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九龍灣商貿區行人環境改善 可行性研究

Kowloon Bay Business Area (KBBA)
Pedestrian Environment Improvement
Feasibility Study

第三階段公眾參與摘要
Stage 3 Public Engagement Digest



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1 引言 Introduction

- 1.1 願景與目標
Our Vision & Aim
- 1.2 公眾參與策略
Public Engagement Strategy
- 1.3 第二階段公眾參與撮要
Summary of Stage 2 Public Engagement

1.1 願景與目標 Our Vision & Aim

願景 Our Vision

提升九龍灣的形象，營造一個擁有優良步行環境的核心商業區，讓工作、生活及娛樂緊扣在一起。

To enhance the image of Kowloon Bay and create a Walkable CBD that weaves working, living and playing together.

目標 Our Aim

我們期望在九龍灣商貿區營造一個可寫意蹣跚及悠閒消遣的行人環境及交通暢通可達的道路網絡。為方便市民由九龍灣港鐵站進出九龍灣商貿區，並到達啟德發展區海濱地帶，發展局起動九龍東辦事處於2013年2月展開有關如何改善區內的行人及交通環境的研究。預計本研究將於2014年年底完成。

We aimed at creating a pedestrian environment at Kowloon Bay Business Area (KBBA) which is "walkable", "stayable" and "sittable" and easily accessible by vehicular traffic. To enhance accessibility from Kowloon Bay MTR Station to the KBBA and towards the Kai Tak Development and waterfront, the Energizing Kowloon East Office (EKEO) of the Development Bureau commissioned a study in February 2013 to recommend improvement required for the pedestrian and traffic environment in KBBA. The study is anticipated to complete by end 2014.



主要策略 Main Strategies

改善步行暢達度 ENHANCE WALKABILITY

- 改善行人設施 Upgrade pedestrian facilities
- 改善行人指示系統 Enhance signages and wayfinding facilities
- 發展行人網絡系統 Develop pedestrian links

改善道路交通 IMPROVE ROAD TRAFFIC

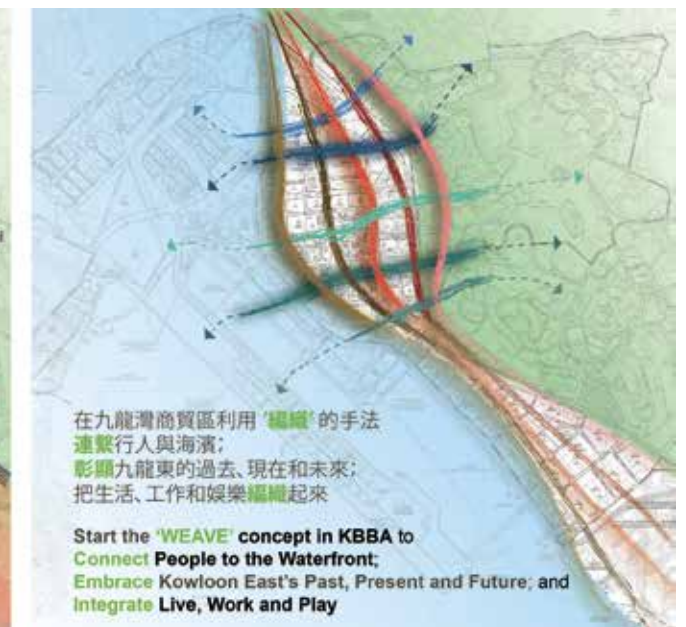
- 需求管理措施 Demand management measures
- 交通管理措施 Traffic management measures
- 可持續發展的解決方案 Sustainable solutions

優化行人環境 FACE-LIFTING OF PEDESTRIAN ENVIRONMENT

- 優化現時行人通道的設計 Improve current design of passageway
- 加強綠化及吸引力 Enhance greening and attractiveness
- 改善公共空間 Enhance public space design

主要手法 Main Approach

- 透過改善行人網絡和步行環境，提升城市肌理的結合和滲透性。
Improving pedestrian network and walking environment to increase permeability and integration of various dimensions of the urban fabric.
- 透過交通工程技術來提升路口的通行能力，以減輕交通擠塞。
Optimizing the junction performance and alleviate traffic congestion through traffic engineering approach.
- 加強綠化景觀，配合不同的路面改善方案，進一步優化公共空間，締造悠閒舒適的行人環境。
Enhancing greening to further upgrade our public space in association with different road improvement proposals. This creates a comfortable walking environment for the pedestrian.
- 塑造多功能、富動感、具標誌性、多元化和可持續的公共空間，並鼓勵公眾步行。
Delivering a multi-functional, vibrant, iconic, diverse and sustainable public realm and encouraging walking.



1.2 公眾參與策略 Public Engagement Strategy

本研究的公眾參與活動分為三個階段，第一及第二階段的公眾參與已於2013年6月及2014年1月完成。我們考慮了第一及第二階段所收集的公眾意見及其他相關因素後，調整了一些短、中期的路面改善方案，並制定了其他中、長期的改善計劃。我們現正展開第三階段的公眾參與活動以收集市民對本研究所提出的各項改善方案的意見。

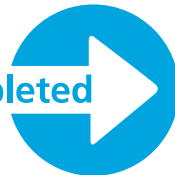
There are three stages of Public Engagement (PE) throughout the study period. The Stages 1 & 2 PE events were completed in June 2013 and January 2014 respectively. Having consolidated and considered the views from the public, together with other factors, the Study Team has modified the short to medium-term at-grade improvement proposals and formulated other medium to long-term improvement proposals. The Stage 3 PE event commences aiming at obtaining public views on the proposals.

