bring about enhancements.

Pedestrian Priority Area

The concept of pedestrian priority area (PPA) was adopted for Causeway Bay. The underlying principles of the PPA are to accord higher priority to pedestrians in the use of road space, accompanied with corresponding improvements to the pedestrian environment and to better manage vehicular traffic to the area. Based on the concept, a number of measures to provide a pedestrian-friendly environment are proposed.
Pedestrian Planning Proposals (Plan 3)

The proposals in the Pedestrian Plan are highlighted as follows:

(a) **PPA Core Proposals**

- New MTR entrances to extend the catchment network to increase the patronage

- Three public transport interchanges (PTI) at the fringe to relocate on-street public light

- Encourage public carparks at fringe locations

- Turning Hennessy Road/Yee Wo Street into a tram and bus only or even tram only corridor in the long term

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**LEGEND**

- Coverage of Pedestrian Priority Area (PPA)
- Existing / committed full-time pedestrianisation scheme
- Existing / committed part-time pedestrianisation scheme
- PPA Core Proposals
- Possible new MTR entrances
- Proposed public transport interchange (PTI) within Caroline Hill redevelopment
- Possible PTIs under Victoria Park and at Bowrington Road Market
- Tram and bus only corridor
- Full-time pedestrianisation of Kai Chiu Road
- Closure of Hennessy Centre carpark
- Relocation of Hennessy Centre's loading/unloading bay to Lee Garden Road
- Underground pedestrian-cum-retail link
- Encourage public carparks at fringe locations
- Improve pedestrian facilities for handicapped/elderly
- Provide suitable loading/unloading facilities
- Key Linkage Improvement
  - At grade linkage
  - Elevated linkage
  - Subway
  - Footpath widening
  - Key Streetscape Improvement
  - Piazzas at World Trade Centre and Sunning Road
  - Landscaped corridors
  - Streetscape enhancements (including greening, public art, signage etc)
  - Sustain vibrancy of activity areas
  - Key Traffic Management Measures
  - Full-time pedestrianisation
  - Part-time pedestrianisation
  - Enhance pedestrian crossings
  - Possible footbridge demolition
  - Restrict vehicle speed limit

Plan 3: Pedestrian Plan for Causeway Bay - Major Proposals
(b) **Catalytic Projects**
Two projects which could serve as catalysts to speed up the regeneration of the core area and bring spin-off effects to transform the pedestrian environment of the whole area are identified. They are:

(i) **Full-time pedestrianisation of Kai Chiu Road**
The project is proposed to solve the congested pedestrian environment at Kai Chiu Road which is the east-west pedestrian corridor from Sogo to Times Square as well as to eliminate the safety hazard posed by heavy vehicles manoeuvring into/out of Hennessy Centre’s loading/unloading bay. This would require closure of the carpark at Hennessy Centre and relocation of the loading/unloading bay at Jardine’s Crescent. Government intends to negotiate with the owner of Hennessy Centre to allow suitable conversion of the carpark for commercial uses as incentives and, in return, to achieve a comprehensive pedestrian improvement scheme at this location.

![Upgraded Environment of Kai Chiu Road](image_url)

(ii) **Underground pedestrian-cum-retail link across Hennessy Road**
This link connects to Hennessy Centre, Sogo and the MTR station. It will relieve the highly congested crossing fronting Sogo and integrate the existing retail facilities on both sides of Hennessy Road which is a barrier to pedestrian movements in the heart of Causeway Bay. It is a pilot scheme to test the viability and potential of developing a network of underground cum pedestrian shopping facilities in Causeway Bay.

![Underground Pedestrian - cum - retail link](image_url)

(c) **Linkage Improvement**
- Enhance Hennessy Road as the existing east-west linkage corridor
- Strengthen the north-south linkage from the waterfront to the proposed PTI at Caroline Hill
- Improve linkage to Victoria Park and Central Library
- Improve linkage to Wan Chai Road area
- New at-grade pedestrian links at Hennessy Centre and East Point Centre to overcome permeability problem caused by long building blocks
- Enhancement of backlanes at Russell Street and Yee Wo Street to improve connectivity
- Footpath widening at Hennessy Road, Jaffe Road and Lee Garden Road to reduce the level of pedestrian congestion

![Better Pedestrian Corridor](image_url)

(d) **Streetscape Improvement**
- Piazzas at World Trade Centre and Sunning Road to enhance the attractiveness of the public realm
- Landscaped corridors at Hennessy Road, Paterson Street, Great George Street and Kingston Street
- Streetscape improvements (including landscaping, rationalisation of street furniture, repaving, signage, artwork) at key pedestrian streets and local streets
- Enhance pedestrian environment to sustain vibrancy of activity areas

![Pedestrian Priority Environment](image_url)

(e) **Traffic Management Measures**
- Reduce vehicle speed to 30 km/hr in the PPA
- Full-time pedestrianisation at Kai Chiu Road/Pak Sha Road, Sunning Road and Jardine’s Bazaar
- Part-time pedestrianisation at Sugar Street
Accessibility to Traffic
Although pedestrians enjoy priority in the PPA, 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 for loading/unloading and picking up/dropping off would also be provided at appropriate locations or at specified time periods to cater for local needs.

Needs of the Disabled
The Pedestrian Plan advocates a pedestrian friendly environment for all users, including the disabled and the elderly. The Plan promotes universal design to achieve a barrier-free environment and to improve pedestrian facilities for the disabled and the elderly.

