

Appendix 1

Study on Pedestrian Connections

Study on Pedestrian Connections

SECTION 12A APPLICATION

Proposed Amendment to the Notes of the Approved Quarry Bay OZP relating to the “Other Specified Uses” zone annotated “Cultural and/or Commercial Leisure and Tourism Related Uses”

Hoi Yu Street, Quarry Bay, Hong Kong

February 2026



Table of Contents

1. Introduction	3
2. Relevant Application Site History	3
3. Planning Context	3
4. Relevant Government Initiatives	7
5. SWOT Analysis of the Current Situation	8
6. Proposed Comprehensive Multi-level Pedestrian Network	19
7. Estimates of Pedestrian Flows	24
8. Conclusion	25

1. Introduction

- 1.1. The purpose of the Study on Pedestrian Connections (“the Study”) is to look at pedestrian connections both now, and in the future, to determine the best approach to optimise pedestrian access to the Application Site at Hoi Yu Street. The Study assesses the historical assumptions about pedestrian movement to and from the site, as well as the future pedestrian movements taking into account the Harbourfront Promenade. The Study aims to propose the most effective option for pedestrian access to the Application Site.

2. Relevant Application Site History

- 2.1. ***Approved Application No. A/H21/150 (2019)***
- 2.2. The Metro Planning Committee approved an application which consisted of a hotel, office, shops and services, with eating place and places of recreation sports and culture (No. A/H21/150, on the same application site). As part of this approval a footbridge was required connecting Hoi Yu Street to Chinachem Exchange Square, in Hoi Tai Street, near Taikoo Place. The alignment of the footbridge is zoned “OU(Elevated Walkway(Subject to Detailed Design))” on the Quarry Bay Outline Zoning Plan No. S/H21/28.
- 2.3. On 17 December 2021, the Government gazetted the proposed construction of the footbridge for public use. On 21

December 2021, Lands Department offered basic terms for a land exchange to implement the approved scheme. The Owner of the property at the time did not accept the basic terms offer and the scheme has not been implemented. The previous Owner was not in a financial position to be able to proceed with the development, especially as the proposed development package was not viable. The difficulty and cost of constructing the whole of the footbridge was a significant factor affecting the viability of the whole project.

3. Planning Context

3.1. ***The Application Site – “OU(1)” Zone***

- 3.2. The Application Site is zoned “Other Specified Uses(1)” annotated “Cultural and/or Commercial Leisure and Tourism Related Uses” (“OU(1)”) (Figure 1). The statutory Planning Intention for the “OU(1)” zone is:

“This zone is primarily to provide land intended for cultural, leisure and tourism uses taking advantage of its waterfront setting”

- 3.3. Furthermore, relevant to this Study is paragraph 9.9.4 of the Explanatory Statement regarding “OU(1)” zone, which states:

“9.9.4...Innovative design should be employed to minimise the possible wall effect created by the

building mass along the waterfront. The design should also integrate with the proposed waterfront promenade. Setting back at street level and creation of piazza is encouraged to provide a more interesting and spacious pedestrian environment.

3.4. ***Surrounding Waterfront Promenade and Quarry Bay Park – "Open Space" Zone***

3.5. A large proportion of the site's surroundings is zoned "Open Space" (Figure 1). This includes the adjoining waterfront Quarry Bay Promenade Pet Garden to its north, east and west, Quarry Bay Park Phase II to the south, an area under the Island Eastern Corridor (IEC), and Quarry Bay Park Phase I to the southeast.

3.6. ***The Footbridge – "OU(Elevated Walkway(Subject to Detailed Design))" Zone***

3.7. The previously proposed footbridge connecting Hoi Yu Street to Hoi Tai Street near Taikoo Place relates to the whole of the "OU(Elevated Walkway(Subject to Detailed Design))" ("OU(Elevated Walkway)") zone in the OZP. The Planning Intention for the zone is:

"This zone is primarily to provide land intended for provision of the main pedestrian link to connect the waterfront with its hinterland."

3.8. The "OU(Elevated Walkway) zone was gazetted on 4.4.2003 as one of the proposed amendments in the Draft Quarry Bay OZP No. S/H21/18. During the plan-making process, there were some objections to the proposed amendments and the Board ultimately agreed to amend the Explanatory Statement (ES) of the "OU" annotated "Elevated Walkway" zone to indicate the flexibility to change the alignment of the pedestrian link connecting the waterfront developments with the Quarry Bay hinterland as suggested by one of the objectors. This flexibility has been maintained through to the current OZP, and Paragraph 9.9.6 of the ES states:

"9.9.6 A strip of land zoned "OU" annotated "Elevated Walkway" is also indicated on the Plan. It will be the main pedestrian link, providing north-south connection across IEC linking the Hoi Yu Street waterfront with its hinterland. The alignment shown on the Plan is just one option to provide the pedestrian connection. Upon detailed investigation, other alignments could be considered. In determining the alignment and form of the pedestrian connection, the following requirements should be taken into account:

(a) the design of this proposed pedestrian connection should blend in with the open space setting of the Quarry Bay Park and preferably also the theme of the leisure and tourism development at Hoi Yu Street waterfront. Interesting architectural forms for this

*proposed pedestrian connection should be explored;
and*

(b) the indicative alignment of this proposed pedestrian connection may interface with 3 existing water mains. The integrity of these mains should be safeguarded in the design and construction of this proposed pedestrian connection. Moreover, upon detailed study, alternative alignment options which may blend in better with the open space and provide more efficient connection with the existing pedestrian walkway system in the Quarry Bay hinterland should be considered."

- 3.9. The "OU(Elevated Walkway)" zone does not form part of the S.12A Application Site.

