

起*energising*動 Kowloon East
九龍東

新蒲崗

San Po Kong

商貿區
行人環境及交通改善計劃可行性研究

Business Area
Pedestrian Environment and Traffic Improvement
Feasibility Study

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1 引言 Introduction

1.1 背景 Background

為支持香港經濟發展，政府引領九龍東轉型為另一個具吸引力的核心商業區。為實現這個願景，發展局起動九龍東辦事處公布的概念總綱計劃5.0，聚焦易行及流動、綠色核心商業區、智慧城市、社會經濟活力及創造精神。

To support Hong Kong's economic development, the Government steers the transformation of Kowloon East (KE) into another attractive core business area. To bring this vision to fruition, the Conceptual Master Plan (CMP) 5.0 promulgated by the Energizing Kowloon East Office (EKEO) of the Development Bureau focuses on Walkability and Mobility, Green CBD, Smart City, Socio-economic Vibrancy and the Spirit of Creation.



▲ 昔日新蒲崗的面貌 - 照片由吳邦謀工程師提供
Old photos of San Po Kong - Photo credits: Ir. James Ng Pong-mau



建基於九龍東轉型的動力，2017年10月公布的施政綱領提出把起動九龍東措施延伸至新蒲崗，涵蓋面積約26公頃。起動九龍東辦事處正與相關政府決策局及部門合作，審視新蒲崗商貿區的機遇及問題，尤其注重加強連繫、改善環境、增添活力和推動多元發展，並於2018年2月展開新蒲崗商貿區行人環境及交通改善計劃-可行性研究(下稱本研究)。

Building on the momentum of the transformation in KE, it was announced in the Policy Agenda in October 2017 that the Energizing Kowloon East (EKE) initiative would be extended to San Po Kong, covering an area of about 26 hectares. EKEO is working with the relevant government bureaux/departments to review the opportunities and issues pertaining to the San Po Kong Business Area (SPKBA), with particular emphasis on enhancing connectivity, improving the environment, promoting vibrancy and diversified development. In February 2018, EKEO commissioned the San Po Kong Business Area Pedestrian Environment and Traffic Improvement Feasibility Study (the Study).



1.2 研究目的 Study Objectives

為回應公眾對改善新蒲崗商貿區的行人環境及交通情況的期望，並考慮到區內已規劃及新發展項目的規劃願景，本研究的目的是：

- 尋求機遇改善行人環境，提升暢達度及易行度
- 透過公共空間及地面連接，更好地連繫新蒲崗商貿區內及周邊的已規劃及新發展，促進社會經濟活力
- 針對交通問題，制定可促進新蒲崗商貿區轉型的合適改善方案
- 改善城市設計，包括改善街景及景觀
- 尋求機遇引入智能措施，進一步提升行人及交通環境

With public aspirations for improving the pedestrian environment and traffic conditions in SPKBA as well as taking into account the planning vision for new and planned developments in the area, the objectives of the Study are:

- To seek opportunities to improve the pedestrian environment to enhance connectivity and walkability
- To better connect existing and new/planned developments within SPKBA and the surroundings via the public realm and at-grade connections to promote socio-economic vibrancy
- To address traffic issues and formulate appropriate improvement proposals to facilitate the transformation of SPKBA
- To bring improvements in urban design, including streetscape and landscape enhancements
- To seek opportunities to introduce smart measures to further enhance the pedestrian and traffic environment

1.3 我們的願景 Our Vision

善用新蒲崗商貿區的現有特色，運用適當策略提升質素，以營造更佳的行人環境並同時改善交通情況。具體而言，行人環境應為

- 宜步行** – 以安全和便捷的行人連接和連繫貫通區內的活動樞紐、目的地及公共交通交匯處
- 宜歇息** – 創造高質素的公共空間，讓市民可流連閒坐和放鬆
- 宜樂融** – 提供多元化活動及社交互動的機遇，促進地區的歸屬感

Make good use of SPKBA's existing characteristics and enhance its qualities by deploying suitable strategies to create a better pedestrian environment while bringing improvements to the traffic conditions at the same time. Specifically, the pedestrian environment should be

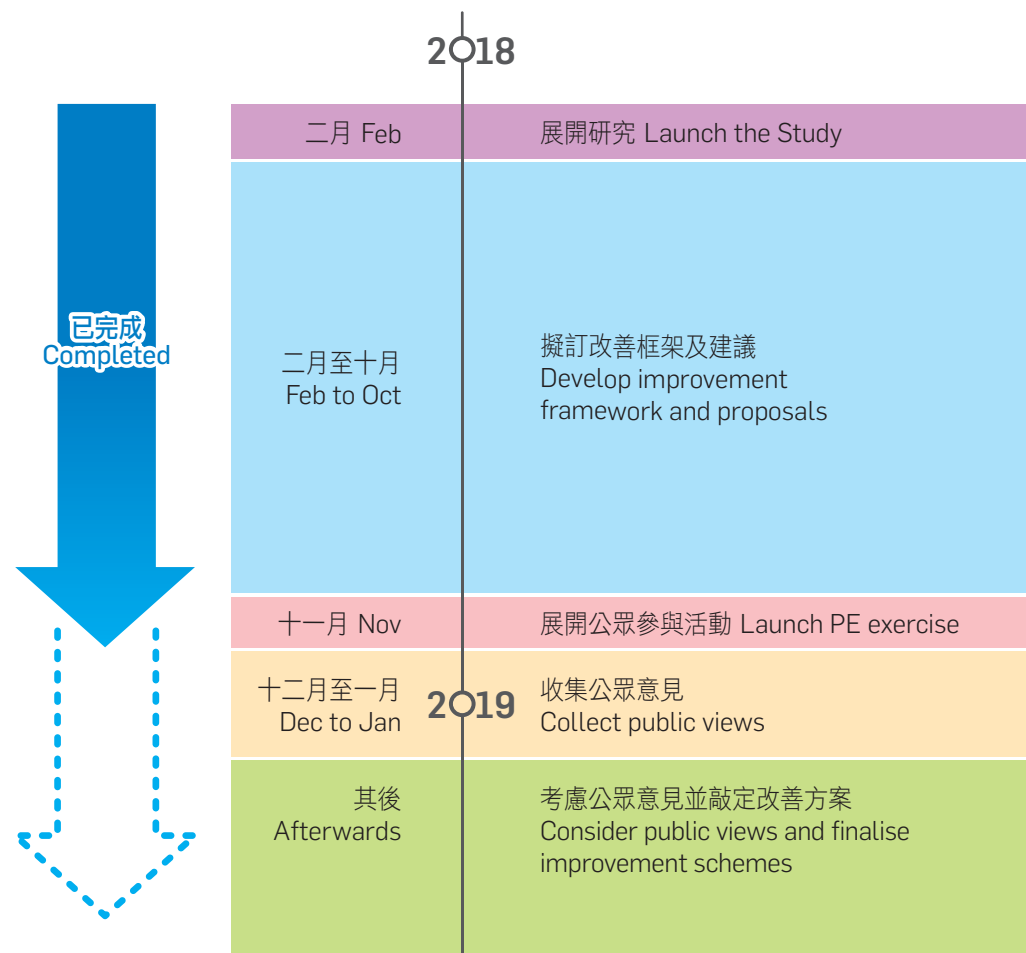
- Walkable** – with safe and convenient pedestrian connections and linkages among the area's activity nodes, destinations and public transport interchange
- Stayable** – create quality public spaces where people can stay and relax
- Enjoyable** – provide opportunities for diverse activities and social interaction that promote a sense of belonging to the area



1.4 研究過程及公眾參與 Study Process and Public Engagement

本研究正進行為期兩個月的公眾參與活動。我們誠邀你參與，詳情請參閱本摘要第44頁。你的意見將協助我們改進改善方案。

The Study is launching a two-month public engagement (PE) exercise. You are cordially invited to participate. Please refer to page 44 of this booklet for details of the PE activities. Your views will help us refine the improvement schemes.