Implementation Time-frame
Implementation of some of the core proposals like the tram and bus only corridor at Hennessy Road and the 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 would be implemented in the medium term. Most pedestrianisation schemes could also be medium term projects subject to completion of the PTI within the Caroline Hill redevelopment project and confirmation of traffic impact by that time.

The various streetscape improvement and footpath widening proposals could be implemented subject to resources availability. The catalytic projects of full-time pedestrianisation of Kai Chiu Road and the underground pedestrian-cum-retail link, which play a pivotal role in improvement of the area, would be implemented in the short term subject to resolution of relevant technical issues.

Public Consultation and Way Forward
An extensive public consultation exercise on the Pedestrian Plan for Causeway Bay was held from June to August 2004. It included consultation with LegCo (Panel on Planning, Lands and Works), Wan Chai District Council, Area Committee and other statutory/advisory bodies; on-street open forum for the general public; and focus group meeting for the transport operators.

The public responses were very supportive and encouraging. In general, the public endorsed the concept of the PPA and supported the proposals in the Pedestrian Plan. They also expressed their strong support for the projects of pedestrianisation of Kai Chiu Road and underground pedestrian-cum-retail link.

With encouraging public response, concerned Government departments will take forward the pedestrian planning proposals subject to resource availability. For the two catalytic projects, Government has set up an inter-departmental working group led by the Director of Planning to oversee implementation of the projects. Planning Department is also working with Transport and Highways Departments to push ahead with the streetscape enhancement proposals.

4. Implementation Mechanisms

The proposals of the Pedestrian Plan can all be implemented by means of existing mechanisms. In recognizing the effectiveness of the current organizational arrangements and processes for design and implementation of pedestrian projects, the Study recommends certain enhancements to the existing mechanisms. The proposed enhancement measures include improving planning tools, strengthening public consultation, tapping private resources, better street management as well as minor adjustments to work divisions. More elaborated recommendations for proposed enhancement measures are explained in the Final Report.

5. New Guidelines for Pedestrian Planning and Review of Footpath Standards

5.1 Purpose and Outline Contents of New Guidelines
A set of guidelines and standards for pedestrian planning has been proposed in the Study (see the Appendix A). These guidelines serve to promote the importance of pedestrian planning and reflect the key findings of the Study as well as the recommended integrated approach in pedestrian planning. These guidelines will subsequently be incorporated into the Hong Kong Planning Standards and Guidelines for guidance of the private and public sectors in the planning and development process.

The outline contents of the framework and planning guidelines for pedestrian planning are highlighted below:

(a) Framework for Pedestrian Planning

• Approach
  - comprehensive and area-based
  - pedestrian environment as public realm
  - priority for pedestrians

• Strategy
  - promotion of pedestrian planning for railway catchment areas
  - strengthening of pedestrian planning for non-railway based public transport network
  - development of pedestrian network at local level
• **Principles**
  - linkage
  - safety
  - accessibility and comfort
  - attractiveness and vibrancy

• **Planning and development concepts**
  - integration of landuse and development
  - pedestrian connectivity in landuse planning
  - creation of a vehicle-free environment
  - urban redevelopment/rehabilitation
  - area enhancement
  - building setback/dedication for pedestrian facilities
  - vibrancy of pedestrian areas

• **Pedestrian Plan/Area Improvement Plan as a tool for integrated improvement**
  - a guiding plan and a co-ordinated platform for implementation of area improvement schemes

(b) **Design Guidelines**

• **Pedestrian facilities**
  - pedestrian oriented and user friendly
  - as an integral part of transport infrastructure integrating pedestrian generators/attractors and connecting activity nodes
  - pollution free
  - avoid frequent change of levels
  - direct access to buildings and destinations
  - universal design
  - lighting/artificial surveillance to enhance personal safety of pedestrians
  - appropriate mechanised facilities (lifts, travellators)

• **Public spaces**
  - integrate with pedestrian routes
  - vehicle-free
  - attractive design
  - local identity and sense of place
  - vibrancy

• **Streetscape design**
  - legible and permeable street pattern
  - well-designed street furniture
  - coordinated signage
  - adequate street lighting
  - greening and landscaping
  - attention to paving
  - protection from weather
  - active frontages along shopping streets
  - access for all

• **Pedestrianisation and traffic management schemes**
  - full-/part-time pedestrianisation
  - traffic calming and footpath widening

5.2 **Footpath Standards Review**

**Three-zone concept**
The current HKPSG stipulates a two-zone concept for footpath: a through zone for pedestrian flow and provision of space for street furniture and planting which is subject to individual circumstances. The building frontage zone accommodating cross movements into adjoining buildings, browsing along shopping frontage and walking along dead frontage as advanced in Transport Department’s Transport Planning and Design Manual is not included.

Taking into consideration public expectations for wider footpaths for improvement of the pedestrian environment and Government’s greening initiatives, the Study proposes a definite three-zone concept for footpaths (Figure 1):

(a) through zone
(b) street furniture and greening zone
(c) building frontage zone

![Figure 1: Three-zone Concept of a Footpath](image-url)
Review of footpath width standards

Major considerations
The existing footpath width standards have been satisfactorily applied in new towns and new development areas. The standards could not be fully implemented in the existing urban areas not due to the standards themselves but the development constraints imposed by the existing urban fabrics. The Study therefore has not gone into formulating new standards but recommended changes to existing standards which could bring significant benefits. It also takes a pragmatic approach bearing in mind affordability in land and financial resources.