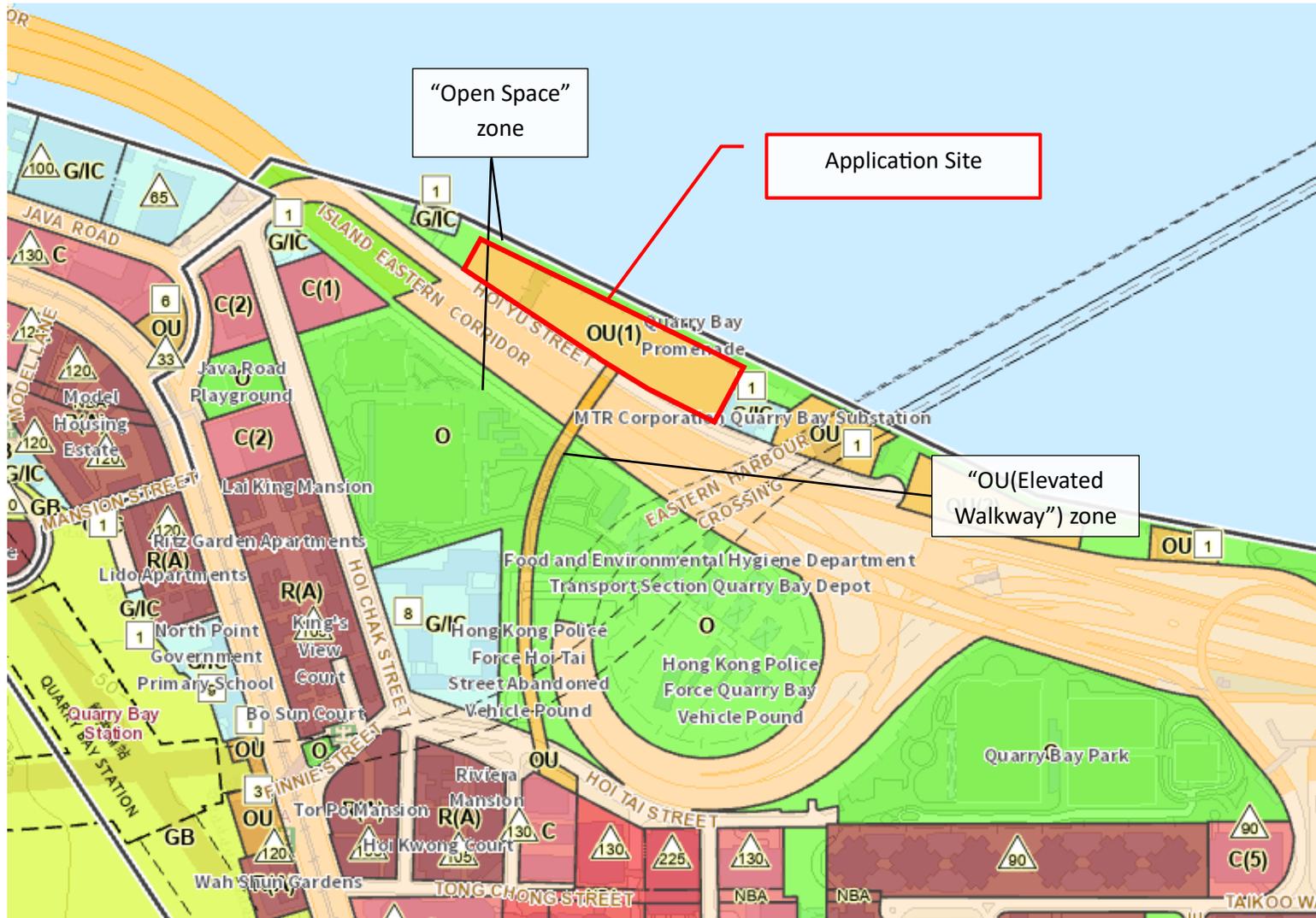


Figure 1 Extract from the OZP showing the planning context surrounding the Application Site

4. **Relevant Government Initiatives**

4.1. ***"Walk in HK"***

4.2. "Walk in HK" is an initiative by Transport Development (TD). The objective of this initiative is to develop Hong Kong into a walkable city. TD has formulated an overall walkability strategy which is to place high priority on pedestrians in transport planning to foster a pedestrian-friendly environment and promotes walking as a form of sustainable urban mobility bringing about transport, social, environmental, economic and health benefits.

4.3. ***Traffic and Transport Strategy Study (TTSS)***

4.4. The TTSS by TD seeks to formulate a long-term strategy blueprint for Hong Kong with a view to build a reliable, safe, smart, environmentally friendly and highly efficient transport system.

4.5. The scope of the TTSS is categorised into four key directions, one of which is "Advocating Green and Active Transport as Healthy Lifestyles". Under this direction, the TTSS recommends continuing to promote "Walk in HK" to shape Hong Kong into a walkable city, and adopt the pedestrian planning framework in the planning of New Development Areas and appropriate redevelopment projects in built-up areas. This framework aims to establish comprehensive

pedestrian networks and facilities, making walking an integral part of Hong Kong as a sustainable city.

4.6. According to the TTSS, the walkability strategy can be implemented through various measures such as strengthening permeable urban fabrics, providing multi-level pavement networks connecting destinations, designating pedestrian priority zones and streets, connecting pedestrians to natural green and blue assets, and integrating pedestrian-related improvements into planning, lands, buildings and public works regimes.

4.7. On 6 February 2026, the Government promulgated the Transport Strategy Blueprint envisioning a "people-centric approach; strengthening connectivity with both the Mainland and the world; promoting efficient travel; and embracing green lifestyle". It established three major themes namely, "Enjoyable Journeys", "Well-connected City", and "Healthy Mobility", each containing various strategies and recommendations.

4.8. Under the "Healthy Mobility" theme are Strategies 5 and 6. Strategy 5 emphasises "Building a Green and Low-Carbon Living Circle through Transport Planning", focusing on the planning and design of sustainable communities to realise a more liveable city. It recommends the "15-minute Neighbourhood" concept which promotes active and green transport modes such as walking and cycling. Additionally, it advocates for more people-centric road designs that balance

the functions of "links" and "places" to foster interaction between the environment and pedestrians. A more people-centric design approach aims to connect cultural and tourist spots with blue and green resources, highlighting the environmental benefits and vitality brought by the new designs.

- 4.9. Strategy 6 focuses on "Ensuring a Safe and Inclusive Environment for Healthy and Vibrant Travel". This strategy seeks to integrate commuting with healthy living by providing more personalised travel options and building a people-centric green commuting network. One of the key components of this strategy is to shape Hong Kong into a more walkable city.

5. SWOT Analysis of the Current Situation

STRENGTHS

5.1. **Existing and Planned Park and Promenade Network**

- 5.2. The Application Site is located within an existing network of parks and waterfront promenade. (Figure 2)

Promenade Network

- 5.3. The Quarry Bay Promenade Pet Garden adjoining the northern, western and eastern boundary of the site, is part

of an east-west waterfront promenade network on the northern shore of Hong Kong Island (Figure 2). Currently, this is not fully connected. However, with the Government's recently completed East Coast Boardwalk (the Boardwalk), the northern shore of Hong Kong Island stretching from Shek Tong Tsui in Western District to Aldrich Bay in Shau Kei Wan will be fully connected.