第一階段 — 構想 Stage 1 – Envisioning

2013年5月至6月
May to June 2013

- 公眾意見調查
Public Opinion Survey
- 公眾論壇
Public Forum
- 收集初步意見
Collect Initial Views

完成
Completed



第三階段 — 中、長期計劃 Stage 3 – Medium to Long-term Measures

2014年5月至7月 May to Jul 2014

- 為中、長期建議收集意見
Collect Comments on the Recommended Medium to Long-term Measures
- 推行計劃及機制 Implementation Plan and Mechanism
- 公眾論壇 / 焦點小組會議
Public Forum / Focus Group Meetings

我們在此
We are Here



第二階段 — 路面改善方案 Stage 2 – At-grade Improvement Proposals

2013年11月中至2014年1月中
Mid-Nov 2013 to Mid-Jan 2014

- 為建議的路面改善方案收集意見
Collect Comments on the Recommended At-grade Improvement Proposals
- 公眾參與工作坊 / 焦點小組會議
Community Workshop / Focus Group Meetings

完成
Completed



1.3 第二階段公眾參與撮要

Summary of Stage 2 Public Engagement

於第二階段公眾參與中，我們建議了各項可改善九龍灣商貿區內行人環境及交通狀況的短、中期路面改善方案，包括3項重點範圍和17項個別的地點。公眾普遍支持本研究建議的路面改善方案。從第二階段公眾參與中，收集到有關路面改善方案的意見大致包括：

In Stage 2 PE, various short to medium-term at-grade improvement proposals for three key areas and 17 individual locations in the Kowloon Bay Business Area have been proposed for improving the pedestrian and vehicular environment. The public generally supported the at-grade improvement proposals. General comments for the at-grade improvement proposals received in the Stage 2 PE include:

- 公眾一般贊同綠化和美化現有的休憩處，另一方面，由於改變行人現有的步行習慣/路線選擇有一定困難，所以擔心有關方案在改善現有行人路徑擠擁狀況的成效。建議利用清晰的標誌，有吸引力的設計，並以各種活動(如提供表演空間，週日市場，咖啡角等)，增加活力及吸引人流。亦有意見認為應進一步擴大「綠色走廊」至其他主要道路，如常怡道，偉業街及常悅道等。

It was generally agreed on greening and beautification to the existing sitting-out areas. Concerns were raised on the effectiveness of relieving the crowded condition at other existing pedestrian routes due to the difficulties for changing the walking habit / route choice of daily users. It was suggested to install clear signages with attractive design, together with organization of various activities (e.g. performance space, Sunday market, coffee corner etc.) to energize the area and attract pedestrian movement. It was also suggested to further extend the "Green Spine" to the major arteries such as Sheung Yee Road, Wai Yip Street and Sheung Yuet Road etc.

- 公眾關注從德福廣場二期通過大業街及常怡道現有行人天橋通往九龍灣商貿區南面的建議路線的吸引力和治安問題。公眾大致支持於大業街和兆業街路口增設交通燈以提升路面安全，但亦擔心交通燈口將引致車輛擠塞。

The public concerned about the personal attractiveness and safety for the proposed route from Telford Plaza II to Kowloon Bay Business Area South via Tai Yip Street and the existing Sheung Yee Road Footbridge. The signalisation of the junction of Tai Yip Street and Siu Yip Street to enhance road safety was generally supported. However, possible traffic congestion is a concern.

- 公眾大致支持加強於港大附屬學院門外的行人暢達性及美化啟祥道行人隧道的建議。公眾亦關注到，於港大附屬學院和美羅中心及附近的人流和其他的車輛通道互相交錯的問題。此外，亦有公眾建議延伸現有連接德福花園北面的天橋，接駁到港大附屬學院、臨興街和「綠色走廊」。

The public generally supported the enhancement of pedestrian accessibility near HKU Space and beautification of Kai Cheung Road Subway. The pedestrian flow conflicting with the vehicular access of HKU Space, Metro Centre and others was of concern. Also, it was suggested to extend the existing northern footbridge from Telford Gardens directly to HKU Space and along Lam Hing Street towards the "Green Spine".

