

Harbourfront Connectivity Study

Connecting "Forgotten" Waterfronts



Harbour Connectivity Study

Hong Kong is home to one of the most spectacular harbours in the world, however, in terms of continuity of the waterfront promenade and accessibility to the harbour, Hong Kong lags behind other major harbourfronts around the world.

Key Connectivity Issues and Opportunities

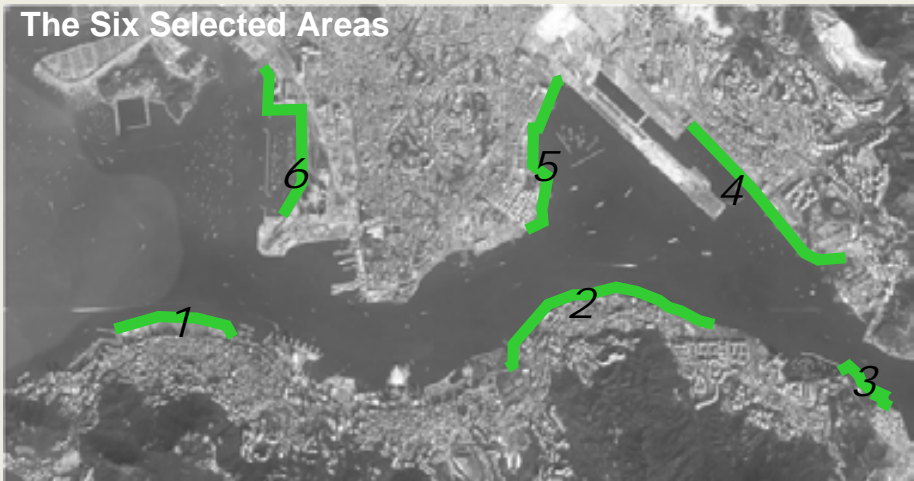
1. Incompatible uses - temporary car parking and long term G/IC uses
2. Large roads and private developments at waters edge blocking access
3. Under-utilization of existing piers, landing steps and breakwaters for water transport
4. Lack of waterfront destination nodes and proper land-marine interface
5. Lack of signage and way finding
6. Insufficient programmed harbour events and seasonal activities



Objectives for Harbourfront Connectivity

1. Improve connectivity to the “forgotten waterfronts” and provide access to temporary open space uses along waterfront;
2. Create a continuous waterfront connection for both pedestrians, and cyclists and connect existing and new waterfront promenades;
3. Identify potential waterfront destination nodes and opportunities for water transport E.g. harbour hoppers, water taxi and sampan service;
4. Better utilize existing piers, landing steps and breakwaters to create opportunities for water transport and boat mooring etc...
5. Provide high quality landscaped areas, flexible open space and activity generators along waterfront promenade for pedestrian amenity and safety;
6. Provide adequate signage and harbourfront maps to improve way finding to and along the harbourfront.

The Six Selected Areas



1. Sai Wan to Sheung Wan
2. CWB Typhoon Shelter to Quarry Bay Park
3. Shau Kei Wan Typhoon Shelter to Heng Fa Chuen
4. Yau Tong to Kowloon Bay
5. To Kwa Wan to Hong Hum
6. Yau Ma Tei Typhoon shelter to Tai Kok Tsui

Major Proposals



1. Transformation of Western Wholesale Food Market Piers at Sai Wan
2. Pedestrian and Cycle Path under the Island Eastern Corridor (IEC) from North Point to Quarry Bay
3. Waterfront link through Lei Yue Mun Gap from Shau Kei Wan to Heng Fa Chuen
4. Renovation of the ferry piers at North Point, Kwun Tong, and Kowloon City and re-introducing water transport along the harbourfront
5. Link alongside Yau Ma Tei Typhoon Shelter from West Kowloon Temporary Park to Tai Kok Tsui Promenade
6. Continuous Harbourfront Paths on Hong Kong and Kowloon Side

Area 1 - Sai Wan to Sheung Wan

This area starts from Kennedy Town, New Praya and Cadogan Street through to Shun Tak Centre and covers a distance of approximately 4km. Much of the land along the waterfront has been dominated by uses that are not conducive to public enjoyment of the harbour. The area is currently undergoing a transformation, which may enable new opportunities to provide public access to the waterfront.

