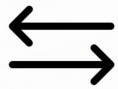
Aug 30 2019

To foster a **pedestrian-friendly environment**
for people to commute, connect and enjoy in Central,
Civic Exchange suggests the Government to:
要提升**香港的整體易行度**，
方便市民在中環出行、連繫及享用，思匯政策研究所建議政府：

Raise the **quality** of the pedestrian environment to build a liveable city.
提升步行環境**質素**，構建宜居城市。

Improve the efficiency of **last-mile logistics** by planning safe, trolley-accessible walking routes.
規劃安全而無障礙的步行路綫，提升物流**最後一里路的效率**。

Improve accessibility for users of **wheelchairs, prams and wheeled luggage** simultaneously.
改善整體可達性，讓使用**輪椅、嬰兒車和拖喼**的人，出行更方便。



Create a **comprehensive walking plan** for Central, including **interchange routes** between public transport modes.
在中環訂立**全面的步行計劃**，包括**轉乘公共交通工具路綫**。

思匯 CIVIC EXCHANGE

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Address **street management** problems through **better coordination** between government departments.
政府部門之間加強合作，共同處理**街道管理**問題。

Update **road design standards** to facilitate better pedestrian-friendly planning and design.
改善道路規劃和設計，提升易行度。

Implement **Electronic Road Pricing** to complement walkability enhancement.
落實**電子道路收費計劃**，配合提升易行度。

Conduct extensive public education on the benefits of walkability by holding **car-free days or smaller scale local experiments**.
透過廣泛推廣，如舉辦**無車日或小型地區試驗**，教育公眾提升易行度的好處。

思匯 CIVIC EXCHANGE

HONG KONG, 30 August 2019 — In December 2017, the Transport Department (TD) commenced the 30-month Consultancy Study on Enhancing Walkability in Hong Kong aiming

at formulating planning and design standards based on pedestrian-first principles for developing Hong Kong into a more walkable city. In June 2019, TD selected Central as one of the pilot areas to test and showcase the proposed walkability strategy and pedestrian plans.

Central essentially functions as Hong Kong's largest public transport interchange as multiple modes of transportation converge, including the MTR, the Airport Express, over 70 bus routes, the tram and ferries to outlying islands and Macau. Civic Exchange strongly supports the Government's plan to foster a pedestrian-friendly environment for people to commute, connect and enjoy in Central.

WE SUGGEST TO:

- create a comprehensive walking plan for Central, including interchange routes between public transport modes.
- improve the efficiency of last-mile logistics by planning safe, trolley-accessible walking routes for delivery people and waste collectors.
- improve accessibility for users of wheelchairs, prams and wheeled luggage simultaneously.
- raise the quality of the pedestrian environment to build a liveable city.
- address street management problems through better coordination between government departments.
- update road design standards to facilitate better pedestrian-friendly planning and design.
- implement Electronic Road Pricing to complement walkability enhancement
- conduct extensive public education on the benefits of walkability by holding car-free days or smaller scale local experiments.

Hong Kong has managed to create one of the world's most efficient public transportation networks. The city is already very walkable in many ways, as evidenced by Hong Kongers' walking habits. According to a global survey, Hong Kong residents walk more than the residents of 45 other countries, taking an average of 6,880 steps per day. There is much to be proud of. This is also an excellent base on which to build a people-first mobility strategy with a high-quality public realm.

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