2 機遇及挑戰 Opportunities and Challenges

2.1 把握未來發展機遇 Harnessing Opportunities of Future Developments

除了新蒲崗商貿區日趨蓬勃的商業活動及其他已規劃及新發展，預期該區與周邊地區將會更緊密地連繫起來。啟德發展區、鑽石山綜合發展區、擬建於四美街一帶的地區休憩用地以及擬建青少年全人成長中心產生的協同效應，將推動和促成新蒲崗商貿區的轉型。我們在制定整體改善框架時，應把握這些機遇。

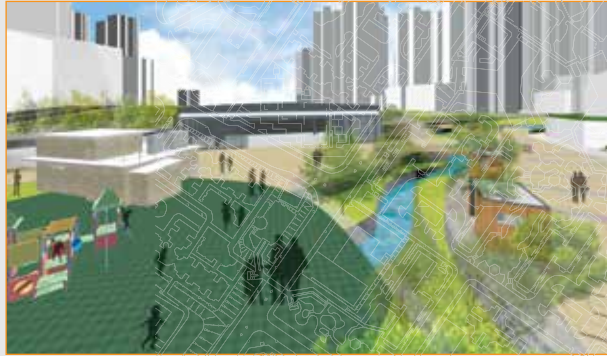
In addition to burgeoning business activities and other new/planned developments in SPKBA, the area is anticipated to form closer ties with the surrounding neighbourhoods. Synergy effects generated by the Kai Tak Development Area (KTDA), the Diamond Hill Comprehensive Development Area, the proposed district open space in the Sze Mei Street area, and the proposed Holistic Centre for Youth Development, etc. will promote and contribute to the transformation of SPKBA. These opportunities should be captured in formulating the overall improvement framework.

主要未來建設

- 啟德發展區，尤其是前北面停機坪
- 鑽石山綜合發展區
- 沙中線
- 上述項目中已規劃的行人天橋、行人隧道及道路改善
- 四美街地區休憩用地的發展
- 擬建青少年全人成長中心

Key Future Developments

- KTDA, in particular the former North Apron Area
- Diamond Hill Comprehensive Development Area
- Shatin to Central Link
- Planned pedestrian footbridges, subways and road improvements in the above developments
- Sze Mei Street district open space development
- Proposed Holistic Centre for Youth Development



- 1 鑽石山綜合發展區
DIAMOND HILL COMPREHENSIVE DEVELOPMENT AREA
 - 2 擬建青少年全人成長中心
PROPOSED HOLISTIC CENTRE FOR YOUTH DEVELOPMENT
 - 3 啟德發展區
KAI TAK DEVELOPMENT AREA
 - 4 擬建地區休憩用地
PROPOSED DISTRICT OPEN SPACE
 - 5 興建中的高架園景行人道
ELEVATED LANDSCAPED WALKWAY UNDER CONSTRUCTION
- 觀塘線
KWUN TONG LINE
- 興建中的港鐵沙中線
MTR SHATIN TO CENTRAL LINK UNDER CONSTRUCTION



2.2 克服挑戰 Overcoming Challenges

新蒲崗商貿區昔日是一個工業區，現時正逐漸轉型作商貿用途。區內有些現有設施未能配合新蒲崗商貿區的需要，主要挑戰包括：

SPKBA used to be an industrial area but it is now undergoing gradual transformation to business uses. Some existing facilities in SPKBA are no longer able to cater for the needs of SPKBA. The key challenges include:

2.2.1 行人環境 Pedestrian Environment

- 主要路口附近的行人路相對狹窄，引致在繁忙時段出現擠塞
- 大部分在新蒲崗商貿區中部的行人過路設施是行人輔助線，造成人車爭路
- The pedestrian footpaths near key junctions are relatively narrow, causing congestion particularly during peak hours
- Most pedestrian crossing facilities within the central part of SPKBA are cautionary pedestrian crossings, causing vehicular-pedestrian conflicts



2.2.2 泊車及上落貨設施 Parking and Loading/Unloading Facilities

- 路邊泊車、停車等候及上落貨活動都對交通流量有不利影響，並佔用行人道空間及妨礙建築物通道，導致人車爭路
- On-street parking, vehicle waiting and loading/unloading activities adversely affect traffic flow, occupy pavement space and interfere with the passageways of buildings, leading to pedestrian and vehicular conflicts



2.2.3 後巷 Back Alleys

- 有些後巷缺乏吸引力，並受到違例泊車及堆積雜物阻塞
- Some back alleys are unattractive and there are obstructions due to illegal parking and stacking of miscellaneous goods



3 策略及改善框架 Strategies and Improvement Framework

我們採用「以人為本」的原則制定行人環境改善框架，並包括三項重點改善策略。

A 'people-oriented' approach in formulating the pedestrian environment improvement framework which includes three key improvement strategies.



- **提高行人暢達度**

通過改善現有的行人設施或採用智能措施，減少人車爭路的情況，創造一個更便利、安全和無障礙的行人環境

- **改善便捷度和舒適度**

透過無縫接駁到港鐵車站及活動樞紐和目的地，並創造更多公共空間，以助改善步行環境

- **提升步行體驗**

透過提供更多綠化、優化街景和結合區內的特色景點(例如：商店、社區設施及休憩用地等)，為行人帶來一個吸引、有趣和健康的步行體驗

- **Enhancing pedestrian connectivity**

through improving existing pedestrian facilities or introducing smart measures to reduce pedestrian-vehicular conflicts, thus creating a more convenient, safer and barrier-free walking environment

- **Improving convenience and comfort**

through seamless connections to MTR stations and activity nodes/destinations, and creating more public spaces to help provide a better pedestrian environment

- **Improving walking experience**

to promote walking through providing more greening, enhancing streetscape and integrating with points of interest (e.g. retail, community facilities and open space, etc.) to bring about an inviting, interesting and healthy walking experience

行人環境改善框架 Pedestrian Improvement Framework

三條主要的南北走廊，即大有線、四美線和三祝線，是貫通新蒲崗商貿區內各個商業和社區樞紐的主要行人路徑，並透過現有和擬建的行人通道，連接毗鄰的重點發展區，即北面的鑽石山綜合發展區和南面的啟德發展區。

Three north-south corridors namely Tai Yau Link, Sze Mei Link and Sam Chuk Link are identified as the key pedestrian routes which traverse through various commercial and community nodes within SPKBA and linking the adjacent key development areas, namely the Diamond Hill Comprehensive Development Area to the north and the KTDA to the south via the existing and proposed pedestrian links.



交通改善框架 Traffic Improvement Framework

大有街和四美街為區內主要交通走廊，連接新蒲崗商貿區和附近的主要道路，即北面的彩虹道和南面的太子道東、啟新道和爵祿街。重置東啟德遊樂場和體育館將帶來契機提升四美街和附近路口的交通容量，並提供地下公眾停車場。

Tai Yau Street and Sze Mei Street are the key traffic corridors in the area linking the SPKBA and adjacent major roads, namely Choi Hung Road to the north and Prince Edward Road East, Kai San Road and Tseuk Luk Street to the south. Reprovision of Kai Tak East Playground and Sports Centre will provide opportunity to enhance traffic capacity at Sze Mei Street and the adjacent road junctions, and to provide underground public vehicle park.