There are four breakdown points where the continuous linear linkage along the harbourfront is interrupted.

B1 – Eastern end of Kennedy Town New Praya

B2 – Western District Public Cargo Working Area

B3 – from eastern end of the Western District Public Cargo Working Area through the Wholesale Food Market

B4 – in front of Sun Yat Sen Memorial Park

B5 – current construction is in progress in front of the electricity sub-station.



Existing and Proposed connectivity from Sai Wan to Sheung Wan



Area 1 - Sai Wan to Sheung Wan

Key Urban Design Proposals

- A cantilevered boardwalk along the water edge at Kennedy Town Praya
- Structures to be built over the existing piers near Wholesale Food Market to house restaurants
- A new waterfront promenade and related uses are proposed by terminating existing car parking leases near the Indoor Games Hall
- Existing waterfront streets and promenade in front of Sun Yat Sen Park to be enhanced by paving, lighting, street furniture and landscaping where possible



Detailed proposal at the Western Wholesale Food Market and the Piers



Existing

Existing site photo

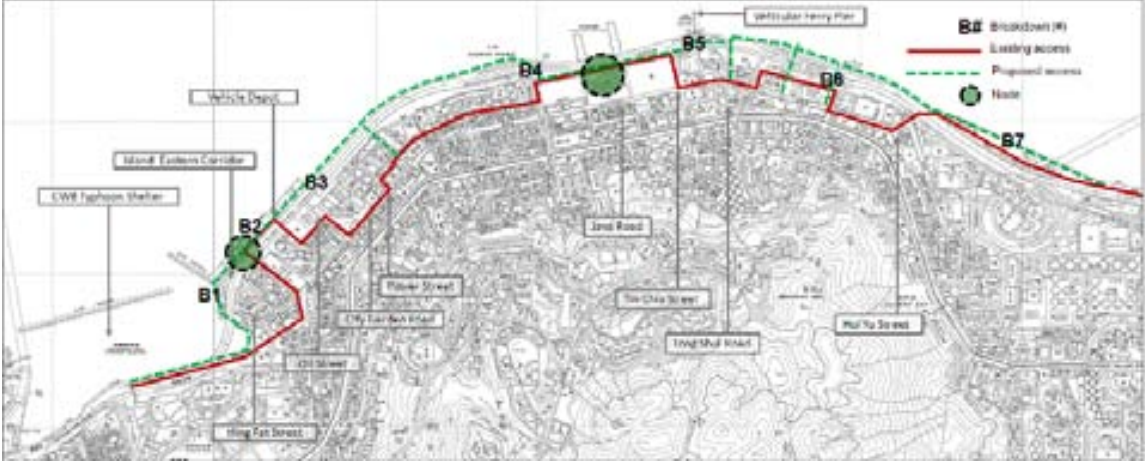


Proposed

Photomontage: To show upgrading and renovation of existing ferry piers as restaurant and provision of water taxi service to other areas of interest along the harbour.

Area 2 - Causeway Bay Typhoon Shelter to Quarry Bay Park

This area extends from Causeway Bay Typhoon Shelter near Victoria Park to Quarry Bay Park covering a distance of about 6km. The Causeway Bay Promenade is currently undergoing refurbishments which the study hopes to continue eastwards towards North Point and Quarry Bay.



Existing and Proposed connectivity from Causeway Bay Typhoon Shelter to Quarry Bay Park

There are several points where the continuous linear linkage is interrupted.

- B1 - Causeway Bay Typhoon Shelter area
- B2 - Vehicle Depot to Oil Street
- B3 - a government sale site at Oil Street currently being used as a car park
- B4 - private commercial/ residential development
- B5 - Vehicular Ferry Pier and its marshalling area
- B6 - area from the K. W Wah Centre to Hoi Yu Street where it passes under the IEC
- B7 - Portion of the waterfront from the point where Hoi Yu Street comes under the IEC to the western boundary of Quarry Bay Park along the waterfront.