- 5.4. Phase 1 of the Boardwalk (western portion) was completed in February 2025, and Phase 2 eastern portion of the Boardwalk, which connects North Point Ferry Pier to Hoi Yu Street, was completed at the end of 2025. The Boardwalk lands on Hoi Yu Street, adjacent to the Application Site (Figure 3). Part of this Boardwalk project by the Government includes the area under the IEC structure on the southern side of Hoi Yu Street, which is currently still under construction. This area will provide supporting facilities such as a management office and toilet.

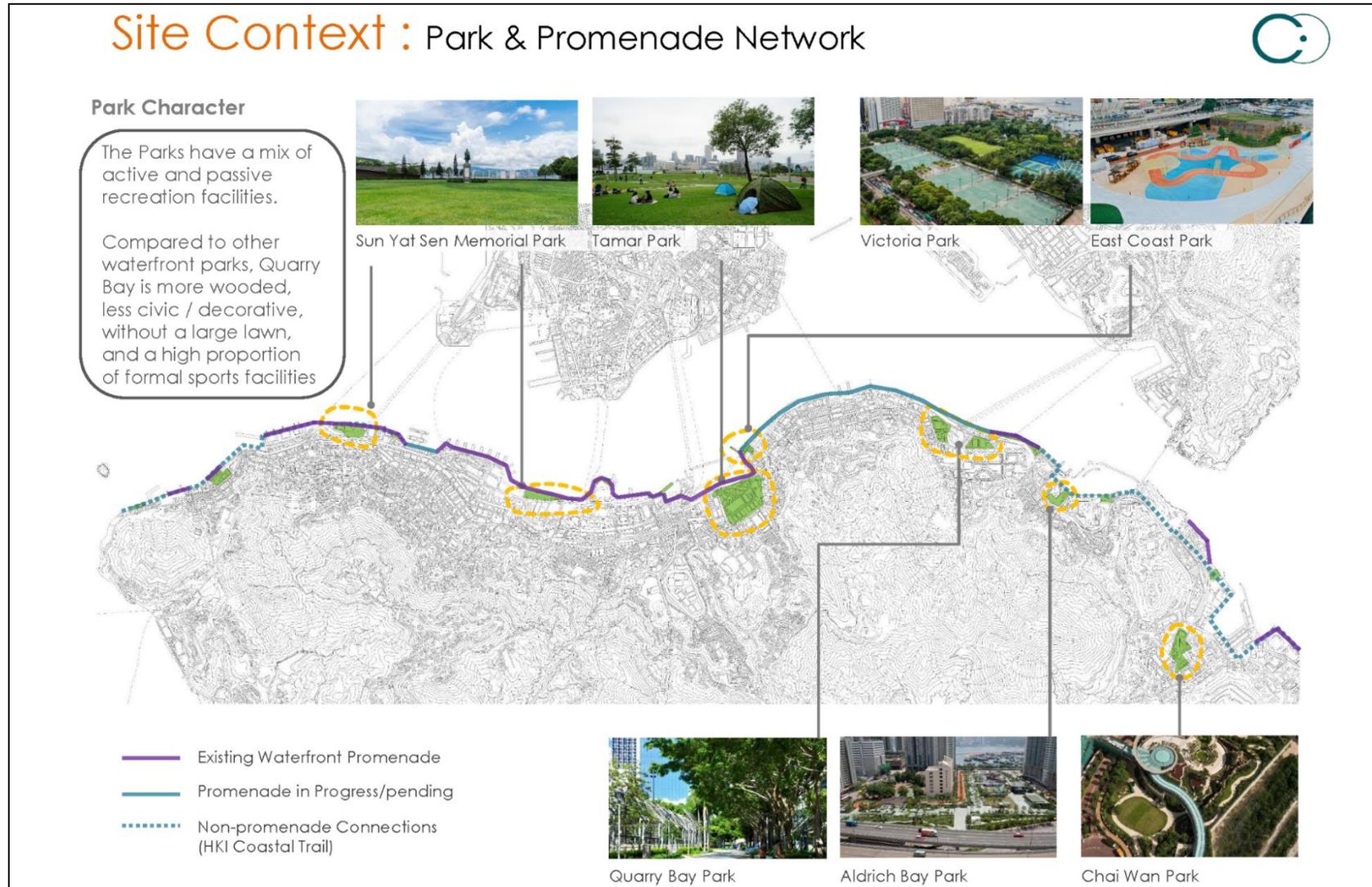


Figure 2 Application Site is within an existing park and promenade network



Figure 3 Landing point of the Boardwalk on Hoi Yu Street directly leads to the Application Site (base diagram extracted from CEDD’s General Layout Plan of the Boardwalk)

a large lawn, the Park has a well-landscaped pedestrian network linking the park facilities with multiple access points. The park access points include Hoi Chak Street and Hoi Shin Lane, which are within close walking distance to Quarry Bay MTR Station and bus stops along King’s Road (Figure 4).

Park Network

- 5.5. Quarry Bay Park (the Park) to the south of the Application Site, across IEC, is part of a network of parks along the northern shore of Hong Kong Island. These parks offer a mix of active and passive recreation facilities for the public to enjoy.
- 5.6. Compared to other parks along the existing park network, Quarry Bay Park is more wooded, less civic, less decorative, and has a high proportion of formal sports facilities. Without