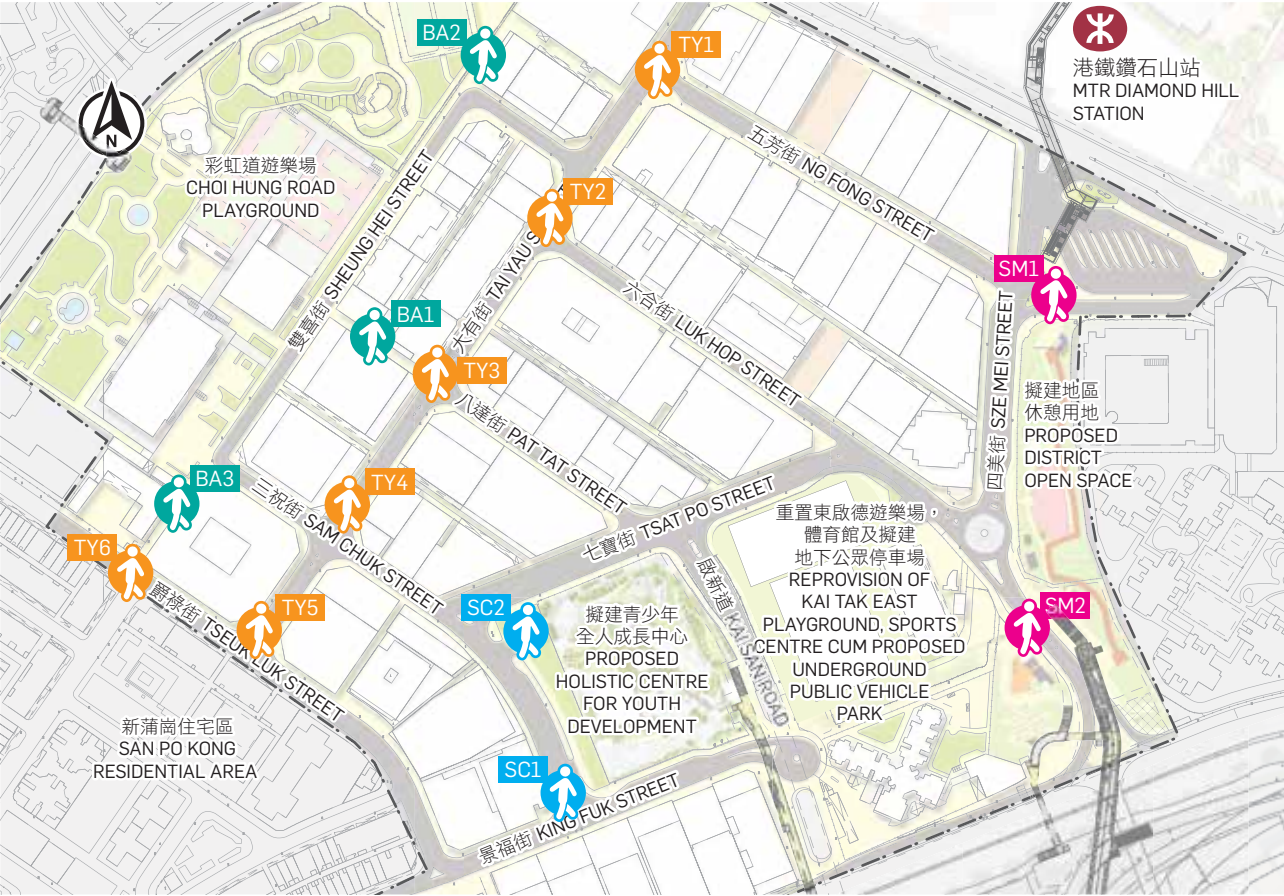
改善框架 Improvement Framework



3.1 行人環境改善方案 Pedestrian Environment Improvement Schemes

3.1.1 行人設施 Pedestrian Facilities

我們建議通過改善行人的通達性和安全來提升行人環境，以下為各路線的沿線優化方案。
We recommend enhancing the pedestrian environment through improving accessibility and safety for pedestrians. The following enhancement schemes along each Link are proposed.



- 大有線改善方案 TAI YAU LINK IMPROVEMENT SCHEMES
- 四美線改善方案 SZE MEI LINK IMPROVEMENT SCHEMES
- 三祝線改善方案 SAM CHUK LINK IMPROVEMENT SCHEMES
- 後巷改善方案 BACK ALLEY IMPROVEMENT SCHEMES

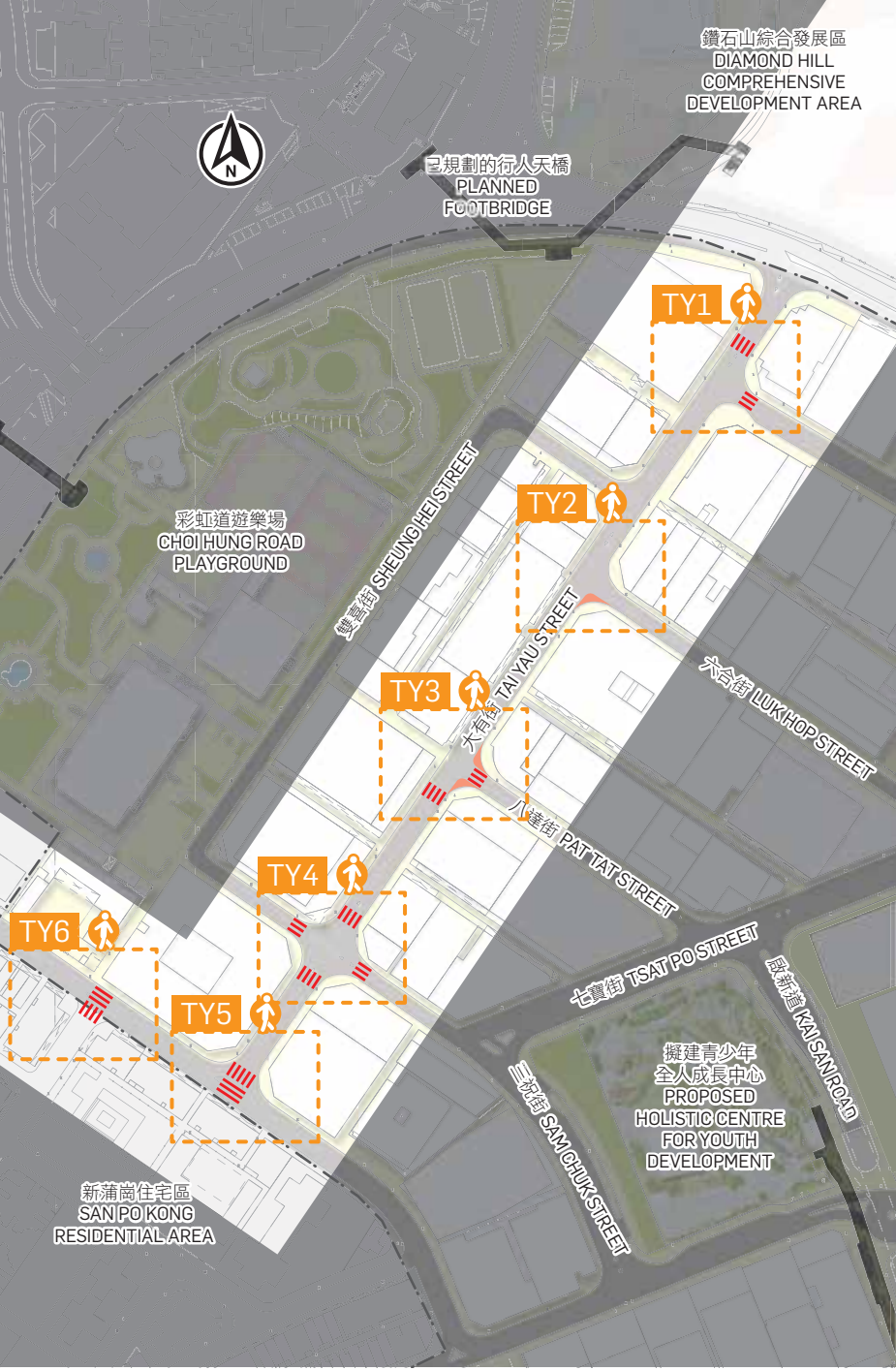
大有線 Tai Yau Link

大有街是區內一條主要通道，連接鑽石山綜合發展區和新蒲崗的住宅區，預計人流將進一步增加。

我們建議優化大有街及其連接道路的路口，並改善街景以及其南北端的行人連接。

Tai Yau Street is a major thoroughfare between the Diamond Hill Comprehensive Development Area and the San Po Kong Residential Area. Pedestrian flow is expected to increase further.