Key Urban Design Proposals

- A new open space at A King Shipyard site to enhance pedestrian connectivity from the CB Typhoon Shelter to Watson Street;
- A pedestrian and cycle track link under the IEC to Vehicle Ferry
- A new temporary waterfront promenade with open space and related uses by replacing existing car parking uses
- Upgrading the existing North Point Ferry piers
- Temporary uses such as flea market and Dai Pai Dong stalls within the former North Point Estate site;



Detailed proposal at North Point ferry pier area



Area 2 - Causeway Bay Typhoon Shelter to Quarry Bay Park



Existing

Existing North Point Ferry Pier



Existing

Existing site photo



Existing site photo

Proposed

Photomontage : The North Point (West) Ferry Pier can convert to a Seafood restaurant;



Proposed

Photomontage: The construction of a cantilever extension to allow passage past the HEC substation site

Area 3 - Shau Kei Wan Typhoon Shelter to Heng Fa Chuen

The area covers the waterfront promenade along the Shau Kei Wan Typhoon Shelter to the existing Heng Fa Chuen waterfront promenade. There are two existing high quality waterfronts within the site; however there is missing link of 1.34km that separates the two promenades.



There are four breakdown points where the continuous linear linkage is interrupted.

- B1 - car park at the eastern end of the Shau Kei Wan Typhoon Shelter's waterfront promenade
- B2 - Sewage Screening Plant. Third breakdown
- B3 - western end of the Hong Kong Museum of Coastal Defense's promenade
- B4 - western end of Heng Fa Chuen Promenade

Existing and proposed connectivity from Shau Kei Wan Typhoon Shelter to Heng Fa Chuen



Area 3 - Shau Kei Wan Typhoon Shelter to Heng Fa Chuen



Detailed proposal connecting Lei Yue Mun Fort pedestrian and cycle path

Key Urban Design Proposals

- Termination of temporary car parking to the eastern end of the Shau Kei Wan Promenade and enhancement of existing waterfront streets and promenade and Tam Kung Temple Road;
- Creating nodes at the Wholesale Fish Market with traditional Chinese Dai Pai Dongs and seafood restaurants and the Lei Yu Mun Fort by renovating and reusing the former barracks for restaurants, tea house, youth hostel and training facilities;
- A bridge link from the breakwater, to the western end of the Coastal Defense Museum Promenade with a water taxi service at the breakwater;
- A suitable link with look-out points around the dramatic headland separating Shau Kei Wan and Heng Fa Chuen waterfronts promenades;
- Opening the existing pedestrian link that connects Lei Yu Mun Holiday Village to the Lei Yu Mun Fort to the east of the Museum of Coastal Defense; and
- Easy to read signage and harbourfront maps enable way finding and easier access to the harbourfront, from the hinterland and the water side.



Existing

Existing site photo



Proposed

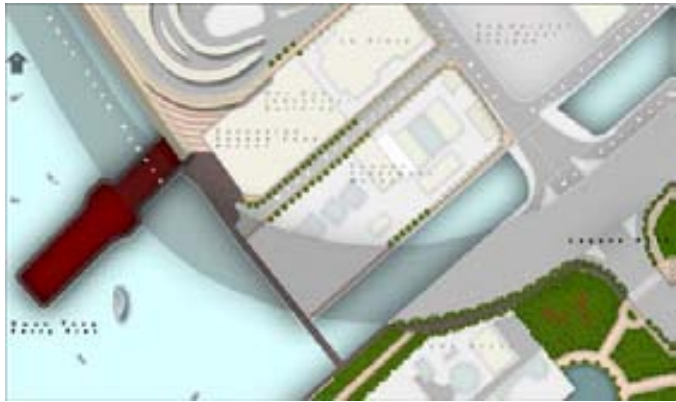
Elevated promenade will be built above the rock

Area 4 - Yau Tong to Kowloon Bay

This area covers Yau Tong Bay to Kwun Tong Typhoon Shelter, primarily an industrial area of the harbour covering a total length of about 3km. Yau Tong is characterized by active heavy industrial use that is set for comprehensive redevelopment to be transformed into a high quality residential development. Kwun Tong Bypass at an elevated level and the Hoi Bun Road at ground level separate the waterfront from its hinterland near Kwun Tong area.



Existing and Proposed connectivity from Yau Tong to Kowloon Bay



Detailed Proposals connecting the Laguna Park extension and bridge link to Kwun Tong ferry pier area



Detailed Proposals in the Cha Kwo Ling area

There are numerous points where the continuous linear linkage is interrupted.