Major changes
The Study proposes, where space permits, the following major changes to the footpath width standards:

(a) stipulate a width standard of 1.5 to 3 m for street furniture and greening zone to provide a clear reference to follow.

(b) incorporate the building zone requirement of 0.5 to 1 m in line with the Transport Planning and Design Manual.

(c) recommend a tree root zone of 1.5 m deep under the planting strip to avoid disruption to plants.

(d) suggest new footpath width of 4.5 m for business zone in line with other employment zones.

(e) reduce footpath width of general industrial use zone from 6 m to 4.5 m in line with other employment zones as a wider footpath for emergency vehicular access is no longer required.

Recommended Footpath Width Standards
The recommended minimum footpath width standards for HKPSG are shown in Table 2 of Appendix A.

5.3 Application of Footpath Standards
The footpath standards, similar to planning standards of other facilities in the HKPSG, are not absolute "standards"; instead they serve as reference which should be applied with flexibility. Where there are good reasons, the standards could be suitably adjusted to suit local circumstances.

In new development and redevelopment areas, the optimum width of footpaths should also be determined with reference to the function, characteristics and design theme. In the existing urban areas, full application of the standards is much constrained but opportunities should be explored to increase footpath widths through traffic management schemes and building setback requirements where appropriate.

APPENDIX A

Proposed Guidelines and Standards for Pedestrian Planning

1. Planning for Pedestrians

1.1 Walking is part of our daily life and the basic human activity, for moving from one place to another and as a form of recreation and exercise. It is also one of the most environmentally friendly modes of transport. Hong Kong's high-density, mixed use development pattern is suited to pedestrian movement as most people live within walking distance of a wide range of essential services such as shops, schools, parks and other community facilities. However, pedestrians often encounter a number of problems including congestion, steep gradients, pedestrian/vehicular conflict, barriers, pollution and monotonous streetscape. In many cases, pedestrian problems are a result of numerous competing interests for street space and a lack of overall co-ordination.

1.2 To address the existing pedestrian problems and to improve pedestrian environments that are conducive to walking and accessible by all persons, provision should be made for the needs of pedestrians and consideration should be given to promoting walking as a regular mode of travel in the town planning and development process. Pedestrian facilities/schemes should not be planned in isolation but should be integrated with the surrounding land uses. More importantly, a comprehensive approach to pedestrian planning that balances the needs of different users of space within the public realm needs to be adopted.

2. Broad Framework for Pedestrian Planning

2.1 Comprehensive and integrated approach in pedestrian planning

2.1.1 As a compact city with a high density of population and an efficient public transport system, opportunities exist to turn Hong Kong into a pedestrian-friendly city. To achieve this, pedestrian planning should be an integral part of new developments and redevelopments. Retrofitting of pedestrian facilities in existing urban areas should also be considered.

2.1.2 As public realm for people, streets/pedestrian areas should be an attractive and enjoyable place where people are able to walk, meet and take leisure in safety and comfort. The public realm should be planned and designed primarily for the pedestrians. The needs of pedestrians should be given priority in the pedestrian planning process.

2.1.3 To improve the overall pedestrian environment, a comprehensive and integrated approach in pedestrian planning should be adopted throughout every stage of the development process from planning, design, implementation up to management and maintenance. The comprehensive approach should integrate the land use, land management, economic, social, community, transport and environmental aspects and can be adopted as a tool for comprehensive area upgrading and area enhancement.

2.2 New strategy for pedestrian planning

2.2.1 To turn Hong Kong into a pedestrian-friendly city, a new strategy for pedestrian planning comprising the following three components should be adopted:

(i) Promotion of pedestrian planning for railway catchment areas
2.2.2 Railway will be the backbone of the passenger public transport network in the next couple of decades and almost 70% of population and 80% of jobs will be placed within the catchment area of railways. With railway stations in close proximity, walking could become an increasingly important mode of transport. The opportunity should be taken to promote railway-walking as an integrated mode of transport through better pedestrian planning within the catchment area of railways. Future strategic developments should be located around rail stations to enhance pedestrian planning.

(ii) Strengthening of pedestrian planning for non-rail based public transport network

2.2.3 The railway network should be complemented by the non-rail based public transport modes including franchised buses, public light buses, trams and ferries. Public transport interchanges should be co-located with railway stations to facilitate convenient and comfortable interchange from railway to other modes of public transport. The non-rail based public transport networks, particularly at key public transport interchanging points, should be supported by good pedestrian planning.

(iii) Development of pedestrian network at local level

2.2.4 Well-designed pedestrian networks would promote walking and are the cornerstone of a pedestrian city. Better planning and design of pedestrian network/facilities (including mechanised facilities) would bring people from transport nodes to their final destinations and facilitate walking within the locality. Development of good pedestrian networks within large public and private residential estates or other developments and their linkages to transport nodes should also be promoted.

2.3 Principles for pedestrian planning

2.3.1 To have better and more effective pedestrian planning and to accord priority to pedestrians, four guiding principles should be employed in the process:

(i) Linkage

2.3.2 Pedestrian routes should be clear, direct and with proper signage for easy recognition. They should be free of barriers to users (including those requiring special needs) and take pedestrians directly to where they want to go. Mechanised pedestrian facilities such as escalators, lifts and traveller could be considered to enhance pedestrian linkage and overcome level differences.