- 公眾對於建議的行人設施改善方案，及建議的交通路口改善位置表示支持。亦有公眾建議於行人過路處使用減速平台或加高路口交界處，以便行人過路。

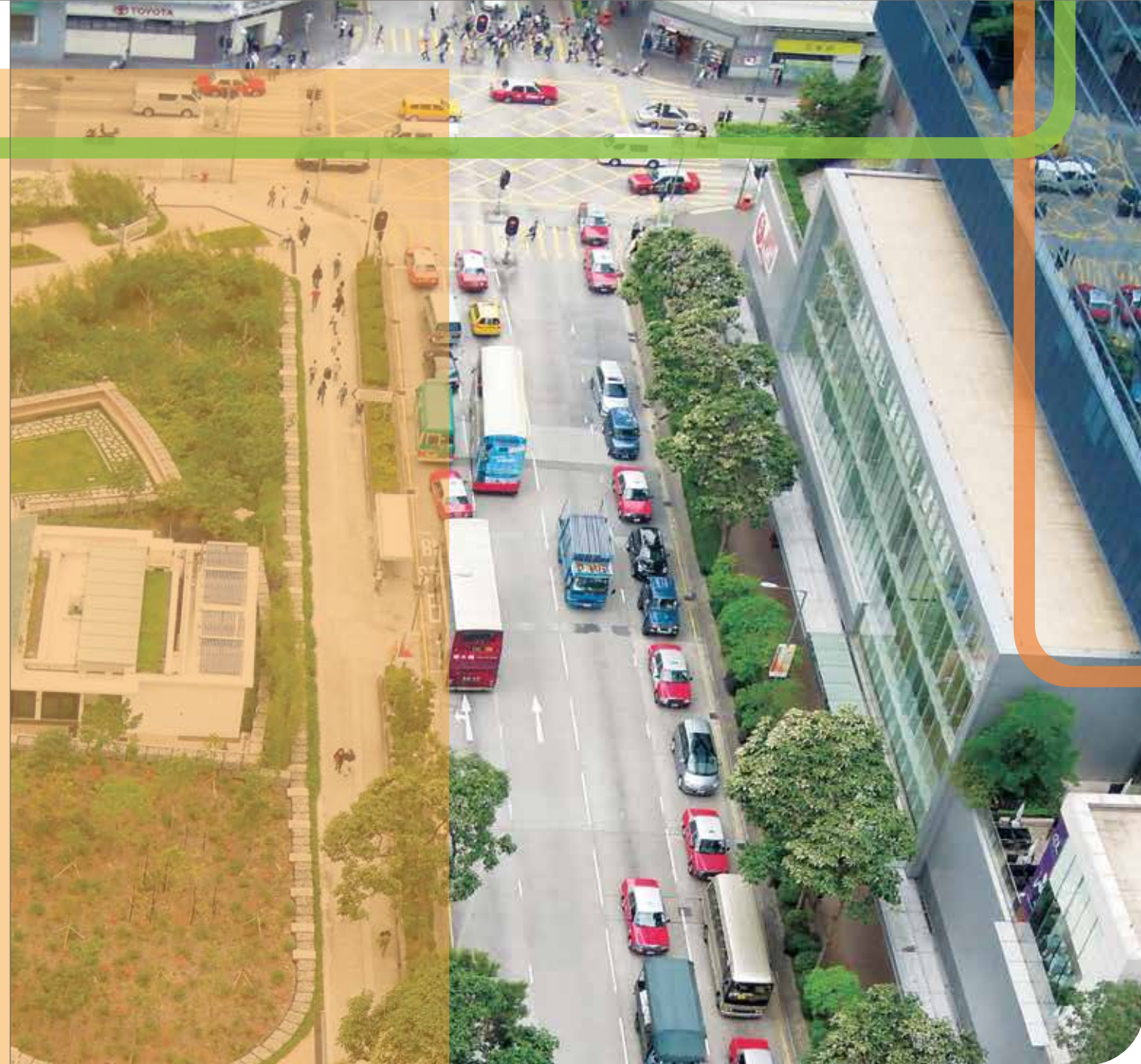
The improvement proposals for the pedestrian facilities and the vehicular junctions were supported. Public also suggested speed table and raised junction to facilitate pedestrian crossing.



2

跟進路面改善方案 Follow-up on At-grade Improvement Proposals

- 2.1 路面改善方案
At-grade Improvement Proposals
 - 2.1.1 行人設施改善方案
Pedestrian Facilities Improvement Proposals
 - 2.1.2 交通路口改善方案
Vehicular Junction Improvement Proposals
- 2.2 工程實施時間表
Implementation Timetable



2.1 路面改善方案 At-grade Improvement Proposals

本研究於第二階段的公眾參與中介紹了10個行人設施及7個交通路口的改善方案。研究團隊考慮了公眾的意見，於過去的數個月，進行了詳細設計亦積極地與各有關部門商討分階段落實方案，其中於下段(2.1.1段)介紹的P2至P9行人設施最後改善方案，將會分階段實施，而P1及P10的方案將與相鄰工程項目一併考慮及展開。

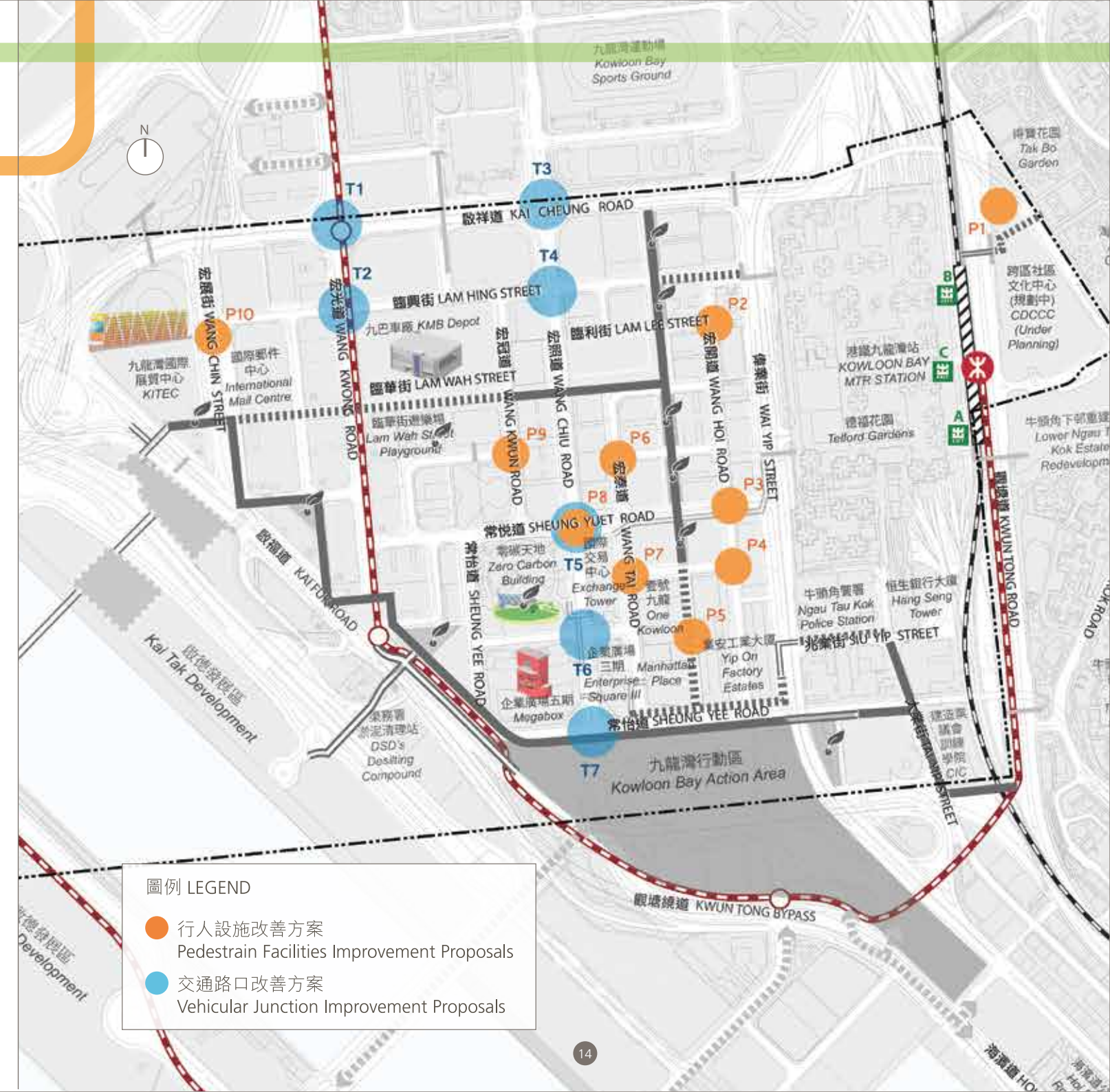
至於交通路口的改善方案(T1-T7)，我們已完成詳細設計。經重新評估後，其中一個曾於第二階段公眾參與提出改善的交通路口T5(常悅道/宏照道)，於短、中期能滿足交通需求，故建議改善工程將按九龍灣行動區的未來發展及未來交通需求，再作進一步檢視。至於其餘六個交通路口改善方案，我們已與有關部門商討，透過交通工程技術來提升路口的通行能力，以減輕交通擠塞，各方案展示於以下段落(2.1.2段)。我們將分階段落實各方案。