We propose to optimise Tai Yau Street and its connecting roads by improving the junctions, enhancing the streetscape and the pedestrian links at the northern and southern ends.





TY1

優化大有街/五芳街為交通燈控制的行人過路處 Enhancement of Tai Yau Street/Ng Fong Street pedestrian crossing to traffic signal controlled

- 橫過大有街的行人眾多
Significant pedestrian volume crossing Tai Yau Street
- 現有行人路輔助線造成人車爭路
Existing cautionary pedestrian crossing causes vehicle-pedestrian conflicts



TY2

加闊六合街近大有街南面行人路 Widening of the southern footpath at Luk Hop Street near Tai Yau Street

- 六合街行人過路距離較長
Pedestrian crossing distance at Luk Hop Street is relatively long

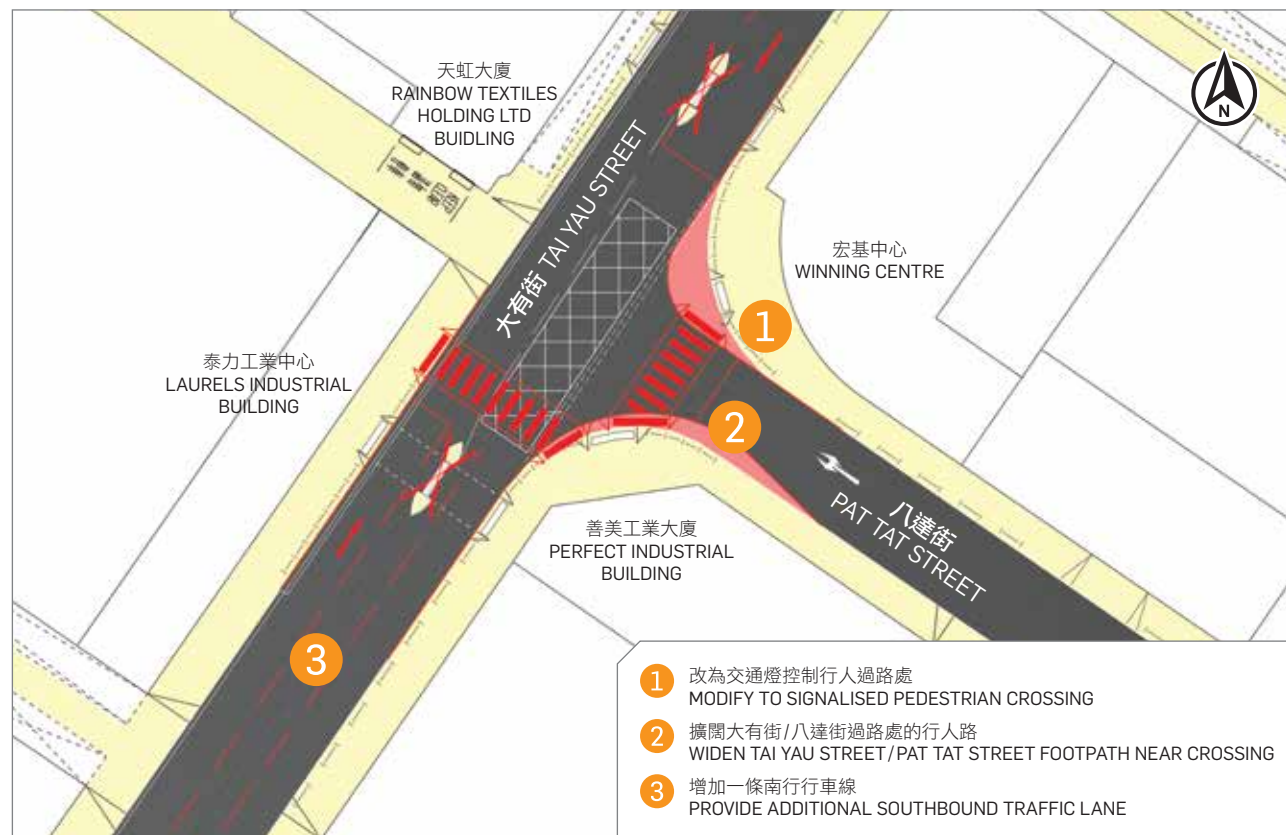




TY3

優化大有街/八達街為交通燈控制的行人過路處 Enhancement of Tai Yau Street/Pat Tat Street pedestrian crossing to traffic signal controlled

- 八達街行人過路距離較長
Pedestrian crossing distance at Pat Tat Street is relatively long
- 現有行人路輔助線造成人車爭路
Existing cautionary pedestrian crossing causes vehicle-pedestrian conflicts



TY4

優化大有街/三祝街為交通燈控制的行人過路處 Enhancement of Tai Yau Street/Sam Chuk Street pedestrian crossing to traffic signal controlled

- 現有行人路輔助線造成人車爭路
Existing cautionary pedestrian crossing causes vehicle-pedestrian conflicts





TY5

優化大有街/爵祿街為區域行人過路處 Enhancement of Tai Yau Street/Tseuk Luk Street pedestrian crossing to area crossing

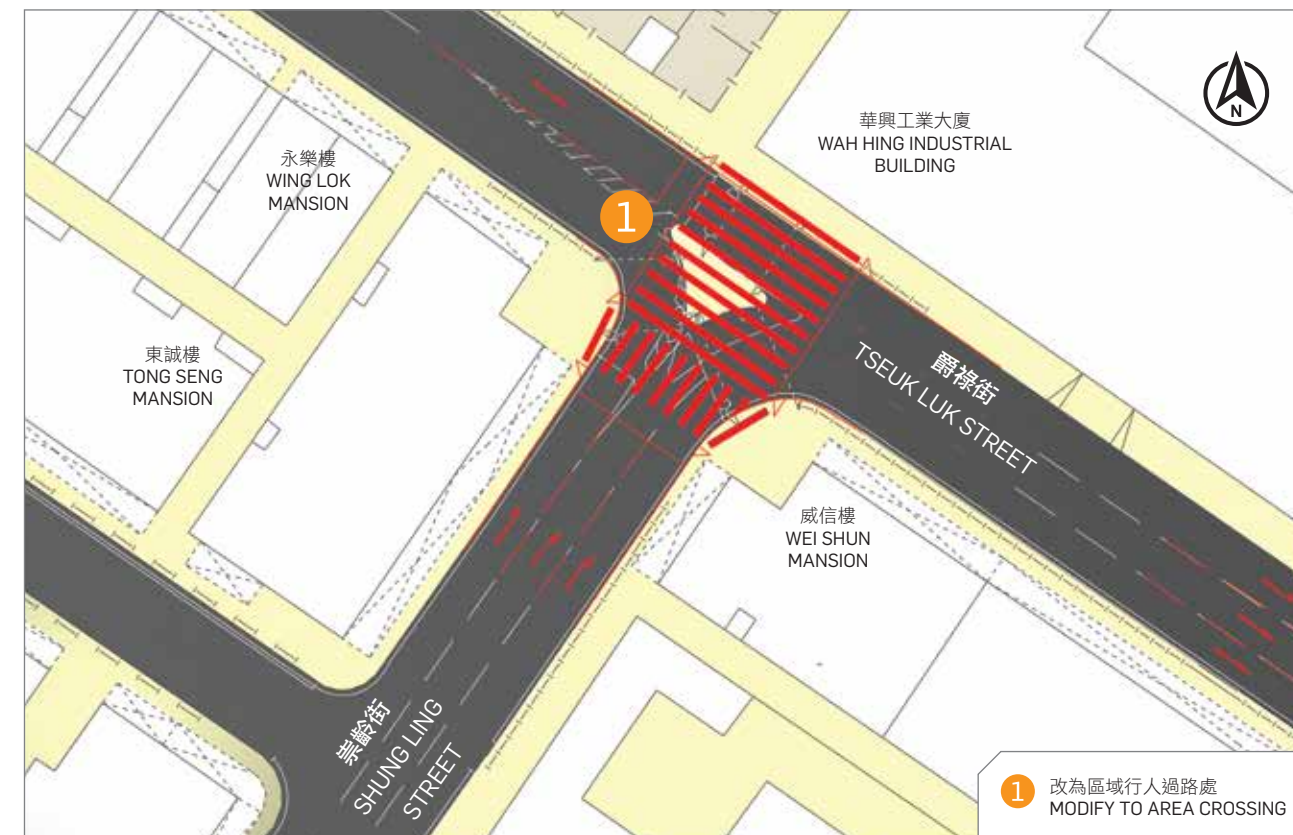
- 過路行人眾多
Pedestrian volume crossing the streets is significant
- 行人未能於一次綠燈時段內橫過馬路
Pedestrians cannot cross the streets in one green signal time