(ii) Safety

2.3.3 Pedestrian and vehicular conflict should be minimised. The design should enhance pedestrian safety and personal safety. Footways should be separated from road vehicles and pedestrian facilities should be well-lit.

(iii) Accessibility and Comfort

2.3.4 Accessible and properly designed pedestrian facilities as well as adequately wide footpaths with rationalized street furniture/landscaping, better air circulation and where possible, with weather protection measures, should be provided.

(iv) Attractiveness and Vibrancy

2.3.5 The pedestrian environment should be attractive, vibrant and with identity. Suitable pedestrian areas could be used for a variety of activities such as outdoor performance, alfresco dining, flea markets to promote vibrancy of the general area.

2.4 Planning and development concepts of pedestrian planning

2.4.1 In the planning and development process, the following concepts should be considered to improve pedestrian planning:

(i) Integration and Juxtaposition of Land Use and Development

2.4.2 This would include integrated development of major pedestrian generators (railway stations, ferry piers, public transport termini) with major attractors (residential areas, shopping centres, employment areas, points of interest); putting activity nodes, generators and attractors within the neighbourhood or walking distance of 300-500m in early stages of land use planning or in an incremental approach for existing urban area; and concentrating high density housing, employment and other land uses at railway stations and other transport termini.

(ii) Pedestrian Connectivity in Land Use Planning

2.4.3 Pedestrian connectivity should be incorporated in the land use planning process through better linkage of generators and attractors; provision of pedestrian spine, landscaped deck, walkway/subway system and open space to promote connectivity. Development of better pedestrian network within large public and private residential estates or other developments and the linkage to transport interchange should be promoted.

(iii) Creation of a Vehicle-free Environment

2.4.4 In land use planning, a vehicle-free environment should be created through development of piazza, providing sunken roads in the district centre, locating main roads outside town centre, placing public transport interchange at the periphery of housing estate, use of mega deck development concept and application of other segregation measures of pedestrians and vehicles.

(iv) Urban Redevelopment

2.4.5 In existing areas with urban renewal potential, comprehensive pedestrian network and better pedestrian environment should be provided through opportunities for urban redevelopment and renewal.

(v) Area Enhancement

2.4.6 For existing areas with limited scope for urban renewal, refurbishment and enhancement of existing linkages with various pedestrian generators and attractors should be enhanced through area enhancement plans, pedestrianisation, pedestrian priority areas and traffic regulatory and management measures.

(vi) Developments / Buildings Conducive to Pedestrian Planning

2.4.7 At street level, consideration should be given to encourage future developments/buildings conducive to pedestrian planning. This would include dedication of part of building lot for pedestrian passage, pavement widening and public areas and also enhancement of pedestrian environments such as provision of canopies to protect pedestrians from inclement weather.

(vii) Vibrancy of Pedestrian Areas

2.4.8 At local district level, enhancement or introducing vibrancy of pedestrian areas would add value to pedestrian planning. This would include linking up pedestrian areas with activity nodes, creating particular themes and arranging outdoor activities in pedestrian areas, and also promotion of leisure walking.
2.5 Pedestrian Plan / Area Improvement Plan as a Tool for Integrated Improvement

2.5.1 The above guiding principles and development concepts for pedestrian planning can be more easily adopted in new development areas but will be subject to considerable constraints in the existing urban areas. Pedestrian Plan (PP)/Area Improvement Plan (AIP) is proposed to be prepared and implemented to bring about an overall improvement to the existing congested urban areas.

2.5.2 A PP/AIP is basically a guiding plan which provides a framework for the future comprehensive improvement of an area. It should recommend effective enhancement measures of short, medium and long term including but not limited to land use restructuring and redevelopment proposals, urban design and environmental improvement proposals, traffic management proposals, pedestrian linkage improvement proposals, streetscape and landscape improvement proposals, proposals to sustain or increase the vibrancy and ambience within an area. Pedestrian plan is considered as one form of AIP, though with more emphasis on improvement of the pedestrian environment. AIP will serve as a co-ordinated platform for the implementation of various improvement schemes in the existing urban area.

3. Provision of Pedestrian Facilities / Schemes and Improving Pedestrian Environment

3.1 Guidelines on Planning for Pedestrian Facilities

3.1.1 It is important that at the initial stage of planning, the needs of pedestrians are catered for and pedestrian facilities are planned as an integral part of the transport infrastructure in the new development areas and in major redevelopment schemes within the existing built-up areas as appropriate. Pedestrian facilities/schemes should include but not necessarily limited to: integrated pedestrian network, pedestrian-only or priority area, pedestrian precinct or mall/centre, pedestrianised street, traffic calming street, traffic free zone, elevated or underground walkway system, mechanised facilities such as escalator and traveller subject to policy support, at grade signalised crossing, footpath and promenade, etc.

3.1.2 Pedestrian facilities should serve various functions which may include providing convenient and better access to rail stations, ferry terminals and public transport interchanges thus encouraging the use of public transport, improving linkage to residential areas and employment centres, enhancing accessibility to buildings and facilitating the conduct of activities in nearby social/economic activity nodes such as major community facilities, business districts, shopping centres or open spaces etc.

3.1.3 Pedestrian facilities should be planned comprehensively to form an integrated network to serve the area where appropriate. The systems near rail stations and major interchanges should cover a wider catchment area so as to encourage greater use of the rail system and public transport in the overall pedestrian network. Provision of pedestrian network is an effective means to reduce the need for short and some medium trips by mechanised modes and relieve pedestrian congestion at the ground level. Apart from reducing local traffic, they provide a safe, uninterrupted, convenient and pleasant passageway for pedestrian movements between points of activity generation and attraction. They are more attractive to pedestrians than isolated and piecemeal connections, less susceptible to air and noise pollution and more conducive to a cleaner environment.