- B1- along Cha Kwo Ling Road to Laguna City
- B2 - Kwun Tong Vehicular Ferry Pier
- B3 - at the end of the Shun Yip Street near the Kowloon Godown



Area 4 - Yau Tong to Kowloon Bay

Key Urban Design Proposals

- New waterfront promenade and related uses by comprehensive redevelopment of industrial uses along the harbourfront near Yau Tong;
- Creation of node at Tin Hau Temple by enhancing the area and renovating the adjacent Sports and Leisure Centre;
- Hiking path from Cha Kwo Ling Road to upper slopes of existing Sai Tso Wan Recreation Ground proposed to be expanded in the longer term, to create a natural viewing platform to provide a visual linkage to the working harbour at a lower level;
- Extension of Laguna Park further towards the waterfront and creating a bridge link to the Kwun Tong ferry pier area so people can directly access the ferry piers along the waterfront;
- Renovation and adaptive reuse of the ferry piers including, the Kwun Tong Ferry Pier, the public pier providing for entertainment, dining and retail facilities to transform the area into a waterfront destination node;
- Removal of fences along the vacant lots beneath the Kwun Tong Bypass and creating landscaped open space for jogging and other more interesting and vibrant uses with pedestrian amenities;
- Enhancement of existing waterfront streets and promenade in front of Kwun Tong Ferry Pier with paving, lighting, street furniture and landscaping where possible; and
- Easy to read signage and harbourfront maps to enable way finding and easier access to the harbourfront, from the hinterland and the water side.



Existing
Kwun Tong Ferry Pier



Proposed
Photomontage: Longer term proposals could include renovation and adaptive reuse of the ferry piers, the Kwun Tong Ferry Pier, the public ferry pier providing for entertainment, dining and retail facilities to transform the area into a waterfront destination node.

Area 5 - To Kwa Wan to Hung Hom



Existing and Proposed connectivity from To Kwa Wan to Hung Hom

This study area covers Kowloon City Ferry Pier southward to Hung Hom Ferry Pier covering a total length of 3.4km. The area is predominated by public utilities and temporary uses on Government land and occupied by a small cluster of industrial buildings. The southern part of the area has a continuous high-quality waterfront promenade from Hung Hom Ferry Pier to the Fisherman's Wharf of Laguna Verde. It is proposed that to the promenade be extended further north to To Kwa Wan area.

There are four breakdown points where the continuous linear linkage is interrupted

- B1 - southern end of Kowloon City
- B2 - at the vehicle ferry landing
- B3 - southern end of Hoi Sham Park promenade
- B4 - area from Fisherman's Wharf of Laguna Verde



Detailed proposal along To Kwa Wan waterfront



Area 5 - To Kwa Wan to Hung Hom

Key Urban Design Proposals

- Upgrading the Kowloon City Ferry Pier and the abandoned two-storey vehicular ferry landing to provide small cafés or kiosks and dining facilities on the docks;
- Water taxi service will be provided to allow for a continuous connection from the Kowloon City Ferry Pier to future developments and existing temporary uses at Kai Tak area. Fishing facilities and cycle paths should be incorporated as far as possible especially along the harbourfront;
- New waterfront promenade proposed including bike rental and ramp near the cargo working area in front of the Motor Vehicle Inspection Centre;
- The route can then be connected with Hoi Sham Park, across its distinctive natural rocks and linked to the existing waterfront promenade along King Wan Street;



