

Traffic Study at The Landmark And Surrounding Area



In the last few years, with the completion of elevated walkway between Central Building, Central Tower and Entertainment Building and the provision of more elevated walkway to be constructed, an elevated walkway system has been formed which links up areas in Central. This change will have a positive effect on the transit pedestrian demand through the Landmark and cause the pedestrian demand to rise.



Area inside the Landmark proposed for dedication for public usage will be of considerable benefit as it will provide pedestrians with enclosed, safe, air conditioned routes that conveniently connect the elevated walkway network through a series of escalators to ground level, and to the MTR Station.

The Landmark is one of the nodes of this elevated walkway system. It connects Alexandra House, Chater House and Extended to the MTR Hong Kong Station on the north, the Galleria on the east, the Central Building and the Central Tower on the south. As a node, it is crucial to maintain smooth pedestrian traffic instead of creating a bottleneck for the elevated walkway system.

MVA Hong Kong Limited was commissioned by Hong Kong Land Limited to carry out pedestrian

study for the proposed public walkway dedication within the Landmark and Chater Road lay-by study.



The objectives of the studies were:

- ▶ Determine pedestrian demand (Present and Future)
- ▶ Carry out pedestrian operational assessments
- ▶ Identify public benefits
- ▶ Establish Level of utilization of pedestrian connections to other buildings
- ▶ Improve traffic along Chater Road

The scopes of work were:

- ▶ Pedestrian head counts and interview surveys
- ▶ Existing pedestrian demand determination by observed data
- ▶ Future pedestrian demand forecasting through consideration of major influencing factors
- ▶ Assessment of dedication area by serviceability performance of walkway, pedestrian safety, route choice and convenience.
- ▶ Relocation of existing lay-by along Chater Road



Pedestrian Flows within Landmark

Peak hour demand

Total In & Out :	25000pph
Pure Transit :	15000pph
Entrance A at	
Basement level :	4300pph
Corridor near	
Entrance O at 2/F :	3800pph

LOS Assessment of the At-Grade Footways Around the Landmark

With/(Without) Dedication Area Provided

Pedder Street :	LOS "D"/ ("E")
	8500pph(11350pph)
Queen's Road Central :	LOS "E"/ ("E")
	7600pph(8050pph)
Ice House Street :	LOS "A"/ ("C")
	1450pph(2250pph)
Des Voeux Road	
Central :	LOS "C"/ ("D")
	7300pph(9300pph)

LOS Assessment on Pedestrian Conflict Area Within Dedication

On G/F of Landmark

LOS provided :	"D"
Additional Area for LOS "C" :	50m ²

On 2/F of Landmark

LOS provided :	"C"
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Estimated Future Accident Costs From CTS-3 study (HK\$ per accident)

Year 2016

Fatal accident :	4972000
Serious Accident :	409000
Slight Accident :	54000
Total Cost :	5435000

Note :

The above quoted figures are indicative only.

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