這些優化方案可改善區內行人暢達性，及提升主要路口的通行能力以減輕路面擠塞。

For the improvement proposals for 10 pedestrian facilities and 7 vehicular junctions as recommended in our Stage 2 Public Engagement, we have taken into account the public comments and conducted the detailed design. We have also liaised with the relevant departments to implement the proposals in phases. P2-P9 pedestrian facilities improvement proposals will be implemented in phases with the final schemes presented in the following Section 2.1.1. Meanwhile, P1 & P10 will be carried out and considered with the other projects in the vicinity.

Regarding the vehicular junction improvement proposals (T1-T7), we have completed the detailed design. After further review, T5 (Sheung Yuet Road / Wang Chiu Road), which was raised in Stage 2 Public Engagement, can meet the traffic demand in short to medium term. The proposed junction improvement will be further reviewed subject to the future development in the Kowloon Bay Action Area and the future traffic demand. Regarding the other 6 vehicular junction improvement proposals, we have liaised with the relevant departments. Through traffic engineering approach, we can optimize the junction performance and alleviate traffic congestion. The proposals are shown in the following Section 2.1.2. We would implement the proposals in phases.

These proposals would enhance the walkability as well as optimise the junction performance for alleviating the traffic congestion problem.



2.1.1 行人設施改善方案 Pedestrian Facilities Improvement Proposals



P2 加闊宏開道 / 臨利街行人過路處
Widening of Crossing at Junction of
Wang Hoi Road / Lam Lee Street

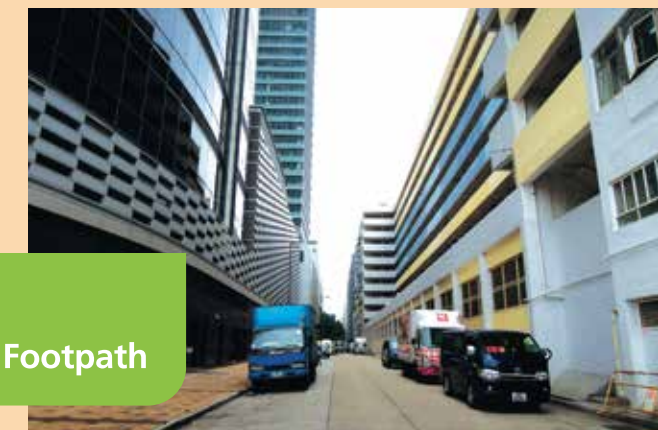


P3 加闊宏開道 / 常悅道行人過路處
Widening of Crossing at Junction of
Wang Hoi Road / Sheung Yuet Road





P4 加設宏開道 / 宏遠街行人過路處
Providing Crossing Facilities at
Wang Hoi Road / Wang Yuen Street