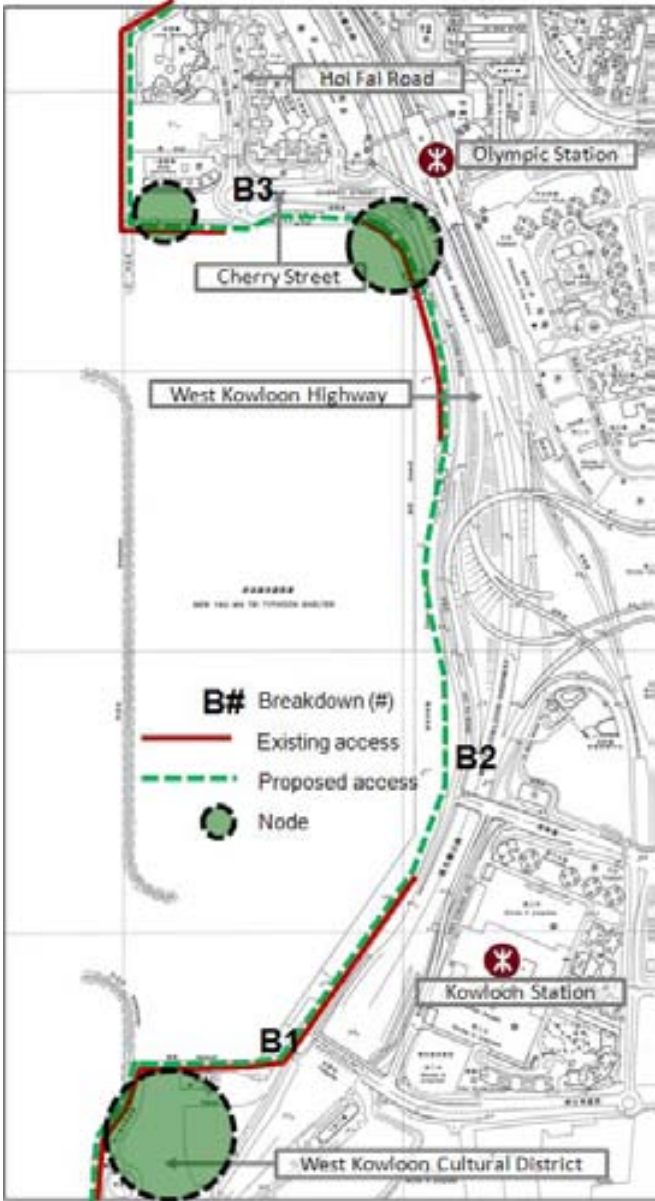
Abandoned two-level vehicular ferry pier.

- Hoi Sham Park is re-energized to become an attraction point by proposing an open air theatre and a hot air balloon ride to get a higher level view of the harbour;
- Enhancement of existing waterfront streets and promenades in front of Kowloon City Ferry Pier with paving, lighting, street furniture and landscaping where possible; and
- Easy to read signage and harbourfront maps enable way finding and easier access to the harbourfront from the hinterland and the water side.



Photomontage: Abandoned double-storey vehicular ferry pier can be renovated to provide a small café or kiosks and eating facilities on the docks . A staircase however would need to be built for pedestrians to get to the second level;

Area 6 - Yau Ma Tei Typhoon shelter to Tai Kok Tsui



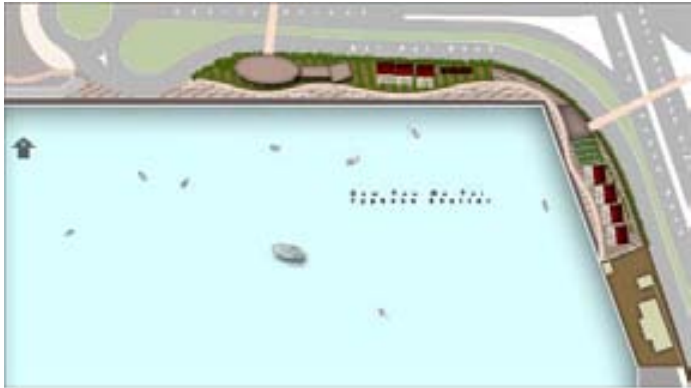
The area starts from the Yau Ma Tei Typhoon Shelter near West Kowloon and extends to Tai Kok Tsui waterfront. The Yau Ma Tei Typhoon Shelter is heavily used and forms an interesting part of the working harbour but has limited pedestrian access. The Yau Ma Tei Typhoon Shelter forms the missing link between the West Kowloon Temporary Park and Tai Kok Tsui waterfront promenades that have limited accessibility from adjacent areas and other districts.

There are three breakdown points where the continuous linear linkage is interrupted.