3.1.4 Pedestrian facilities should be user friendly and, as far as possible, incorporate universal design; avoid frequent change of levels; provide direct access to buildings, activity and transport nodes; be covered and connected by ramps, escalator approaches or lifts at ground level. On the other hand, provision of pedestrian facilities could be in a three-dimensional way comprising grade-separated linkage by elevated walkway, subway, escalator, etc., to form an overall network. Natural and artificial surveillance should be provided along subways and in the stairway of footbridges to enhance pedestrian safety. To enhance pedestrian movement and to reduce localised trips, more mechanised pedestrian facilities including traveller and people mover could be provided where appropriate. As a general rule, the walking distance for carrying goods should preferably not exceed 100m.

3.2 Guidelines for Provision of Public Spaces

3.2.1 A variety of public spaces including piazza, square, green corridor, pedestrian-only or priority area and pedestrian precinct, etc. could be provided as a vehicle-free environment for pedestrians and to enhance the pedestrian connectivity between activity areas. Public spaces should be integrated with existing and intended pedestrian desire lines and circulation routes to facilitate pedestrian movement.

3.2.2 Design of public spaces should be attractive to pedestrians. Special streetcape design can give character to public spaces, and promote its identity, use and role. The choice of colour, pattern and material are important considerations. Sitting out areas are also important to encourage social interaction, people-watching and natural surveillance. Public spaces should have good visibility across/along streets, and adequate shade and weather protection.

3.2.3 Local identity and sense of place should be created by the combination of pedestrian routes, activity spaces, careful use of materials in the public realm, and incorporation of landmark features and public art along pedestrian routes. District themes should be identified to enhance local identity and to reflect local history and contexts. Suitable local characteristics and elements (e.g. street markets, historic buildings, temples etc.) should be adopted/adapted into pedestrian themes and design.

3.2.4 To increase the vibrancy of public spaces, they should be designed flexibly to accommodate a wide variety of activities for use by all persons. In prominent open spaces, outdoor performance venues, cafes or food stands and public conveniences may be provided to support long-term stays. Plaza and square are potential spaces to promote public art in the city. Pedestrians would be exposed to more artwork, whilst the artwork would enhance the legibility of the urban environment.

3.3 Pedestrian Precinct/Pedestrianisation in Existing Urban Area

3.3.1 In existing urban areas, the opportunities for provision of public spaces are more limited and subject to severe constraints. To provide more punctuation space and better walking environment for pedestrians, consideration should be given to creating a pedestrian precinct in existing urban areas where the volume of pedestrian flow along roads or sections of roads is high, vehicular through traffic can be diverted to alternative roads and where servicing activity can be controlled.

Selection of Streets for Pedestrianisation

3.3.2 The objectives and criteria for the selection of streets for pedestrianisation as shown in Table 1 should be used for guidance. To provide a pleasant environment, extensive planting in the pedestrian areas should also be considered as far as possible.
Table 1: Objectives and Criteria for the Selection of Streets for Pedestrianisation

<table>
<thead>
<tr>
<th>Objective</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) To resolve or minimise conflicts between pedestrians and vehicles</td>
<td>(a) Observed conflicts which cannot be resolved and where alternative solutions (like widening of footpaths, subways and footbridges) are uneconomical and/or impracticable.</td>
</tr>
<tr>
<td>(2) To provide a better environment for pedestrians</td>
<td>(a) The street is amenable to attractive landscape and street finishes.</td>
</tr>
<tr>
<td>(b) The street, when pedestrianised, will complement the existing pedestrian flow network.</td>
<td></td>
</tr>
<tr>
<td>(3) To improve pedestrian flow and to provide a more favourable shopping environment for pedestrians without impeding servicing of buildings</td>
<td>(a) Existing/anticipated commercial development depends on attracting large number of customers.</td>
</tr>
<tr>
<td>(b) The street, when pedestrianised, will improve the shopping environment and may provide additional commercial opportunities.</td>
<td></td>
</tr>
<tr>
<td>(c) Pedestrianisation should enhance retail viability and not bring any reduction in trade.</td>
<td></td>
</tr>
<tr>
<td>(d) Adequate provision should be made for vehicular servicing to buildings in the pedestrianised street either by an alternative direct access or by providing a limited specific period for vehicular servicing from the pedestrianised street.</td>
<td></td>
</tr>
<tr>
<td>(e) Adequate measures should be undertaken to cater for traffic diverted as a result of the closure of the street to vehicular traffic.</td>
<td></td>
</tr>
<tr>
<td>(4) To increase open space provision and upgrade the quality of the environment in congested urban areas</td>
<td>(a) Open space is deficient in the locality.</td>
</tr>
<tr>
<td>(b) The street when pedestrianised will enhance the existing/proposed open space system.</td>
<td></td>
</tr>
</tbody>
</table>

General Guidelines: To provide pedestrians with a safe, healthier and more convenient street environment by giving more sympathetic consideration to pedestrians over vehicles.

Notes: 1 Streets selected for pedestrianisation are mainly confined to local roads. Primary distributor and district distributor roads will be taken into account if they are considered necessary and appropriate. Trunk roads will not be included.