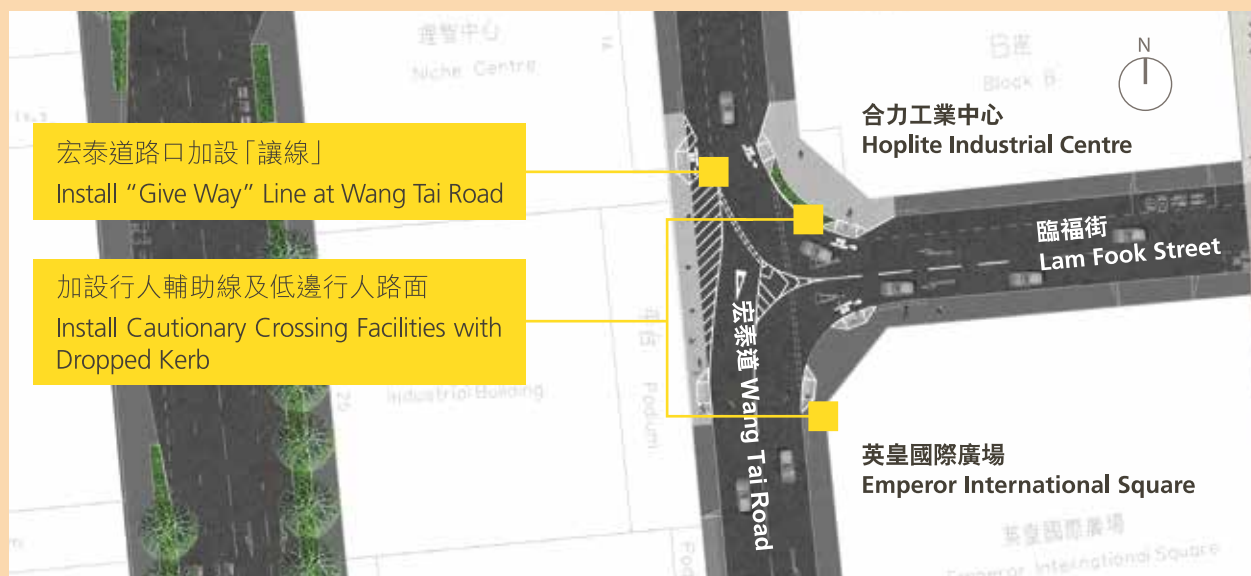


P5 加建宏茂街行人路
Providing Wang Mau Street Footpath





P6 加設宏泰道 / 臨福街行人過路處
Providing Crossing Facilities at Junction
of Wang Tai Road/ Lam Fook Street



P7 加設宏泰道 / 宏遠街行人過路處
Providing Crossing Facilities at Junction
of Wang Tai Road / Wang Yuen Street





P8 加闊宏照道 / 常悅道行人過路處
Widening of Crossing at Junction of Wang Chiu Road / Sheung Yuet Road



P9 加闊宏冠道 / 臨樂街行人路
Widening of Footpath at Junction of Wang Kwun Road / Lam Lok Street



2.1.2 交通路口改善方案 Vehicular Junction Improvement Proposals



T1 啟祥道 / 宏光道
Kai Cheung Road / Wang Kwong Road



T2 宏光道 / 臨興街
Wang Kwong Road / Lam Hing Street





T3 啟祥道 / 宏照道
Kai Cheung Road / Wang Chiu Road



T4 臨興街 / 宏照道
Lam Hing Street / Wang Chiu Road





T6 臨豐街 / 宏照道
Lam Fung Street / Wang Chiu Road



T7 常怡道 / 宏照道
Sheung Yee Road / Wang Chiu Road



2.2 工程實施時間表 Implementation Timetable

我們正與有關部門商討，務求建議的路面改善工程能盡早推展。我們將會分階段完成有關改善方案，並考慮附近其他工程項目的推行時間表和配合政府部門的資源分配。

We are liaising with the relevant government departments aiming at implementing the at-grade improvement proposals in the near future. We will take forward progressively the relevant proposals taking account of the interface with other projects in the vicinity and the departmental resources.

改善方案 Improvement Proposals		預計動工年份 Anticipated Commencement Year	預計竣工年份(見註3) Anticipated Completion Year (See Note 3)
行人設施(見註1) Pedestrian Facilities (P2-P9) (See Note 1)		2014	2014 - 2016
交通路口(見註2) Vehicular Junctions (See Note 2)	T1 & T2	2017	2018 - 2020
	T3, T4, T6 & T7	2015	2017 - 2018

註1：有關P1－改善牛頭角道(利基大廈對出)行人過路處之工程，將與相鄰的跨區社區文化中心工程一併展開。而P10－加設宏展街行人過路處，將與九龍灣國際展貿中心之宏展街及展貿徑交通改善建議一併考慮。

註2：經重新評估後，T5－常悅道/宏照道之路口於短中期能滿足交通需求，建議的路口改善工程，將按九龍灣行動區的未來發展及未來交通需求，再作進一步檢視。

註3：預計竣工年份乃基於現有資料估計，實際情況將取決於實施階段時與其他鄰近工程的配合。

Note 1: The implementation of P1 - Improvement of Ngau Tau Kok Road Crossing beside Lee Kee Building will be carried out together with the construction of the adjacent Cross District Community Cultural Center (CDCCC). The design and implementation of P10 - Providing Crossing Facilities at Wang Chin Street will be considered together with Kowloon Bay International Trade & Exhibition Centre (KITEC)'s traffic improvement proposals at Wang Chin Street and Trademart Drive.

Note 2: After re-consideration, T5 - Sheung Yee Road / Wang Chiu Road can meet the traffic demand in short to medium term. The proposed junction improvement will be further reviewed according to the future development in the Kowloon Bay Action Area and the future traffic demand.

Note 3: The anticipated completion year is estimated based on the current information available and will be subject to the interface with other projects in the vicinity during implementation stage."



