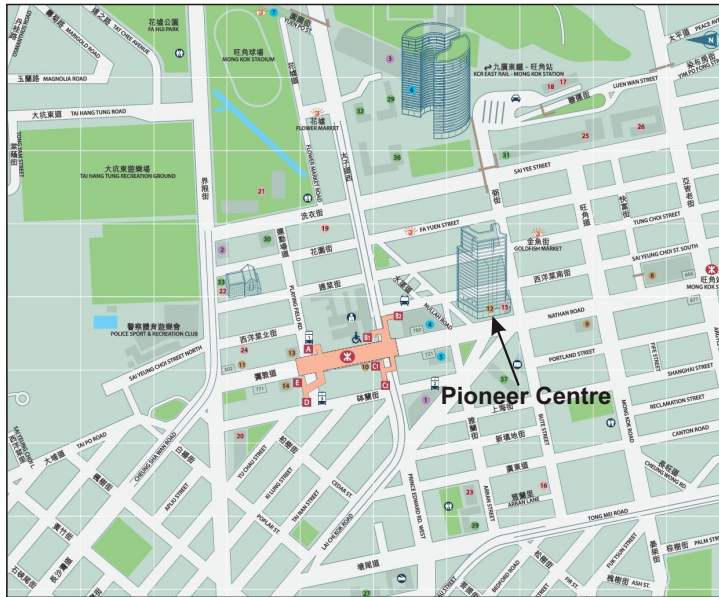


Pedestrian Subway connecting Bute Street, Pioneer Center & Prince Edward Station



A new pedestrian subway network connecting Pioneer Centre, Entrance B of Mass Transit Railway Corporation Limited's (MTRC) Prince Edward Station (PRE) and existing Bute Street Subway across Nathan road has been proposed. The Subway network will not only enhance the accessibility of PRE Station by providing MTRC passengers a more direct, weather proofing, convenient and comfortable access to the PRE Station, but also provide a safer passageway to the pedestrians walking along Sai Yeung Choi Street South and at the J/O Nathan Road/Bute Street by minimizing the vehicular/pedestrian conflicts which may occur on the at-grade level.

The pedestrian subway linking PRE Station and Basement level 2 of Pioneer Center will pass underneath Sai Yeung Choi Street South, crossing Nullah Road to connect PRE Station through Entrance B. And the pedestrian subway linking existing Bute Street Subway and Basement level 1 of Pioneer Center will provide access to area on the west of Nathan Road.



MVA was commissioned by Pioneer Center and MTRC in late 2003 as traffic consultant to

undertake traffic studies including pedestrian demand forecast at the year of 2016, operational assessments of subway network, commentary on details of subway network, traffic impact assessment for affected traffic flows and temporary traffic arrangement during construction of subway.

The Opening of the Subway to the PRE Station may cause impact on the passenger distribution at PRE Station. Therefore, a station impact assessment has been conducted to investigate the impact of the pedestrian facilities within PRE Station.



Beside the serviceability of the proposed pedestrian subway network, Safety and facilities for the disable are also the prime concerns in this project

The objectives of the studies were:

- ▶ Means of escape routes of subway
- ▶ Dedicated emergency stair
- ▶ Emergency vehicle accesses (EVA)
- ▶ Principle Fireman's access
- ▶ MTRC standard provisions for the disabled



Details of Bute Street Subway Extension:

Length:	10m	Clear width:	4.0m
Clear headroom:	2.5m	Gradient:	1:13(approx.)
Associated features :	Accommodation of an escalator and 3m staircases to existing Eastern Bute Street subway entrance		

Operational Assessments of Bute Street Subway Extension:

Proposed effective width :	3.0m
Estimated year 2016	
pedestrian demand :	37.5ppm
Average flowrate:	12.5ppm/m
LOS provided:	B

Details of PRE Station Subway:

Length:	160m(approx.)	Clear width:	4.5m
Clear headroom:	2.75m	Gradient:	1:12(max.)
Associated features :	Entrance B2: (1) width reduced to 2.4m; (2) single staircase; (3) rotated to face Prince Edward Road West		

Operational Performances of PRE Station Subway:

Proposed effective width:	4.5m
Estimated year 2016	
pedestrian demand:	121ppm
Flowrate capacity:	40ppm/m
Flow Capacity:	180ppm
Demand/Capacity ratio:	0.67

Note :

The above quoted figures are indicative only.

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