2 Pedestrianisation is the permanent or temporary closure of all or part of an existing vehicular street for the exclusive use of pedestrians. However, if any of these streets/roads are designed emergency vehicular access, such access must be preserved and provision must be made to facilitate access of emergency vehicles when required.

3.4 Traffic Management Schemes in Existing Urban Area

3.4.1 Besides full pedestrianisation of a street or completely removing vehicular traffic, other traffic management and improvement schemes can be considered to accord priority to pedestrians and promote street environment. They may include footpath widening by reducing traffic lanes, part-time pedestrianisation of street at certain times of the day or during weekend, traffic calming of a busy street by provision of speed table or special road layout to achieve a well-balance between pedestrians and vehicles in using road spaces.

3.4.2 Various layout, physical design and functional measures of street environment can be applied in different combinations to produce a more pedestrian friendly environment. Choice of traffic management measures depends on the environment to be created as well as the current and future use patterns. Transport Planning and Design Manual can be referred to for more information on traffic management schemes.

3.5 Streetscape and Footpath

3.5.1 Street is the basic and most important element in pedestrian planning and pedestrian environment. A satisfactory street environment would enhance the linkage, safety, accessibility and comfort of pedestrians in walking and reduce the need for short motorized trip. Streetscape enhancement should be given due consideration in pedestrian planning process. Careful choice of street furniture, landscaping, paving materials and other street treatments should be used to emphasize the various street function.

3.5.2 Footpath forms the core of a street in pedestrian planning. Footpath provides various functions to satisfy pedestrian needs and the street requirement. Footpath can be sub-divided into three zones, namely the Through Zone, Street Furniture and Greening Zone (SF&GZ), as well as the Building Frontage Zone. More in-depth examination on the functions, guidelines and standards of footpath are provided in Section 4.

Block Structure

3.5.3 Streets are the veins which allow places of every shape and size to function. They are multi-function spaces, providing enclosure and activity as well as movement. It is necessary to consider the block structure design at the early planning stages to ensure that the pedestrian routes are permeable and legible.

- The building blocks should provide a wide choice of routes for pedestrians to reach their destination. Permeability also encourages the creation of a vibrant urban environment.
- A clear and legible network is an important aspect in developing a pedestrian network, to avoid confusion of the city grid system. Distinct street character and city landmarks could help achieve this legibility.

Street Furniture

3.5.4 Street furniture provides basic ingredients to serve the various functions of a street. Basic street furniture of a street may include traffic sign post, street name plate, street lamp, railing, seating, bus stops, fire hydrant, litter bin, signage, etc. Street furniture should preferably be provided within a designated SF&GZ and in a co-ordinated manner to minimise visual clutter and to avoid causing obstruction to the pedestrian movement. Well-designed street furniture can contribute to the character and local identity of a place or the street environment.

3.5.5 Street furniture, street-side artwork and different paving materials can be used to delineate different parts of the footpath and to channel pedestrian flows and sightlines. Certain streetscape elements, such as cable boxes may be hidden within planting or painted with pictures to become less visually intrusive parts of the streetscape.

Signage and Lighting

3.5.6 As in other types of street furniture, there should be a co-ordinated approach to signage to avoid clutter and confusion. Pedestrian signage, traffic sign and information boards should be located at key junctions and provide clear direction to pedestrians to their destinations. It should be legible and easy to identify.
3.5.7 In addition, signage could reinforce the identity and themes of the district/community. A vibrant mix of lighting and signage provide key characteristics and tourist highlights for the area. Lighting and signage schemes should therefore correspond to local/district needs. For prime commercial, tourist and other high profile areas in particular, comprehensive signage and pedestrian direction schemes should be provided to facilitate convenient navigation by pedestrians.

3.5.8 Street lighting creates safer night-time environments by maximising visibility and exposing hazards. Street lighting should be designed for the pedestrians (as well as cars) also bearing in mind the need to minimise light pollution to adjacent residential developments.

Landscaping

3.5.9 Street trees and landscaping provide a sense of nature and natural shading in the urban environment. They can buffer traffic emissions and noise and contribute to visual continuity. Greening is also an established policy to improve the urban environment. Accordingly, trees and planting should be incorporated into pedestrian areas to provide important visual, functional (shade) and psychological advantages.

3.5.10 Trees, shrubs and groundcovers in dedicated amenity strip or built-in planters and/or street trees in pits are preferred to potted plants. Planting strips separated completely from underground utilities are also preferred. Due to high maintenance costs, portable planters should only be considered at locations where the street is narrow and where there are too many underground constraints.

Street Surface

3.5.11 Different paving patterns and textures should be used to define different uses within the public realm. Special paving patterns and inlets can be used to add character, indicate pedestrian orientation and important routes as well as highlight points of interest of the pedestrian environment.

Weather Protection

3.5.12 On large building blocks, building canopies and overhangs are encouraged to provide shade and weather protection. On smaller grained streets or where there are no buildings set to the edge of the footpath, stand-alone canopies can be considered to ensure a continuous link and to achieve consistency in design. The length of covered links should reflect actual pedestrian flow characteristics and the actual distance between attractors and generators. Canopy heights should be located at least 3.3 m above ground to prevent impediment to pedestrian flows. In addition, building canopies in general should not encroach over the SF&GZ as they would inhibit plant provision and growth.