3

中、長期改善建議 Medium to Long-Term Improvement Proposal

- 3.1 行人連接網絡建議
Pedestrian Linkage Network Proposal
 - 3.1.1 綠色走廊
Green Spine
 - 3.1.2 綠色連線
Green Link
 - 3.1.3 北啟德線
Northern Kai Tak Link
 - 3.1.4 南啟德線
Southern Kai Tak Link
 - 3.1.5 德福淘大線
Telford Amoy Link
 - 3.1.6 兆業街線
Siu Yip Street Link
 - 3.1.7 大業街線
Tai Yip Street Link
 - 3.1.8 行人連接網絡實施計劃
Pedestrian Linkage Network Implementation Plan
- 3.2 長遠交通管理措施
Long-Term Traffic Management Measures



3.1 行人連接網絡建議

Pedestrian Linkage Network Proposal

因應未來九龍灣商貿區急速轉型，行人和交通流量將會相應增加。為著提升區內行人暢達性，實現一個能讓市民寫意蹣跚及悠閒消遣的步行環境，本研究以目前九龍灣區內現有的行人網絡及已規劃中的項目作為基礎，依據本研究於第二階段公眾參與中所訂定的行人環境改善框架，並考慮了現在及未來九龍灣商貿區中的行人流向和活動，以及公眾提出的有關意見，現提出中、長期行人連接網絡的建議。

我們把建議的行人連接網路分為7組連接路線，以連繫九龍灣商貿區的東西南北及鄰近的啟德發展區，希望為九龍灣商貿區編織出一張完整而吸引的行人連接網絡。

行人連接路線構思的詳細走線和設計建議會作深入的技術研究，並與相關部門商討，然後分階段落實，從而實現我們的願景——營造一個擁有優良步行環境的核心商業區，讓工作、生活及娛樂緊扣在一起。

In view of its rapid transformation, the pedestrian and traffic flow in Kowloon Bay Business Area would increase in future. To enhance the walking environment in the long run, we have formulated a pedestrian linkage network proposal. We have made reference to the Pedestrian Framework that we proposed for the Study during the Stage 2 Public Engagement, and considered the existing and future pedestrian flows and activities in Kowloon Bay Business Area. We have also taken the public comments into account as well. Having considered the above, we have formulated our medium to long-term pedestrian linkage network proposal.

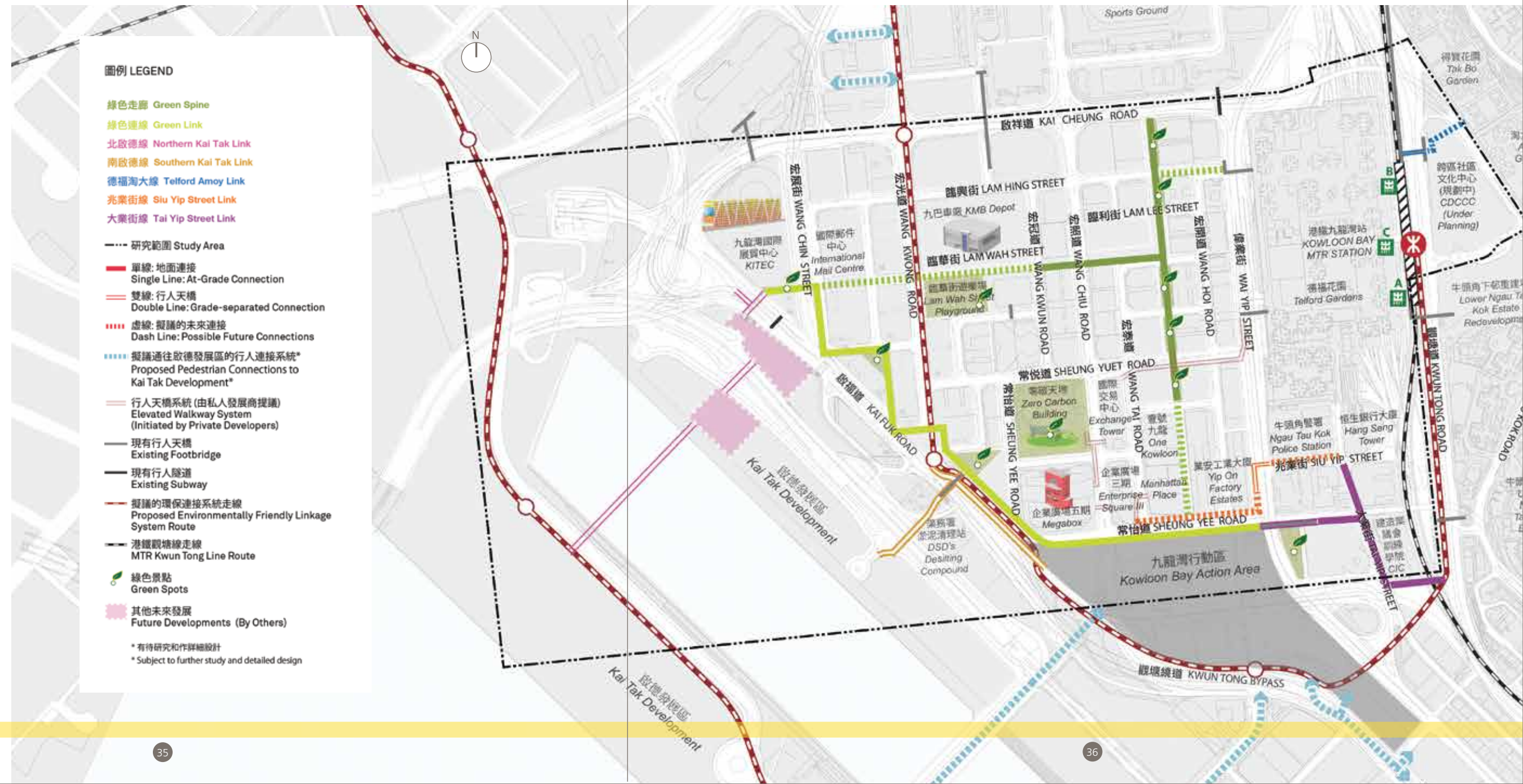
We classified our pedestrian linkage network proposals into seven pedestrians links for connecting different parts of Kowloon Bay Business Area and the adjacent Kai Tak Development. We hope to weave an attractive and complete pedestrian linkage network for Kowloon Bay Business Area.