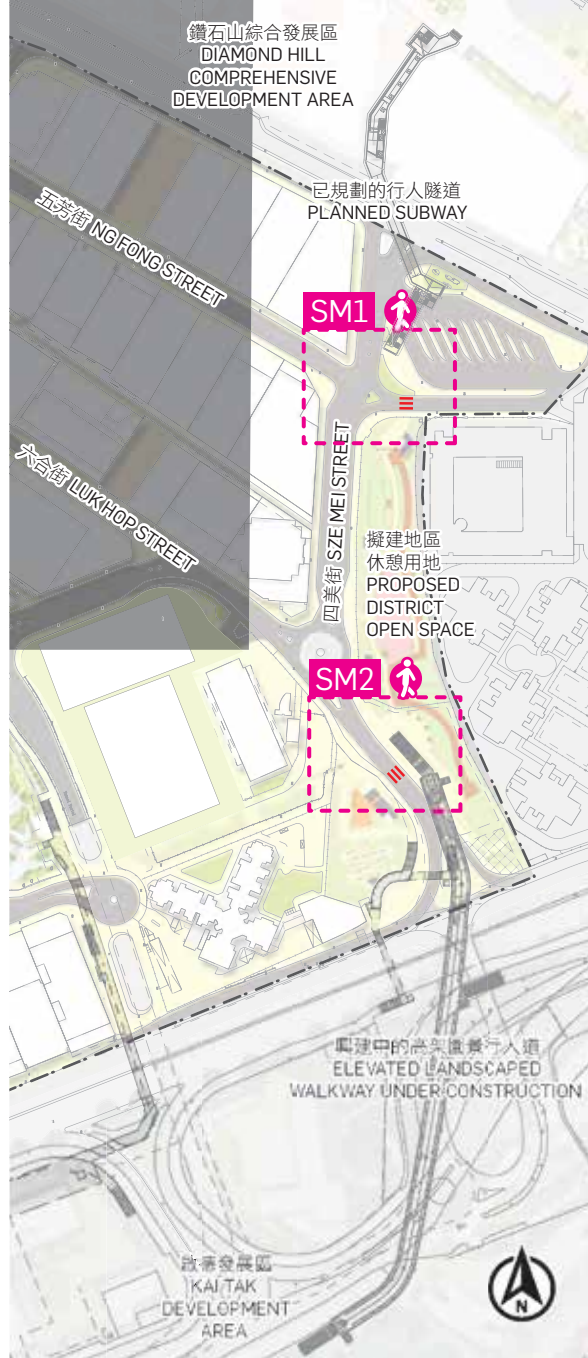


TY6

優化爵祿街/崇齡街為區域行人過路處 Enhancement of Tseuk Luk Street/Shung Ling Street pedestrian crossing to area crossing

- 過路行人眾多
Pedestrian volume crossing the streets is significant
- 行人未能於一次綠燈時段內橫過馬路
Pedestrians cannot cross the streets in one green signal time





四美線 Sze Mei Link

四美線為彩虹道、港鐵鑽石山站及附近住宅區來往啟德發展區的最短路線。隨着啟德發展區高速發展以及更多商廈進駐商貿區，四美街將成為區內主要的行人走廊。

橫跨太子道東的現有行人隧道和興建中的高架園景行人道，以及鑽石山綜合發展區規劃中的行人隧道，將為區內提供優良的南北行人連接。我們將把握四美街地區休憩用地發展的機遇，為四美街一帶締造宜人和具連貫性的綠色都市空間，連接活動樞紐。我們亦建議研究沿線設立兩個智能交通燈控制的行人過路處，以理順行人和行車交通。

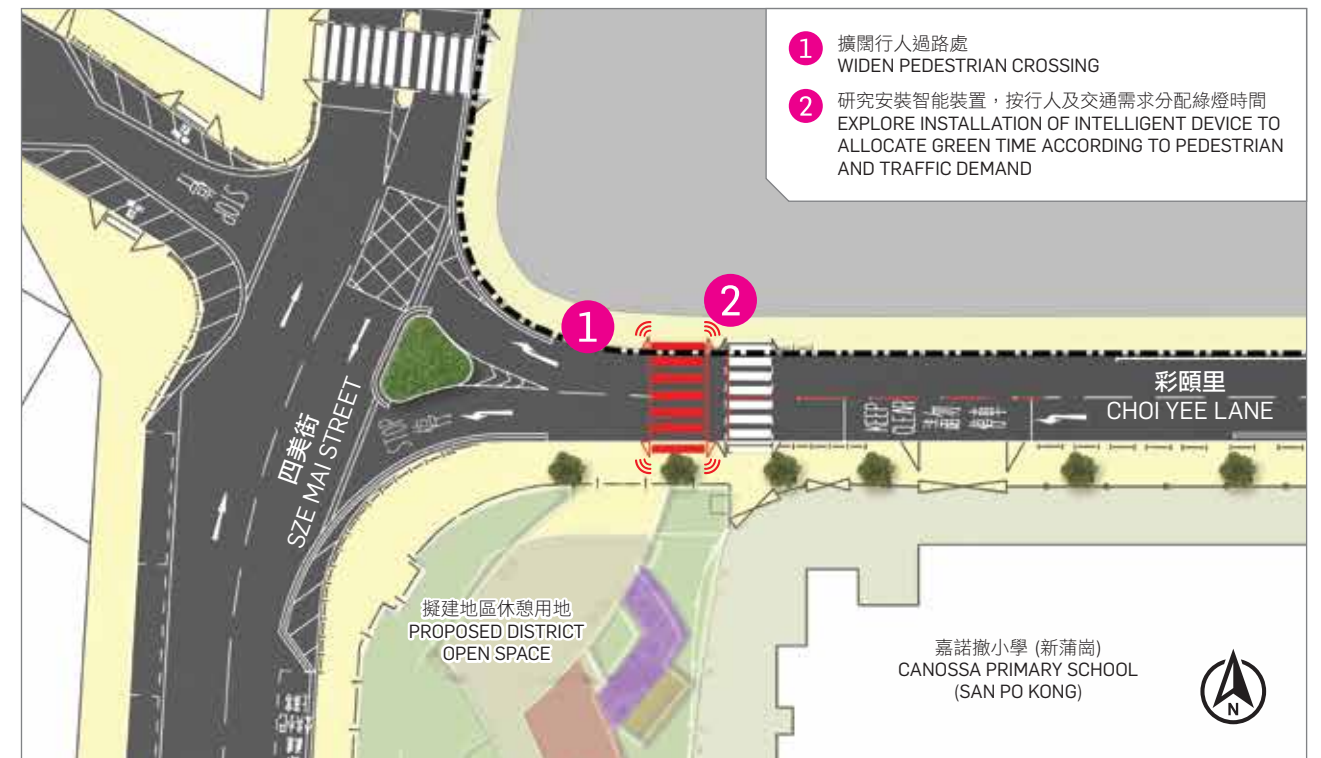
Sze Mei Link is the shortest route to the KTDA from Choi Hung Road, MTR Diamond Hill Station and nearby residential areas. With the rapidly developing KTDA and more commercial buildings coming into place, Sze Mei Link is expected to become a major pedestrian thoroughfare in the district.