Site Context : Existing Park Analysis

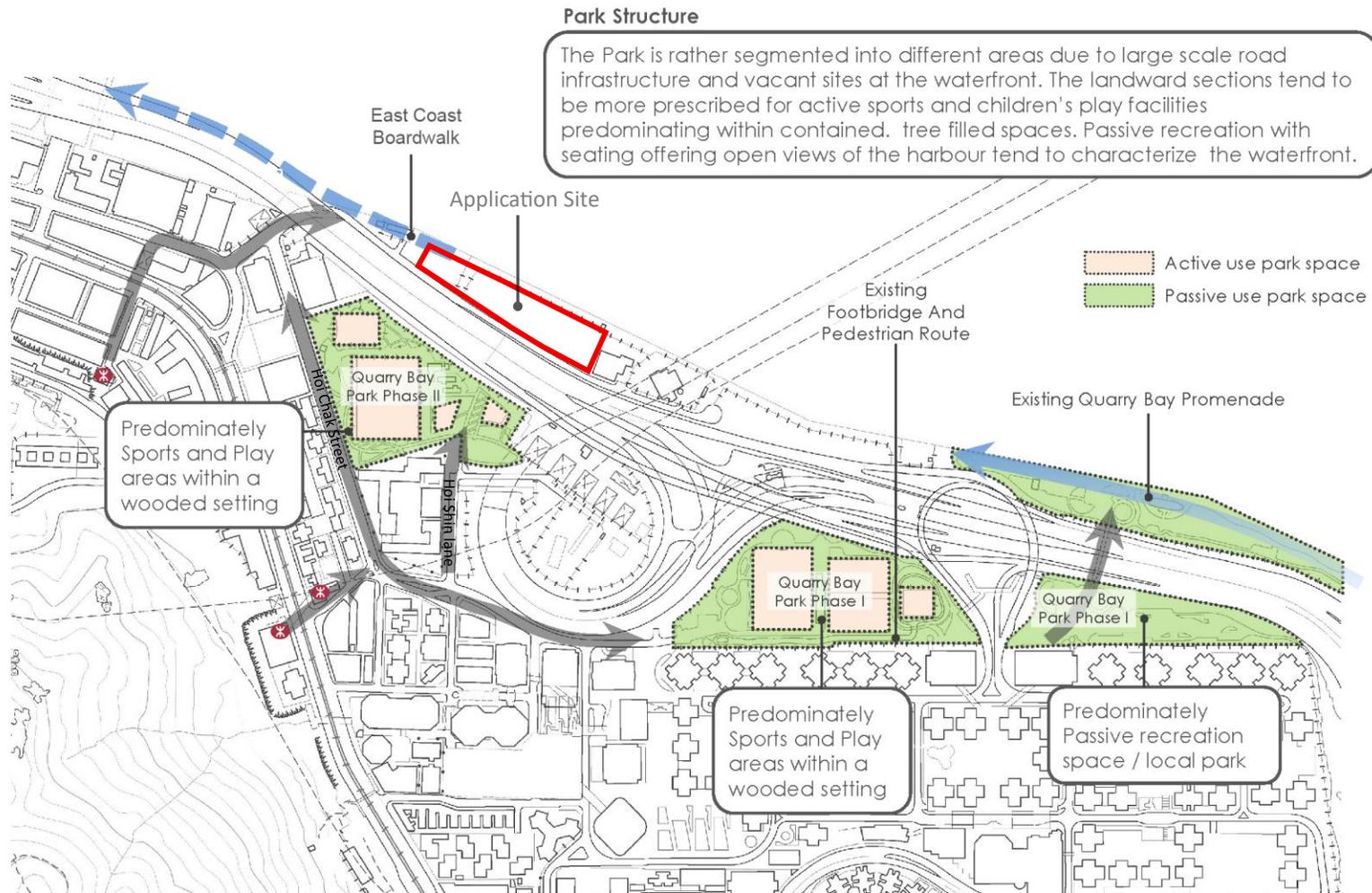


Figure 4 Analysis of the existing Quarry Bay Park and its surroundings, including the existing pedestrian movements

5.7. ***Enjoyable Pedestrian Experience***

- 5.8. The routes from the public transport facilities to the park entry points, as well as the existing pathways within the park, offer pedestrians an engaging, comfortable, and enjoyable ground-level walking experience. The streets in the Quarry Bay area are vibrant, providing visitors a unique local experience. Inside the Park, the existing pedestrian pathways provide a green and tranquil environment for leisurely walks. Tree-lined boulevards within the Park further enhance this experience, offering a serene and refreshing contrast to the urban hustle (Figure 5).
- 5.9. The recently completed Boardwalk provides a new pedestrian connection and an enhanced experience for the public to enjoy the waterfront environment.



Figure 5 Photo of the existing pedestrian network, which offers a high-quality ground-level walking experience with green, shaded walkways within the Park.

5.10. **Site Accessibility**

Quarry Bay Public Transport Facilities

- 5.11. The Application Site is at an accessible location. It can be accessed through various modes of transport, and is within 8-10 minutes walking distance from Quarry Bay MTR station and bus stops on King's Road.

Access from the Waterfront Promenade

- 5.12. As mentioned above, with the completion of the Boardwalk, visitors are able to access the site from the east and west of the waterfront.

WEAKNESSES

5.13. **Missing Link**

- 5.14. Currently, the missing link for comprehensively connecting the hinterland and waterfront is the section between Quarry Bay Park Phase II and the waterfront promenade.
- 5.15. At ground-level, the disconnection encompasses the area under the IEC structure on Hoi Yu Street, which is zoned "Open Space" and is currently a temporary works area for government departments (Figure 6). There is currently no direct ground-level pedestrian access from the Park to this area under the IEC structure, as it is fenced off to provide a

vehicular access road from Hoi Chak Street to the Food and Environmental Hygiene Department Transport Section Quarry Bay Depot (Figure 7). This area under the IEC will be a part of the Boardwalk project, providing landscaping, a management office and public toilet facilities.

- 5.16. Another disconnection is the area zoned "OU (Elevated Walkway)" across the IEC (Figure 6), where there is currently no pedestrian access to cross over the IEC from Quarry Bay Park to reach the Application Site. (Figure 7)

SECTION 12A APPLICATION

Proposed Amendment to the Notes of the Approved Quarry Bay OZP relating to the “Other Specified Uses” zone annotated “Cultural and/or Commercial Leisure and Tourism Related Uses”