In the next work stage, we will carry out detailed design of these pedestrian linkages in order to achieve our vision in phases to create a Walkable Central Business District (CBD) that weaves working, living and playing together.

本公眾參與摘要包含的所有圖像/概念圖及方案只作參考用途，其後需要再作詳細設計及修訂。

All images / artist's impressions and schemes presented in the public engagement digest are indicative only, and are subject to further study and amendments.

行人連接網絡建議圖 Pedestrian Linkage Network Proposal Map



3.1.1 綠色走廊 Green Spine

本研究於第二階段的公眾參與中所建議「重點範圍1 — 綠色走廊(“GO2”網絡)」，希望以美化現有的休憩處和改善行人過路處的建議，提供一個綠色的步行環境以來往九龍灣商貿區。原本建議的範圍包括：(1)南北段 — 結合4個現有由啟祥道至常悅道的休憩處，及延伸至宏遠街及常怡道；(2)東西段 — 由南北段的綠色走廊，至宏冠道的一段臨華街。

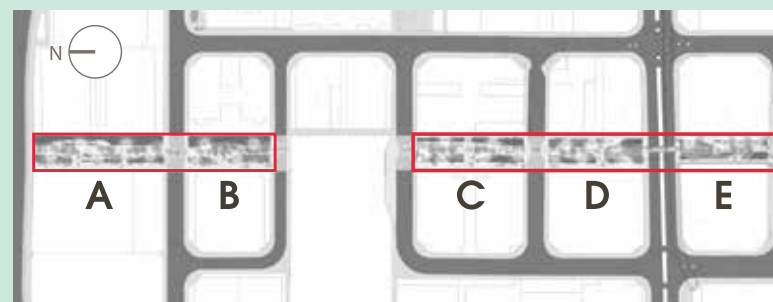
In our Stage 2 Public Engagement, we have proposed for “Key Area 1 — Green Spine (“GO2”Link)” to attract pedestrian flow accessing the Kowloon Bay Business Area through the strip of the enhanced open space with improved pedestrian crossing facilities under a green walking environment on ground. The original scheme covered: (1) North / South Section — Kai Cheung Road to Sheung Yuet Road, extending to Wang Yuen Street and Sheung Yee Road; and (2) East / West Section — Lam Wah Street from the Green Spine to Wang Kwun Road.

臨興街休憩處的現況

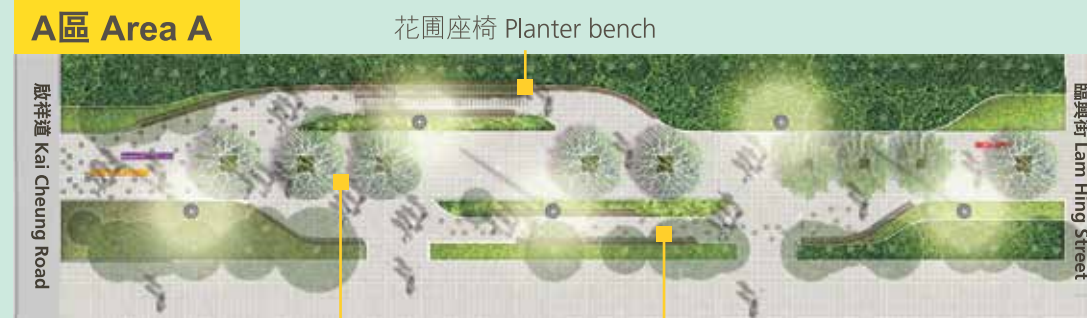
Existing Condition of Lam Hing Street Sitting out Area