The existing pedestrian subway across Prince Edward Road East and the elevated landscaped walkway under construction, together with the planned pedestrian subway in the Diamond Hill Comprehensive Development Area, will provide excellent pedestrian linkage at the northern and southern ends. We will leverage the opportunities arising from the development of the Sze Mei Street district open space to create a pleasant and coherent green urban space in the Sze Mei Street area and connect the activity nodes. We also recommend exploring the setting up of two intelligent traffic signal controlled pedestrian crossings along the route to rationalise pedestrian and vehicular traffic.

SM1

擴闊和更改彩頤里行人過路處為智能交通燈控制的行人過路處
Widen and modify pedestrian crossing at Choi Yee Lane to intelligent traffic signal controlled crossing

- 過路行人眾多和交通增加
Pedestrian volume crossing the lane is significant and vehicular traffic increases
- 現有過路處和未來地區休憩用地的入口不連貫
Existing pedestrian crossing and entrance of future district open space not aligned





SM2

擴闊和更改四美街行人輔助線為智能交通燈控制的行人過路處 Widen and modify cautionary crossing at Sze Mei Street to intelligent traffic signal controlled crossing

- 未來過路行人眾多
Pedestrian volume crossing the street will be significant in future
- 接近太子道東和四美街迴旋處的行人過路處將有大量行人使用，會容易造成交通阻塞
A significant number of pedestrians will use the pedestrian crossing near Prince Edward Road East and the roundabout at Sze Mei Street, which may easily cause traffic congestion



三祝線 Sam Chuk Link

三祝街是前往彩虹道遊樂場的主要通道之一，並連接未來的青少年全人成長中心以及經由景福街連接太子道東行人隧道。

我們建議改善路口的暢達度，將三祝街營造為充滿活力的行人通道。我們亦建議善用與青少年全人成長中心相鄰的公共休憩空間，令該路線更宜歇息，並同時提供便捷的通道前往該未來的青少年聚腳點。

Sam Chuk Street is one of the key links to Choi Hung Road Playground. It also links up with the future Holistic Centre for Youth Development and connects with the pedestrian subway at Prince Edward Road East via King Fuk Street.

We recommend transforming Sam Chuk Street into a vibrant pedestrian passageway by improving connectivity at junctions. We also recommend making use of the future public open space adjoining Holistic Centre for Youth Development to make the Link more "stayable", and at the same time to provide a convenient access to the future focal point for young people.





SC1

增設三祝街/景福街行人過路處 Provide additional pedestrian crossing at Sam Chuk Street/King Fuk Street

- 景福街欠缺行人過路設施
Pedestrian crossing facility across King Fuk Street is not available



SC2

於三祝街提供公共休憩空間 Provide public open space at Sam Chuk Street

- 三祝街缺乏綠化空間
Lack of green space along Sam Chuk Street



3.1.2 後巷 Back Alleys

我們深入分析了新蒲崗商貿區內後巷的現況，建議把適合的後巷轉化成更吸引和安全的步行路線，令它們成為行人網絡的一部分。

With an in-depth analysis of the existing conditions of the back alleys in SPKBA, we propose to transform suitable back alleys into more attractive and safe pedestrian routes to become part of the pedestrian network.



- 後巷改善方案
BACK ALLEYS IMPROVEMENT SCHEMES
- 建議美化後巷納入行人網絡
PROPOSED FACE-LIFTING OF BACK ALLEYS FOR INCLUSION INTO PEDESTRIAN NETWORK
- 建議重新鋪設後巷的行人道(視乎進一步研究)
PROPOSED REPAVING OF CARRIAGEWAY AT BACK ALLEYS (SUBJECT TO FURTHER INVESTIGATION)

BA1

將後巷的東部分改為行人專用，而西部分則重鋪地面以劃分行人路和行車道

Pedestrianise eastern section of the back alley and repave western section to demarcate footpath and vehicular passage



E 後巷東部分 Eastern Section of Back Alley



W 後巷西部分 Western Section of Back Alley



BA2

重鋪後巷

Repave the back alley



BA3

建議加入壁畫裝飾和重鋪後巷

Decorate with wall painting and repave the back alley



新蒲崗商貿區內其他後巷的上落貨活動仍然頻繁，局限了在短期內美化它們的潛力。視乎進一步研究和與相關持份者聯絡後，如條件適合，我們會建議在這些後巷重鋪行車道的路面。

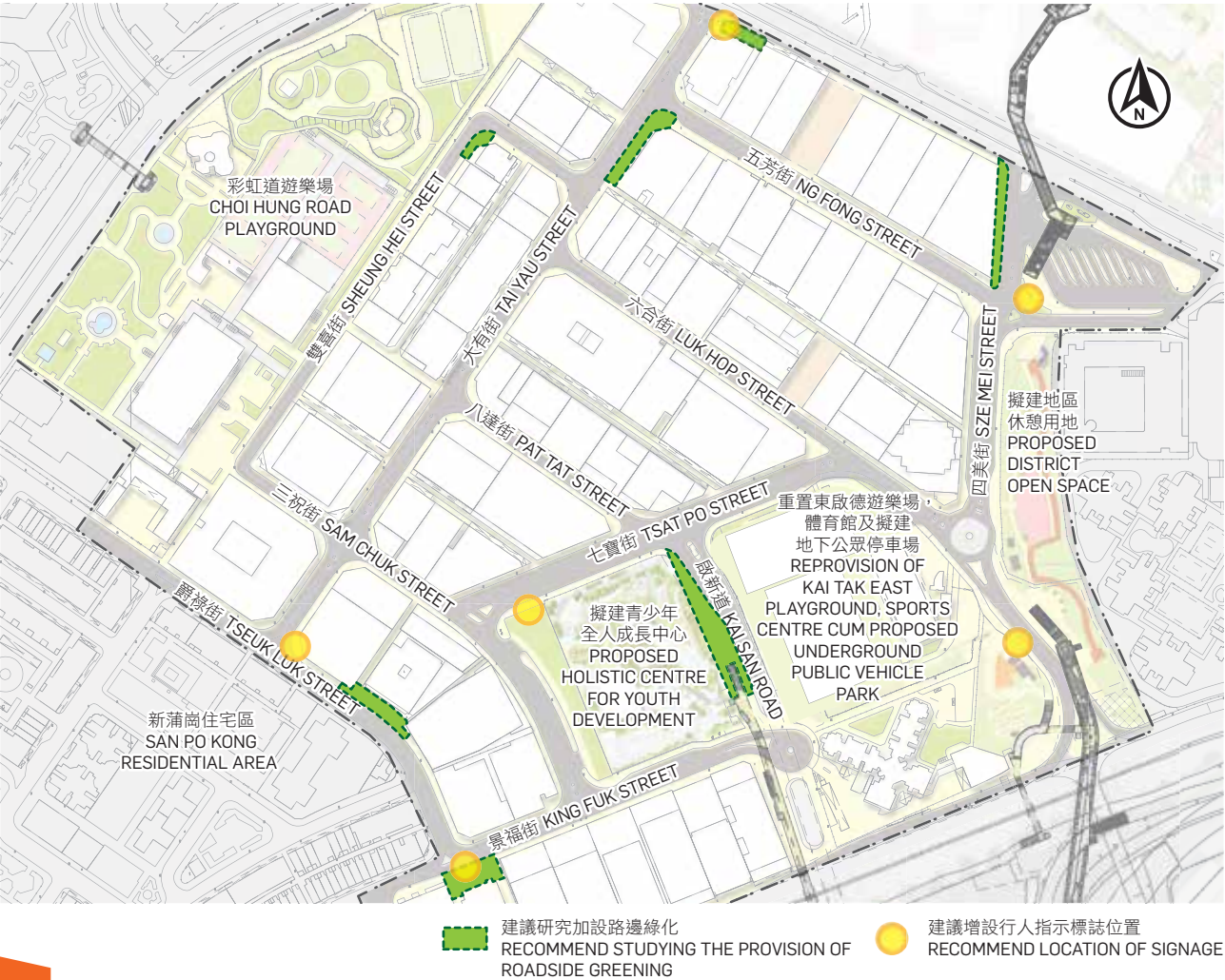
For other back alleys in SPKBA, frequent loading/unloading activities are still observed and these would restrict their potential for face-lifting in the short-term. Subject to further investigation and liaison with the relevant stakeholders, if the conditions are appropriate, we would suggest resurfacing the carriageways of back alleys.