Active frontages along Shopping Streets

3.5.13 Commercial and retail activities with active frontages are encouraged at ground level of developments to maximise ground-level transparency, vitality and minimise “dead frontage”. In shopping streets, mixed-use development should be encouraged with active retail frontage at ground and first floor levels. Lobbies for office, residential or hotel use should be discouraged along primary retail facades. Access to car park and loading/unloading area should be carefully planned.

3.6 Universal Access for All

The principles of universal design should be adhered to in planning the public space and footpath environment so that all people including the elderly and disabled persons can have full access to all public facilities. The needs of the disabled should be integrated into design solutions at the outset.

Footpaths

3.6.1 Footpaths should be well maintained, free from obstacles and uneven surfaces. Railings and kerbs should be placed at the edge of the footpath as a warning for the visually impaired. Long, steep grades should have level areas and/or benches at intermittent distances to provide rest areas for the elderly and physically disabled. Steep paths and steps should be provided with handrails.

Street Furniture

3.6.2 Street furniture should have well defined bases and spaces beneath footbridge ramps should be clearly defined with tactile warnings for the blind. High visual contrast should be used to maximise visibility for low-vision people. Spaces beneath footbridge ramp or stairway with headroom less than 2.5 m, where it is not suitable for pedestrians to pass through, should be fully enclosed or provided with landscaping features.

Pedestrian Facilities

3.6.3 Pedestrian crossings should be clearly marked, yet accessible, with tactile warning strip for both the visually and physically impaired. Disabled crossing facilities including ramps or raised platforms, audible signals, obstruction-free routes, and longer pedestrian green times should be provided.

3.6.4 Ramps should be incorporated into pedestrian areas and footpaths/walkways where minor gradient change will occur, e.g. kerbs and piazzas.

3.6.5 Major grade changes in footpaths/walkways should be avoided, unless they are part of a comprehensively planned network. Lifts are preferred to ramps as part of grade-separated walkway systems.

4. Provision of Desirable Footpath

4.1 Functions of footpath and three-zone concept

4.1.1 Footpath is the basic component in the pedestrian network and better footpath provision has a significant bearing on pedestrian planning. The normal form of a footpath is the footway adjacent to a carriageway and provides at-grade separation between pedestrians and vehicular traffic. A well-developed footpath should be of sufficient width and should be able to cater for the pedestrian needs and various street functions including: (i) provide traffic/transport facilities (e.g. traffic light, street lamp, bus stop & road signs); (ii) facilitate walking to destinations and access to buildings; (iii) satisfy pedestrian needs (e.g. post box, telephone booth & litter bin); (iv) enhance streetscape and walking environment (e.g. tree planting, seating, sculpture); and (v) accommodate utilities (underground and above-ground) where necessary.
4.1.2 To cater for its various functions, a footpath should be provided according to a three-zone concept comprising the "Through Zone" for pedestrian flow, "SF&GZ" to cater for various street furniture and landscaping, etc. and "Building Frontage Zone" for area adjacent to building frontages. The prototype illustrating the 3-zone concept is indicated in Figure 1 below.

4.1.3 The Through Zone represents the key space available for through movement. This zone should be free of obstructions and dedicated exclusively to pedestrian movement. The through zone of a footpath should be of sufficient width to cater for pedestrian flow at a satisfactory level of service (LOS) so that pedestrians can enjoy a comfortable walking environment without the need to spill over onto other sub-zones or the carriageway. A satisfactory level of service would provide adequate space for pedestrians to select normal walking speeds and free bypassing of other pedestrians in a primarily unidirectional streams within a footpath. Highway Capacity Manual (HCM) 2000 can be referred to for details on level of service.

4.1.4 As indicated in the HCM, LOS C is considered an optimal level of service as it would allow for normal walking speeds and free bypassing of other pedestrians. In view of the public expectation for a better walking environment, it is proposed to adopt the upper end of LOS C (23 pmm) as the minimum acceptable standard to serve as a reference for the required width for Through Zone. The upper end of LOS C would offer an improvement, but at the same time provide a reasonable compromise for better pedestrian environment and the congested urban setting where space is at a premium.

4.1.5 In addition to catering for pedestrian flow, the determination of Through Zone width should take into account the other functional requirements including urban design, air circulation and visual effects for consideration. Depending on the nature and intensity of respective land use zones, a wider footpath width than that required under stated pedestrian flow level may be necessary. Such situation are more relevant in particular for lower density residential zone and industrial areas which require better urban design and air circulation. These qualitative factors should be considered in determining the footpath width requirement.

4.1.6 The SF&GZ acts as a buffer between the Through Zone and the road and incorporates landscaping and a variety of street furniture to serve the various street functions. Pavement tree planting can improve the comfort of pedestrian environment with minimal impact to pedestrian space. In line with the greening policy, the allocation of space for pavement tree planting in street of substandard width should be applied with flexibility. "ree planting should be included to provide natural shading and improve the microclimate of the urban areas. When situation requires in particular for the new development area, the zone can be sub-divided into two separate zones to allow for separate street furniture and planting strips. Depending on individual circumstance, some street furniture such as signs, street lights and railings may be placed within the planting strip. The zone width may be further increased along streets with high vehicular traffic speeds and heavy vehicular traffic volumes to increase comfort to the pedestrian.

4.1.7 Building Frontage Zone is the area between the Through Zone and the edge of buildings. This zone accommodates cross movements into adjacent buildings, areas for browsing and shopping frontages, and provide pedestrians with the additional space when walking along building edge.