Hoi Yu Street, Quarry Bay, Hong Kong

Study on Pedestrian Connections

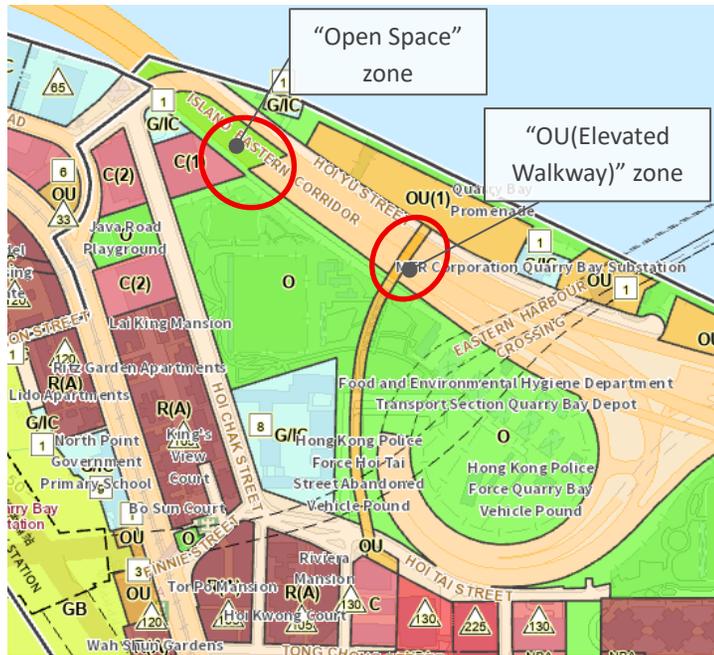
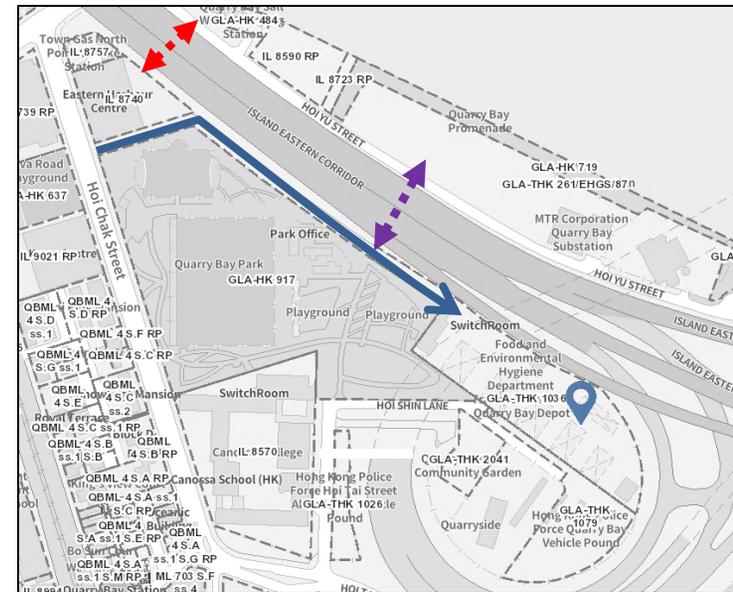


Figure 6 Existing pedestrian disconnections at the area under the IEC structure zoned “O” and the area across IEC zoned “OU(Elevated Walkway)”



Legend

-  FEHD Depot Site
-  Existing access to FEHD Depot
-  Missing Ground-Level Pedestrian Link
-  Missing Pedestrian Link over IEC

Figure 7 Missing pedestrian links to comprehensively connect the waterfront with its hinterland due to the existing vehicular access road to FEHD Depot, as well as the IEC

THREATS

5.17. Constraints of a Lengthy Elevated Walkway

Unnecessary Removal of Mature Trees

5.18. The alignment of the previously proposed elevated walkway, as indicated by the “OU(Elevated Walkway)” zone, would begin at Hoi Yu Street, route over IEC, cut across Quarry Bay Park, the “O” zone along Hoi Shin Lane, and then over Hoi Tai Street to finally end at Chinachem Exchange Square. The construction of such a lengthy elevated walkway would result in the unnecessary removal of approximately 120 nos. mature trees in the Park. This would consequently lead to the loss of an attractive, well-shaded, leisure pedestrian environment for the public (Figure 5 and Figure 8).

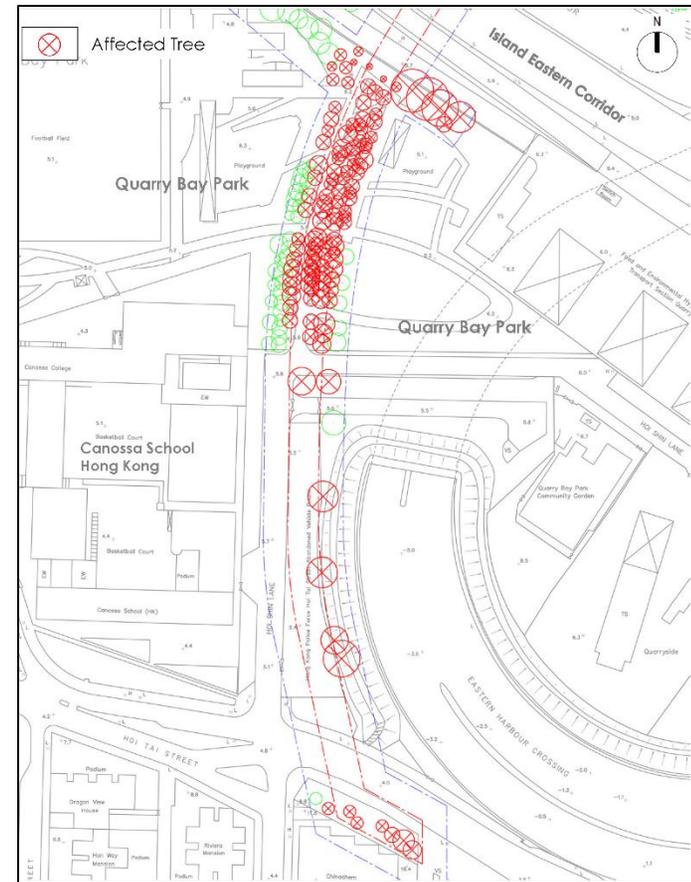


Figure 8 Extract from the Tree Preservation Proposal showing the impact of the previously proposed long elevated walkway on existing trees within Quarry Bay Park.

Impact on the Community

- 5.19. The long, elevated walkway would cause nuisance and loss of privacy to the students and staff at Canossa College, which is located to the immediate west of the footbridge.

Adverse Visual Impact

- 5.20. Visually, the hard structure of the long footbridge is out of context with the overall townscape and surrounding landscape. In particular, as it would route over the entire width of the Quarry Bay Park, it would result in significant adverse visual impact on the existing green, soft landscape character and tranquil atmosphere of the Park enjoyed by the public.

Not Financially Viable nor Cost Effective

- 5.21. The cost of constructing such a lengthy elevated walkway is also a constraint. As evident from the difficulties faced by the previous Owner, the construction of the long, elevated walkway was one of the major factors affecting the viability of the project, leading to the failure of the scheme’s implementation. Alternatively, less costly ground-level pedestrian routes can readily be constructed, and a shorter footbridge could also be built instead.

OPPORTUNITIES

- 5.22. ***Opportunities: Improving the Pedestrian Experience***

Enhanced ground-level connection

- 5.23. Taking into consideration the abovementioned strengths, weakness, and threats of the existing and planned situation relating to the “OU(1)” Application Site and its surroundings, an opportunity presents itself to adopt an alternative approach i.e. by completing the ‘missing link’ at ground-level, and to enhance the overall pedestrian connectivity and experience in this part of Quarry Bay. This would provide a comprehensive at-grade pedestrian link connecting the waterfront and its hinterland, which would achieve the planning intention of the “OU(Elevated Walkway)” zone, without conceding to the threats and constraints of constructing an elevated walkway.