3.1.3 街景 Streetscape

我們建議推行美化街景方案以 -
Streetscape beautification schemes are proposed to -

- 改善目的地之間的連接
Enhance eligibility and connectivity to destinations
 - 令街道環境更添活力
Enhance vibrancy of the street environment
- 提供有效的道路指示
Provide effective way-finding
 - 營造更佳的步行體驗
Offer better walking experience



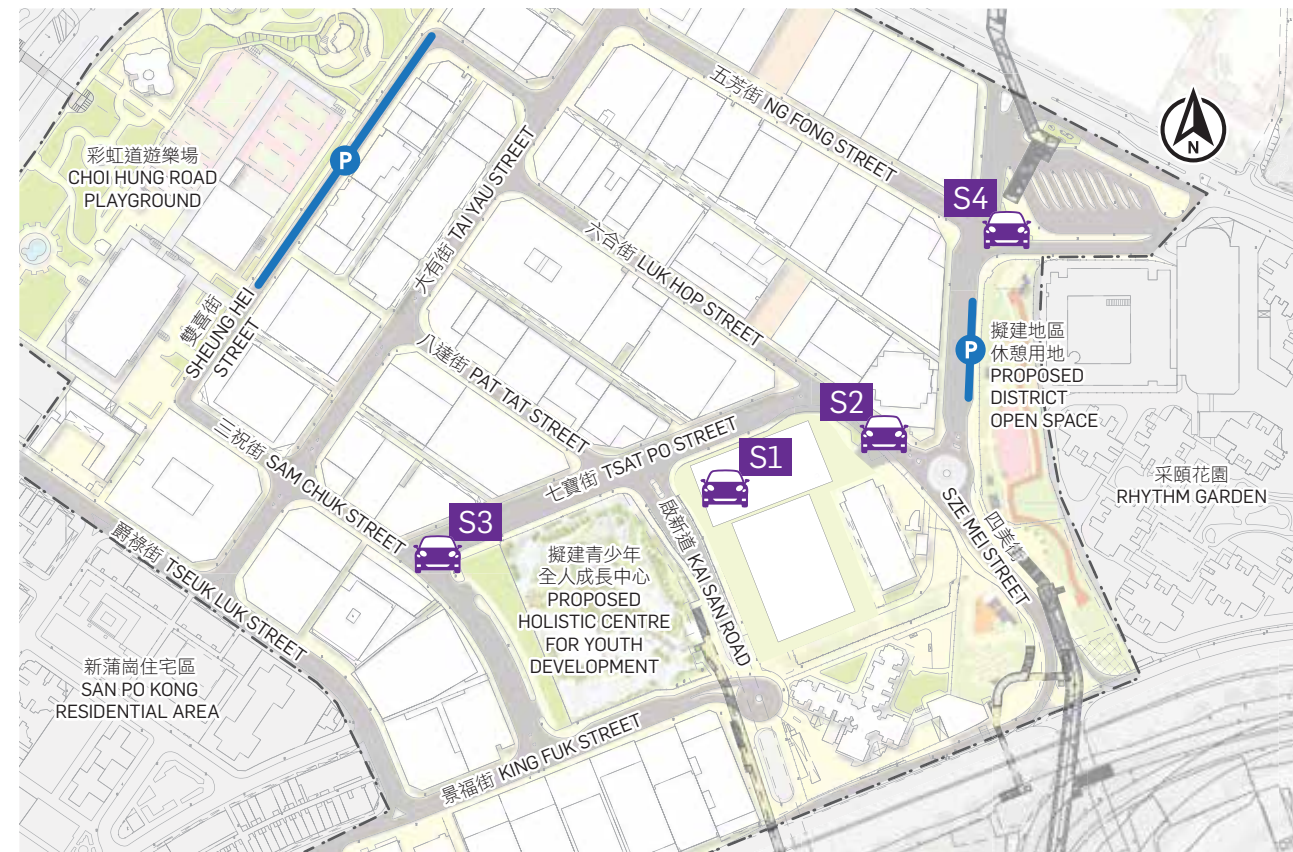
我們提出以下策略配合新蒲崗商貿區的園景美化目標：
The following strategies are proposed to accord with the landscape objectives for SPKBA:



3.2 交通改善方案 Traffic Improvement Schemes

我們建議修改一些行車線，以改善新蒲崗商貿區的車流。這些改善方案將改善主要路口的交通狀況和舒緩區內交通擠塞。擬建四美街公眾停車場將可應付區內的汽車泊位需求。在公眾停車場落成後，我們建議檢視是否需要保留新蒲崗商貿區路旁停車位，按需要釋放更多道路空間，提升交通容量。

We propose to re-configure some traffic lanes to enhance the traffic flows in SPKBA. Such improvements would improve the performance of major road junctions and alleviate traffic congestion in the area. The proposed public vehicle park at Sze Mei Street would cater for the demand for vehicle parking. Upon completion of the public vehicle park, we recommend reviewing the need to retain the on-street parking spaces in SPKBA with a view to freeing up more road space to increase traffic capacity as necessary.