- B1 – southern portion of the Yau Ma Tei Typhoon shelter from the West Kowloon Temporary Park waterfront promenade
- B2 – halfway along the raised path adjacent to the highway, beside the Yau Ma Tei Typhoon Shelter
- B3 – at footpath on Hoi Fai Road near the roundabout at the toll entry into the Yau Ma Tei Typhoon shelter



Detailed plan of proposals in the new development area of Tai Kok Tsui



Detailed Plan of the Cherry Street proposal

Existing and Proposed connectivity from Yau Ma Tei Typhoon Shelter to Tai Kok Tsui



Area 6 - Yau Ma Tei Typhoon shelter to Tai Kok Tsui

Key Urban Design Proposals

- Continuous path along the Yau Ma Tei Typhoon Shelter proposed to link West Kowloon Temporary Park and Tai Kok Tsui harbourfront promenade, to bridge missing link.

- We support Victoria Harbour Association's (VHA) proposal to develop a landscaped promenade south of Cherry Street to incorporate an Olympic Museum, restaurants, a children's play area and kiosks;

- VHA's proposal is further strengthened to create a waterfront destination node with restaurants, an open air performance venue, and other vibrant uses near the breakwater at the northern end of the Yau Ma Tei Typhoon Shelter. A continuous path along the entire length of the Yau Ma Tei Typhoon Shelter is proposed by consolidating the cargo working area;

- Land and marine access is further improved through water taxi services at the breakwater on the northern and southern edges of the Yau Ma Tei Typhoon Shelter, ensuring better access to the Tai Kok Tsui and West Kowloon waterfront promenades;

- Harbour events and waterfront related activities should be hosted on a regular basis to promote better use of the harbourfront ,including the Tai Kok Tsui and the West Kowloon Temporary Park;

- Enhancement of existing waterfront streets and promenade near Cherry Street and Hoi Fai Road with paving, lighting, street furniture and landscaping where possible;

- Removing all fences along the harbourfront and create landscaped open space for jogging, cycling where feasible and other more interesting uses; and

- Easy to read signage and harbourfront maps enable way finding and easier access to the harbourfront, from the hinterland and the water side.



Existing green reserve space between the highway and cargo working area



Photomontage: Proposed pedestrian and cycle path along Yau Ma Tei Typhoon Shelter .



Existing waterfront promenade



Proposed waterfront promenade with a museum for the Typhoon shelter and marine operations in the area along with some sea food restaurants etc.

Implementation

As most of the land involved is Government land, a focus on implementing connectivity by Government Departments could provide significant improvements in a short period of time.

LANDS DEPARTMENT controls much waterfront land through short term tenancies and allocations. Land with waterfront access should only be granted for short term compatible uses, and must include a requirement for a 10 to 30 metre wide public access. Priority should be placed on tendering sites identified for permanent development to involve the private sector.

PLANNING DEPARTMENT should play a major role in identifying the Harbour Paths on both sides, and in developing a Harbourfront Plan to coordinate short and long term proposals. Removing and rezoning sites of inappropriate waterfront engineering facilities will promote better harbourfront connectivity.

ARCHITECTURAL SERVICES DEPARTMENT should review designs of public spaces along the waterfront to ensure their quality and actively promote a continuous promenade. Ensuring that themes and variety are developed, a continuous and flexible vibrant area can be created.

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT should include specific funding, exclusively for harbourfront connectivity and enhancement within its Works Program, to progressively implement short and long term improvement projects.

MARINE DEPARTMENT/TRANSPORT DEPARTMENT should review ferry pier operations and the need for large areas of land sterilized by vehicular ferry piers and vehicle marshalling areas. Piers should be transformed as focal points for activity, and encourage better land-marine interface and waterfront access.

HIGHWAYS DEPARTMENT/TRANSPORT DEPARTMENT should ensure all waterfront streets and promenades are enhanced with streetscape improvements like signage, high quality pavement and pedestrian amenities. Continuity of a pedestrian and cycle path is feasible, and should become a priority for implementation.

LEISURE AND CULTURAL SERVICES DEPARTMENT should consider creating a special vote for implementing open spaces. There is a need to consider connectivity and a variety of public uses of the area along the waterfront.

Conclusion

The above proposals when implemented will increase harbourfront connectivity from Yau Ma Tei Typhoon Shelter to Tai Kok Tsui from 0.82km to 2.6km. West Kowloon will be connected to provide an additional 2.7km linkage.