Making Effective Use of Existing and Planned Pedestrian Networks

- 5.24. The end point of the Boardwalk is proposed at Hoi Yu Street including the area under the IEC structure. This area is known as the “Wave Hub” which will be a landing point with facilities such as a toilet and a management office (Figure 9). It is anticipated to become a focal point for pedestrians coming from all directions, including from both east and west sides of the waterfront promenade, and from the hinterland. Given

the “O” zone of this area, which connects to Quarry Bay Park, there is great potential to create a continuous ground-level connection from the Park, to this focal point under the IEC, and then on to the waterfront promenade, the Boardwalk, and the “OU(1)” Application Site.

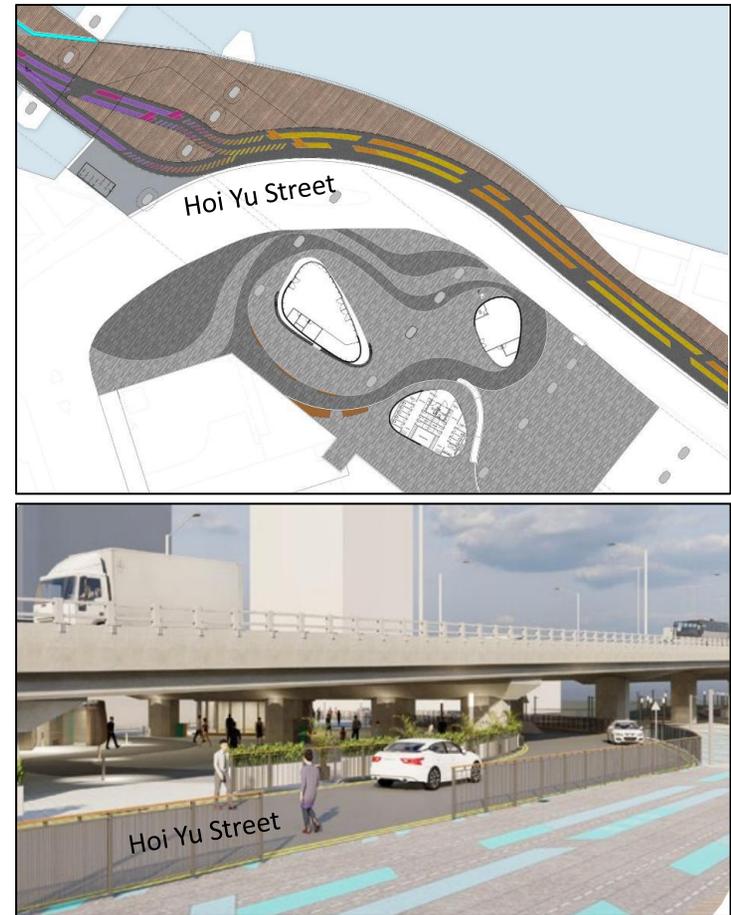


Figure 9 The Government’s indicative design of the landing point of the Boardwalk including the area under the IEC structure on Hoi Yu Street, which will become a focal point for pedestrians. (Source: [Top Image] CEDD Latest Design of the Boardwalk underneath the Island Eastern Corridor, May 2021; [Bottom Image] CEDD Boardwalk underneath the Island Eastern Corridor Project Newsletter Issue No. 8, April 2025)

Shorter, Alternative Alignment to the Elevated Walkway

- 5.25. Another 'missing link' that has been identified is the direct connection between the midpoint of the "OU(1)" site and Quarry Bay Park Phase II. Given the threats of a lengthy footbridge to the existing trees within the Park, a shorter footbridge connection over IEC could also be provided. This would provide a direct and convenient link to the centre of the "OU(1)" site from the hinterland, whilst retaining many of the existing mature trees within the Park. It is therefore possible to maintain a green, pleasant and comfortable ground level pedestrian environment for the public.
- 5.26. Both approaches, namely an at-grade connection and a short footbridge, are supported by paragraph 9.9.6 of the Explanatory Statement, which provides for the consideration of *"alternative alignment options which may blend in better with the open space and provide more efficient connection with the existing pedestrian walkway system in the Quarry Bay hinterland"*.

6. Proposed Comprehensive Multi-level Pedestrian Network

- 6.1. ***Proposed Comprehensive At-grade Pedestrian Connection***
- 6.2. As part of the proposed development, a direct at-grade pedestrian connection is proposed between Quarry Bay hinterland and the waterfront, through Quarry Bay Park and

the focal landing area of the Boardwalk under IEC on Hoi Yu Street. To enable this ground-level connection, an alternative access to FEHD Depot via Hoi Shin Lane, an existing road, is proposed (as indicated by the orange arrow in Figure 10). Meanwhile the existing vehicular access to FEHD Depot (Figure 7) which is zoned "O" is proposed for pedestrian access. (Figure 11)

- 6.3. This proposed ground level linkage involves Government land directly connecting the Boardwalk implemented by the Government and the Quarry Bay Park which is managed and maintained by the Government. It is therefore proposed that this ground level connection is to be implemented by the Government.