4.2 Guidelines on Footpath Width Provision

4.2.1 The minimum width standards for Through Zone, SF&GZ as well as Building Frontage Zone of a footpath/walkway generally recommended on public roads is shown in Table 2. While a wider footpath is desirable to cater for various street functions, it is more appropriate to have a minimum width standard to provide a reasonable compromise for better pedestrian environment and the scarce land resources particularly in existing urban areas. The width should be flexibly applied or increased where practical to accommodate bus bays, urban design feature, etc. and should be flexibly applied to suit individual circumstance or design.

4.2.2 To cater for basic pedestrian flow and the disabled, the minimum Through Zone width should be 2.0m wherever possible, which is considered sufficient to provide a reasonably good environment for pedestrians, especially on streets with moderate to low pedestrian flow.

4.2.3 The minimum widths of footways along private streets and access roads that do not form part of the public road system are as indicated in the Building (Private Streets and Access Roads) Regulations.

4.2.4 Footways providing access to buildings generally, and particularly in Residential Zone 1, should have a minimum width of 3.5m. The minimum width should be increased to 6m if the access is also required to serve emergency vehicles.

Footpath provision to cater for underground utilities

4.2.5 In addition to catering for various street functions including pedestrian flow, accommodation of street furniture, greening elements and building frontage, the footpath should be of adequate width to allow reserves for underground utilities installations. In the existing urban areas, provision of footpath is subject to severe land constraints and the footpath should be widened to address such need/meet the required standard as far as possible where opportunity arises.

4.2.6 Within the SF&GZ, underground utilities should be provided at a minimum depth of 1.5 m below the SF&GZ to avoid encroachment onto the roof of street trees. For utility maintenance works within the the SF&GZ, they should preferably be confined to those areas with neither tree planting nor street furniture.
### Table 2: Recommended Minimum Width Standards for Footpath/Walkway

<table>
<thead>
<tr>
<th>Zone</th>
<th>Through Zone Width / Peak Pedestrian Volume (Pedestrians per minute)</th>
<th>Street Furniture and Greening Zone Width</th>
<th>Building Frontage Zone Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial, Commercial / Residential, Residential Zone 1 &amp; areas near pedestrian generators such as Cinemas, Railway Stations, some GIC Facilities (e.g. Schools), etc.</td>
<td>4.5 m Very high (Over 100)</td>
<td>1.5 m for shopping frontages</td>
<td></td>
</tr>
<tr>
<td>Residential Zone 1</td>
<td>3.5 m High (80-100)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Zone 2</td>
<td>2.75 m Medium (60-80)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Zone 3</td>
<td>2.0 m Low (Below 60)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>1.6 m Very Low</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Industrial Use (1)</td>
<td>4.5 m Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Industrial Use (2)</td>
<td>3.5 m Low to Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Based Industrial Use</td>
<td>2.5 m Low</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business</td>
<td>4.5 m Medium (80)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Application of Footpath Standards

4.2.7 In view of different development opportunities and constraints between the new development area and the existing urban area, the application of footpath standards in the two areas should be different. For new development area and redevelopment areas, planning study should be conducted to prepare layout plans. The optimum width of footpath for a particular area should be formulated taking into account the function, characteristics and design theme of the area and the footpath width standards should be flexibly applied and could be deviated from the standards. In the existing urban area, the footpath width may be sub-standard in most areas under the existing constraints. Opportunities would be sought to increase the footpath width to tie in with the footpath standards by suitable pedestrian and traffic management schemes or building setbacks and should be included in town plans and Pedestrian Plans/Area Improvement Plans where possible for guidance on the long-term improvements to pedestrian and urban environment.

## 5. Implementation

5.1 Planning for pedestrians should be incorporated at every stage of the planning and development process from planning, design, implementation, management and maintenance. Pedestrian planning is an essential component of transport and traffic planning and as such should be integrated. Nevertheless, pedestrian planning should be promoted as an independent subject rather than being subsumed under a minor issue in transport and traffic planning. Pedestrian planning should be considered as a major item and its planning intention should be clearly included in development studies, statutory and departmental plans and their explanatory statements, area improvement plans/pedestrian plans, planning briefs, urban renewal schemes, planning applications, etc. to provide guidance for both public and private sectors in achieving an enhanced pedestrian environment.

5.2 In the existing built-up areas, pedestrian plans (or area improvement plans in broad terms) should be prepared and implemented according to priorities to improve the existing urban environment in a broad time-frame. Private initiatives should be identified and should form a significant role in the pedestrian planning process. Careful co-ordination of public and private resources and monitoring of various responsible agents would be important in implementation, management and maintenance of pedestrian planning projects and facilities.

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Notes:

1. For classification of industrial use, please refer to Chapter 5 of the HKPS/G.
2. The SF&GZ width should be increased to 3m for planting of large trees or undereart two planting along boulevards or main roads.
   - The boulevard or main road should have one or more of the following characteristics:
   - as major transport and pedestrian corridors in a district
   - clustering with major community and tourist attractions
   - developing with line of high-grade offices, retail and hotel developments
   - as important district retail streets
   - a mix of wide scale (e.g. mall 2 or 3 lane carriageway)
3. If bus shelter exceeding 1m width is provided along the footpath corridor, additional width of up to 2m should be suitably allowed in the SF&GZ
4. When non-essential street furniture (such as gateway and artwork) exceeding normal object width of 1m is required, the SF&GZ width would need to be widened to cater for its provision
5. A depth of 1.5m for tree root zone should be allowed within the SF&GZ so that the tree root would not be affected by the underground utilities