交通改善計劃
TRAFFIC IMPROVEMENT SCHEMES



在公眾停車場落成後，檢視保留路旁停車位的需要
REVIEW THE NEED TO RETAIN ON-STREET PARKING SPACES
UPON COMPLETION OF THE PUBLIC VEHICLE PARK

S1

於四美街東啟德遊樂場及體育館提供地下公眾停車場

Provide underground public vehicle park at Kai Tak East Playground and Sports Centre

- 新蒲崗商貿區內泊車位不足
Insufficient parking spaces within SPKBA
- 違例泊車導致道路擠塞
Illegal parking activities causing road congestion



S2

於六合街提供額外北行行車線及於四美街提供左轉專用行車線
Provide additional northbound traffic lane at Luk Hop Street and dedicated left turn traffic lane at Sze Mei Street

- 七寶街交通擠塞
Traffic congestion observed at Tsat Po Street
- 繁忙時間車龍延伸至四美街迴旋處
Traffic queue tailing back to Sze Mei Street Roundabout during peak hours



S3

於七寶街加設行車線
Provide additional traffic lane at Tsat Po Street

- 於繁忙時間七寶街出現交通擠塞
Traffic congestion occurs at Tsat Po Street during peak hours





S4 

於五芳街加設行車線

Provide additional traffic lane at Ng Fong Street

- 於繁忙時間五芳街出現交通擠塞
Traffic congestion occurs at Ng Fong Street during peak hours



4 智能措施 Smart Measures



我們並建議為新蒲崗商貿區引入以下智能措施：

We also recommend introducing the following smart measures in SPKBA:

4.1 智能照明 Smart Lighting

智能道路照明系統可供遙距監察和控制路燈的開關，以及檢測個別路燈故障。此系統能節省能源成本、減少監察和檢測路燈所需的人手。智能道路照明系統已安裝在新蒲崗商貿區的部分道路(如七寶街和爵祿街)。

我們建議探討進一步將新蒲崗商貿區內的傳統道路照明系統更換成LED照明，以及加設遙距調控光暗功能。

Smart street lighting system allows remote monitoring and control of the on/off conditions of street lights as well as detecting the malfunctioning of individual street lights. It helps to save energy cost and reduce manpower for monitoring and inspecting street lights. Some streets in SPKBA have already installed the smart street lighting system (e.g. Tsat Po Street and Tseuk Luk Street).

We recommend to explore further extending the replacement of conventional street lighting with LED lighting and remote lighting level adjustment in SPKBA.



已安裝智能照明系統的街道
STREETS WITH INSTALLATION OF SMART LIGHTING SYSTEM

4.2 智能路口 Intelligent Junctions

建議研究於合適的路口(如彩頤里和四美街)安裝有配置人車感應器的智能交通燈號系統，為行人及車輛減少等候時間及改善安全。

Recommend to explore installation of intelligent traffic signal system with sensors for pedestrians and vehicles at suitable road junctions (e.g. Choi Yee Lane and Sze Mei Street) to minimise waiting time and enhance safety for both pedestrians and vehicles.



4.3 實時空置車位數據 Real-time Parking Vacancy Data

新蒲崗商貿區的停車場經營者已獲邀於「我的九龍東」(MyKE)手機應用程式上參與「易泊車」計劃，分享實時空置泊車位數據，有助駕駛者尋找空置泊車位，從而減少不必要的車程。實時資訊亦會傳送到運輸署的「香港出行易」手機應用程式。

擬建的四美街公眾停車場，未來會提供同類實時數據。

Car park owners in SPKBA are invited to join the "Easy Parking" scheme and provide real-time parking vacancy data in the "My Kowloon East" (MyKE) mobile app. This can help drivers to search for vacant parking spaces to reduce unnecessary journeys. The information is shared with the Transport Department for the "HKeMobility" mobile application.

The proposed public vehicle park at Sze Mei Street will provide such real-time data in future.



4.4 違例泊車監測系統測試 Trial on Illegal Parking Monitoring System

利用影像分析技術及監察攝像機，偵測並阻遏違例泊車活動，以改善新蒲崗商貿區的交通情況。

我們將會在四美街部分上落貨位試行。

Use of video analytic technology with the support of surveillance cameras to detect illegal parking and deter such activities to help improve traffic conditions in SPKBA.

Some loading/unloading bays at Sze Mei Street are selected for trial.



建議監測範圍
PROPOSED MONITORING AREA

4.5 「易行」及主題導賞 “Easy Walking” and Thematic Tour

MyKE 手機應用程式內置「易行」功能，能按用戶的需求與喜好，建議有蓋行人路、無障礙通道等個人化的室內和戶外路線。

MyKE 手機應用程式內的自助主題導賞功能，已有推薦新蒲崗區內的特色景點。

應用程式還包括其他功能，其中一站式地理資訊平台，提供區內公共設施的資訊。

“Easy Walking” function in MyKE app can suggest personalised indoor and outdoor routes according to users' needs and preferences, such as sheltered paths and barrier-free paths.

A self-guided thematic tour function is introduced in MyKE app to recommend points of interest in SPKBA.

The app also includes other functions such as providing a one-stop geo-spatial information platform on public facilities in SPKBA.

4.6 智能泊車 Smart Parking

建議探討於擬建的四美街地下公眾停車場安裝智能泊車系統的可能性。

Recommend to explore the possibility of installing smart parking system at the proposed underground public vehicle park at Sze Mei Street.



5 你的意見 Your Views

電郵 Email:

spkba-pe-general@aecom.com

電話 Telephone:

2813 4110

網頁 Website:

www.ekeo.gov.hk/tc/activities/spkba.html

我們亦會透過公眾論壇及展覽收集公眾意見。

Public forum and panel exhibitions will also be held to gauge public views.

公眾論壇 Public Forum



日期 Date: 12/1/2019 (星期六 SAT)



時間 Time: 下午 2:30 – 5:00 pm



地點 Venue: 起動九龍東辦事處展覽廳 (九龍觀塘海濱道122號)

Exhibition Hall, Energizing Kowloon East Office (122 Hoi Bun Road, Kwun Tong, Kowloon)

請於2019年1月4日前將你的(1)姓名、(2)電話號碼及(3)電郵地址電郵至 spkba-pe-general@aecom.com 或致電 2813 4110 登記。你亦可於網頁下載登記表格，填寫後郵寄(地址：香港沙田鄉事會路138號新城市中央廣場第2座8樓)、電郵或傳真至 3922 9797 登記。

Please register by sending your (1) name, (2) telephone number and (3) email address to spkba-pe-general@aecom.com or call 2813 4110 on or before 4 January 2019. You can also download an application form at our website and register by submitting the completed form by post (Address: 8/F, Grand Central Plaza, Tower 2, 138 Shatin Rural Committee Road, Shatin, Hong Kong), email or fax at 3922 9797.

展覽 Panel Exhibitions



- A** 彩虹道體育館 Choi Hung Road Sports Centre
日期 Date: 27/11/2018-8/12/2018
- B** 東啟德體育館 Kai Tak East Sports Centre
日期 Date: 9-20/12/2018
- C** 萬迪廣場正門外 Near Maxgrand Plaza entrance
日期 Date: 21/12/2018 - 1/1/2019
- D** 文理書院正門外 Near Cognitio College entrance
日期 Date: 14-25/1/2019
- E** 起動九龍東辦事處 Energizing Kowloon East Office
日期 Date: 2-13/1/2019

* 展覽時間表可能有所改動。請參閱 www.ekeo.gov.hk/tc/activities/spkba.html 留意最新安排。
The exhibition schedule is subject to change.
Please see www.ekeo.gov.hk/tc/activities/spkba.html for the latest arrangement.

發展局
Development Bureau

起energizing動 Kowloon East Office
九龍東辦事處

AECOM

電郵 Email: spkba-pe-general@aecom.com 電話 Tel.: 2813 4110
網頁 Website: www.ekeo.gov.hk/tc/activities/spkba.html

聲明：凡在「新蒲崗商貿區行人環境及交通改善計劃可行性研究」中向起動九龍東辦事處提供意見的個人或團體，將被視作同意起動九龍東辦事處可公布部分或全部所提供的意見(包括個人姓名或團體名稱)。如你不同意有關安排，請於提出意見時作出聲明。

Disclaimer: A person or an organisation providing any comments to the Energizing Kowloon East Office on the "San Po Kong Business Area Pedestrian Environment and Traffic Improvement Feasibility Study" shall be deemed to have given consent to the Energizing Kowloon East Office to partially or wholly publish the comments (including the names of the persons or organisations). If you do not agree to this arrangement, please state so when providing the comments.