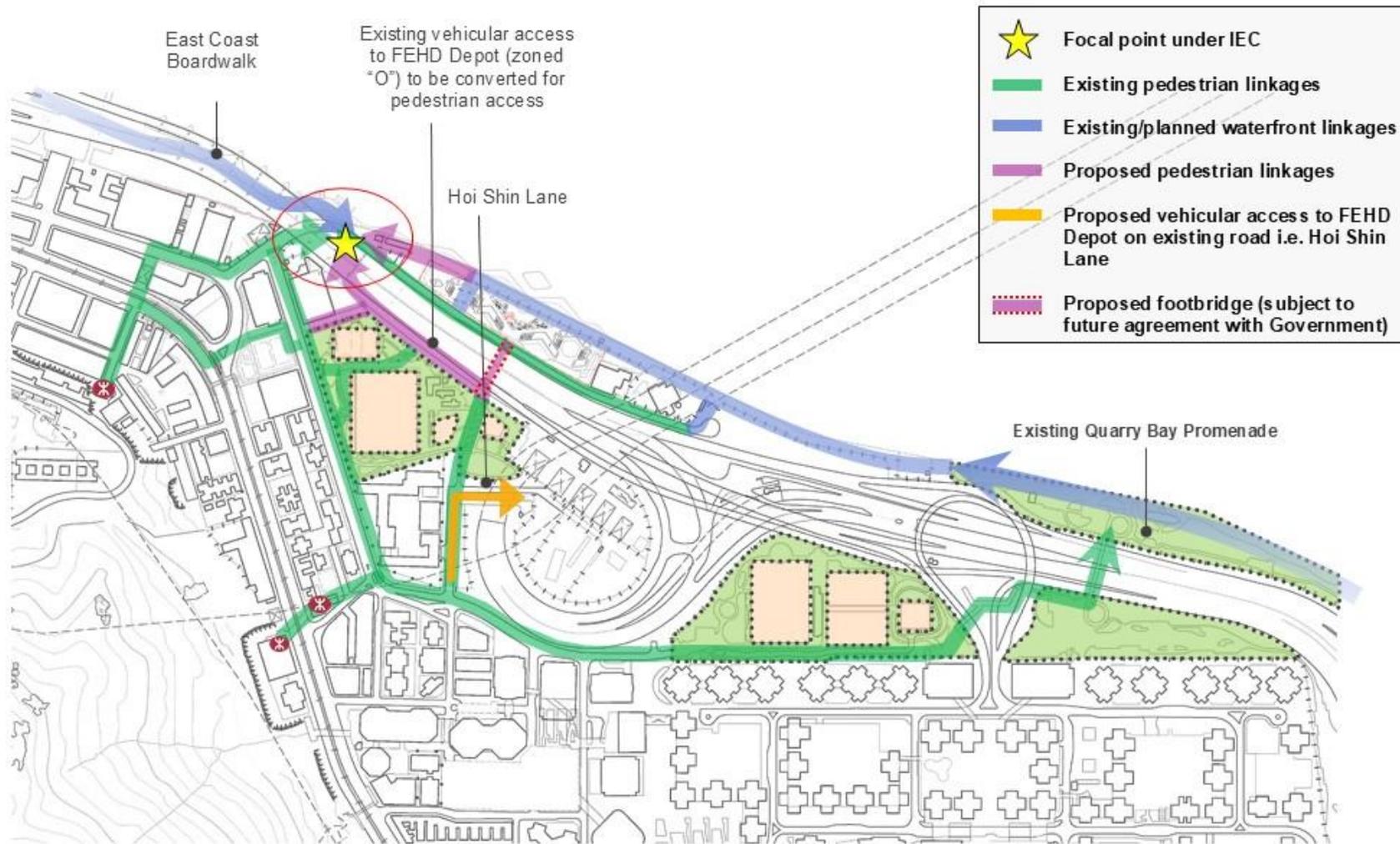


Figure 10 Alternative vehicular access to FEHD Depot via Hoi Shin Lane will enable a continuous ground-level pedestrian connection through the Park, linking the waterfront and its hinterland.

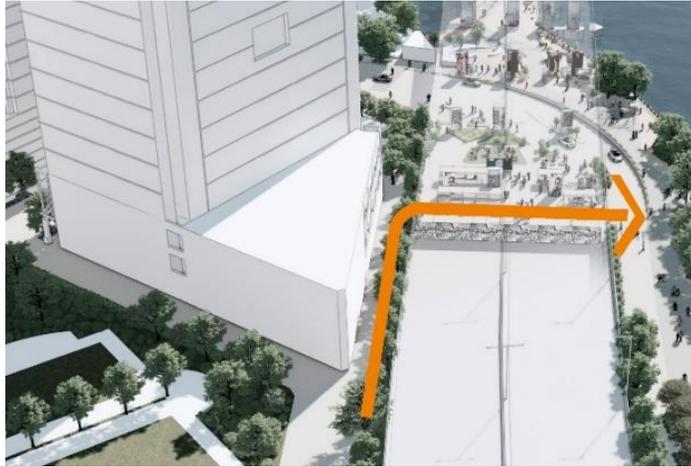


Figure 11 Proposed at-grade pedestrian connection from the Park to the Application Site and waterfront via the focal point area under the IEC.

6.4. **Future Elevated Walkway over IEC**

6.5. While the importance of connecting the waterfront and hinterland is acknowledged, there is no need or justification for a lengthy elevated footbridge from Tai Koo Place to the Application Site, crossing over Quarry Bay Park. People can walk at ground level through the Park, and more user-friendly, sustainable, and cost-effective alternatives can be provided. Additionally, the provision of the Boardwalk has significantly changed the situation regarding pedestrian access to the waterfront since the "OU(Elevated Walkway)" zone was included in 2003.

6.6. It is therefore proposed to include only a short footbridge that crosses over the IEC, as indicated by the pink with red

dotted line in Figure 10. This reduces the footbridge provision to what is necessary, as the IEC represents one of the primary disconnections that currently exists, as previously identified in Figure 6 and 7.

6.7. The footbridge will connect from the pedestrian way near the Park Office in Quarry Bay Park, route over the IEC, and land at the **proposed landscape deck level** (Private Open Space Accessible to the Public on L02), providing direct access to the centre of the site that leads to the harbourfront.

6.8. The shorter footbridge proposal would be subject to future agreement between the Applicant and the Government with regard to covering the cost of the bridge. It is intended to be maintained and managed by the relevant Government department.

6.9. Together with the proposed ground-level connection, a comprehensive multi-level pedestrian network will be provided to support the proposed development and future pedestrian demands.

6.10. **Benefits of the Proposed Multi-level Pedestrian Network**

6.11. The proposed multi-level connections, including both a fully at-grade connection and an alternative short footbridge connection across IEC, are considered to be more effective and advantageous than the previously proposed lengthy elevated walkway for providing a linkage between the waterfront and its hinterland. The benefits of the proposed multi-level pedestrian connections include the following:

- i. The provision of the continuous at-grade connection, as well as a short footbridge across IEC, would improve the walkability of the area generally, connecting destinations, and connecting pedestrians to natural green and blue assets. This is in line with the Government's **Transport Strategy Blueprint under the TTSS** and would further promote the "Walk in HK" initiative.
- ii. Creating a connection through the existing pathways within the Quarry Bay Park provides pedestrians the opportunity to take a pleasant walk, enjoy the greenery, and experience the sense of community **and environmental benefits** that the Park offers. The pedestrian experience through a park is significantly more pleasant than an elevated walkway over the Park.
- iii. The proposed connections better address the changes that have occurred over the years and adapt appropriately to the current context. While a lengthy elevated walkway may have been a suitable solution for connecting the waterfront and its hinterland when the previous application was considered and approved, the new proposal, particularly the at-grade connection, has adapted to the current context by integrating the existing pedestrian networks with the Boardwalk. The proposal would therefore create a comprehensive pedestrian connection between the hinterland and the waterfront.
- iv. The ripple effect of creating a comprehensive pedestrian connection with the Boardwalk and the waterfront site is that it would attract people to the harbour and encourage the use of both the Boardwalk and the harbourfront promenade. As a result, it would further enhance the significance of Victoria Harbour as a public asset and tourist attraction, while also complementing the development of the "OU(1)" site as a new waterfront destination.
- v. With the proposed at-grade connection and shorter footbridge, the majority of trees within the Park that would have otherwise been removed as a result of the previous long elevated walkway would be preserved.
- vi. As opposed to the lengthy elevated walkway, the visual impact on the area would be minimised, and there would be no nuisance to the surrounding communities including Canossa College.
- vii. As the proposed at-grade connection and shorter footbridge would provide a more direct and efficient connection with the existing pedestrian walkway system in Quarry Bay, it would be much simpler and less costly to implement.

6.13. ***Additional Design Measures to Enhance the Pedestrian Experience***

6.14. Whilst the typical waterfront promenade features a 10m-wide footpath, the proposed design scheme has incorporated building setbacks to create a spacious, publicly accessible piazza that seamlessly integrates with the waterfront promenade. As part of the Conceptual Scheme, harbour steps have been included to enhance the pedestrian experience, providing spaces for social interaction and opportunities to pause and enjoy the harbour (Figure 12). These urban design and place-making features would create a vibrant waterfront destination at the end focal point of the Boardwalk, attracting visitors coming from all directions.

6.15. The proposed pedestrian connections would enable these design features to work more effectively in terms of bringing people to the waterfront and encouraging the use of the waterfront promenade.

6.16. The ground-level connection and short footbridge allow pedestrians to walk through the Quarry Bay Park. The ground-level connection offers direct, legible and convenient access to the waterfront. Meanwhile, the shorter footbridge leads pedestrians to the open space on the **proposed landscape deck level** (L02) with dramatic views of the harbour, complete with steps that descend directly to the waterfront promenade.

6.17. In comparison, the previously approved proposal would require pedestrians to walk through a long, elevated walkway without any engagement with the harbourfront, Quarry Bay Park nor the existing urban environment of Quarry Bay. Therefore, the proposed pedestrian connections provide a more engaging and enjoyable experience for walkers.



Figure 12 Proposed pedestrian connections would lead pedestrians to the waterfront, where harbour steps are proposed to seamlessly integrate with the harbourfront, enabling people to fully engage with and immerse themselves in the waterfront environment.

6.18. In addition to the above urban design features, the footpath at Hoi Yu Street outside the North Point Police Station and the existing cautionary pedestrian crossing at Hoi Chak Street are also proposed to be widened. The overall pedestrian environment and the safety of the footpaths leading to the focal landing point of the Boardwalk, and to the Application

Site, would be enhanced. Further details on footpath improvement works are included in the Traffic Impact Assessment (TIA) at Appendix 4 of the Planning Statement.

6.19. ***Proposed Multi-level Pedestrian Connections: An Improved Alternative***

6.20. In light of the abovementioned benefits and given today's context of the site, especially with the completion of the Boardwalk, the proposed at-grade connection and shorter footbridge is a more logical, appropriate and an improved alternative to the previous lengthy elevated walkway, particularly from an urban planning and design perspective.

6.21. Furthermore, in accordance with paragraph 9.9.6 of the Explanatory Statement, the proposal of a ground-level connection as well as a shorter footbridge, is an alternative option to the long elevated walkway that blend in better with the open space and provides more efficient connections with the existing pedestrian walkway system in the Quarry Bay hinterland.

7. **Estimates of Pedestrian Flows**

7.1. With reference to the pedestrian assessment in the TIA, based on the estimated pedestrian flows generated by the proposed development and the key pedestrian routes accessing the Application Site, including the proposed ground-level pedestrian connection via the Quarry Bay Park and proposed shorter footbridge, it was found that all identified critical sections of footpaths/cautionary crossings would be operating with a LOS level of "A" **except Model Lane.**

7.2. **The footpaths of Model Lane are currently operating at their capacity even without the proposed development. Though, the TIA results showed that insignificant traffic impact to the footpaths of Model Lane would be induced by the proposed development. Also, it is anticipated that the proposed elevated footbridge over IEC would diverge some pedestrians from Model Lane to Finnie Street hence, the performance of footpaths of Model Lane would improve in the future.**

7.3. The identified critical crossings at Java Road would be operating with a LOS level of "B" or above. However, the identified critical crossings at Hoi Kwong Street, Finnie Street and Hoi Tai Street are operating at their capacities in both the existing and future scenarios. Improvement measures are therefore proposed at the junction of Hoi Yai Street / Hoi Chak Street /Finnie Street / Hoi Kwong Street to enhance the pedestrian environment.

- 7.4. The pedestrian assessment in the TIA therefore indicates that the proposed pedestrian connections in lieu of a lengthy elevated walkway are technically feasible, and with the proposed improvement measures, the performance of the crossings at Hoi Tai Street would be improved. Further details on the pedestrian assessment and proposed improvement measures are contained in the TIA (Appendix 4 of the Planning Statement).

8. Conclusion

- 8.1. High-quality, effective and comprehensive multi-level pedestrian connections are proposed as an alternative to the approved, lengthy elevated walkway. The proposed approach will achieve the planning intention of the "OU(Elevated Walkway)" zone by providing two vital pedestrian links that connect the waterfront to its hinterland. The ground-level connection, together with the short footbridge that lands at the centre of the L02 **landscape deck** open space, also better complement the planning intention of the "OU(1)" zone and the proposed development in creating a new waterfront destination focused on cultural tourism and entertainment.
- 8.2. Importantly, this alternative approach appropriately adapts to the current situation by seamlessly integrating with the Boardwalk "Wave Hub". At the time the previous lengthy elevated walkway was initially proposed, the plans for a Boardwalk had not yet been considered making this integration a crucial enhancement. By leveraging the

strengths and opportunities presented by the current situation, while addressing its weaknesses and threats, particularly the constraints of a long elevated walkway, this Study has demonstrated various benefits of the proposed pedestrian connections, which are greater than the approved lengthy elevated walkway. The proposed multi-level connections are therefore considered a more advantageous and appropriate solution for connecting the waterfront to the Quarry Bay hinterland.