*** 有待進行技術性可行審查
Subject to be reviewed for technical feasibility



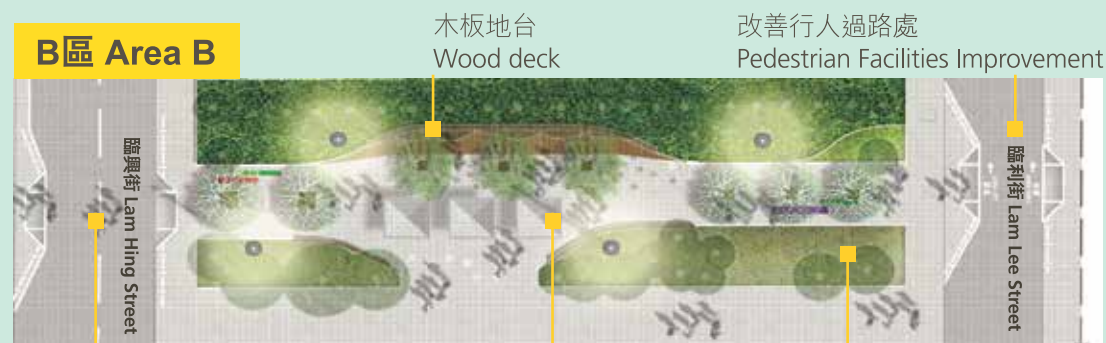
A區 Area A



主題樹木作為整體設計一部分
Feature trees as part of design theme

休憩空間
Pocket parks

B區 Area B

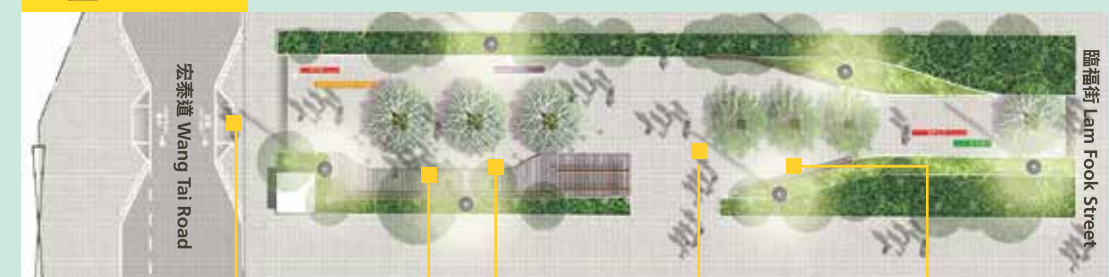


改善行人過路處
Pedestrian Facilities Improvement

活動空間
Possible space for ad-hoc event

盡量保留現有樹木
Retain existing trees as far as possible

C區 Area C



改善行人過路處
Pedestrian Facilities Improvement

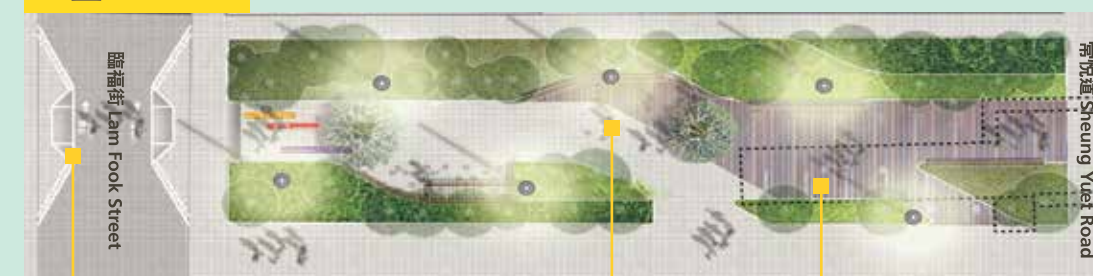
木板地台
Wood deck

小涼亭
Pavilion

活動空間
Possible space for ad-hoc event

花園座椅
Planter bench

D區 Area D

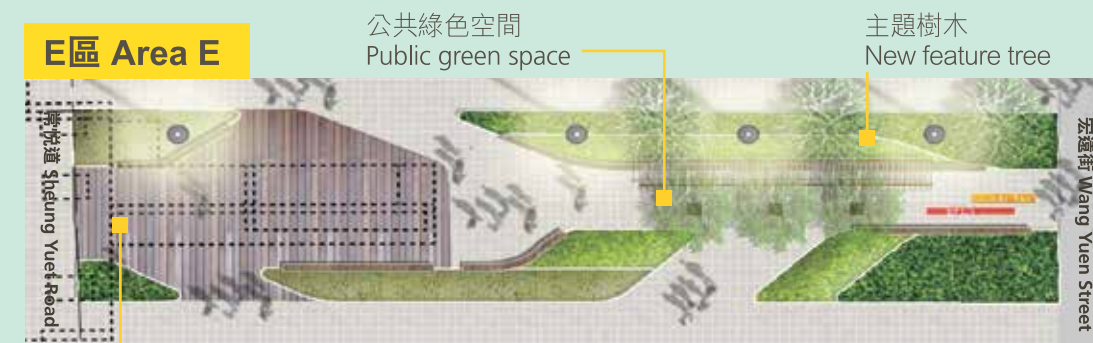


改善行人過路處
Pedestrian Facilities Improvement

休憩空間
Pocket parks

木板地台悠閒空間
Wood deck gathering place

E區 Area E



公共綠色空間
Public green space

主題樹木
New feature tree

木板地台悠閒空間
Wood deck gathering place

綠色走廊設計概念 Green Spine Design Concept

臨華街段 Lam Wah Street Section



我們現建議將此「綠色走廊」網絡沿臨華街向西延伸至九龍灣國際展貿中心，長遠優化成為一條主要的東西向行人通道。優化措施包括：改善行人過路處、綠化周邊環境、引入新的園景/街道佈置等。這行人通道的西端，將可經由下述(3.1.3段)的「北啟德線」，通往啟德發展區。而南北段的綠色走廊由啟祥道延伸至常怡道，亦可以進一步擴展至未來的九龍灣行動區。

此外，我們亦建議優化現有的臨華街遊樂場，為市民提供最佳的休憩環境，並改善綠色走廊及臨樂街之間的行人連繫。

As a long-term plan, we propose to extend and facelift the “Green Spine” including pedestrian crossing improvement, greening, new landscape / streetscape, etc. along Lam Wah Street to the Kowloon Bay International Trade & Exhibition Centre (KITEC) at the west to provide a major East / West pedestrian passageway to connect with the “North Kai Tak Link” to be introduced in section 3.1.3 for accessing to Kai Tak Development. The North / South pedestrian passage along the “Green Spine” will start from Kai Cheung Road to Sheung Yee Road. In the long-run, we propose to further extend it to the future Kowloon Bay Action Area.

Also, we propose to face-lift the existing Lam Wah Street Playground to enhance the linkage from the “Green Spine” to the Lam Lok Street area and to enhance the public space.

臨華街遊樂場 Lam Wah Street Playground



擬議的設計只作參考用途，其後須再作詳細研究及修訂。
Proposed scheme presented is indicative only and is subject to further study and amendments.

於這「綠色走廊」的東端，我們亦將會擴闊臨興街北面的行人路，以方便行人經德福廣場的行人天橋(鄰近港大附屬學院)，橫跨偉業街連接九龍灣港鐵站。至於公眾建議沿臨興街伸延現有港大附屬學院旁的行人天橋之建議，由於目前道路空間的限制，這方案暫未可行。然而，當未來整個地區轉型而臨興街的路邊上落貨活動大大減少時，我們將會重新審視其可行性。

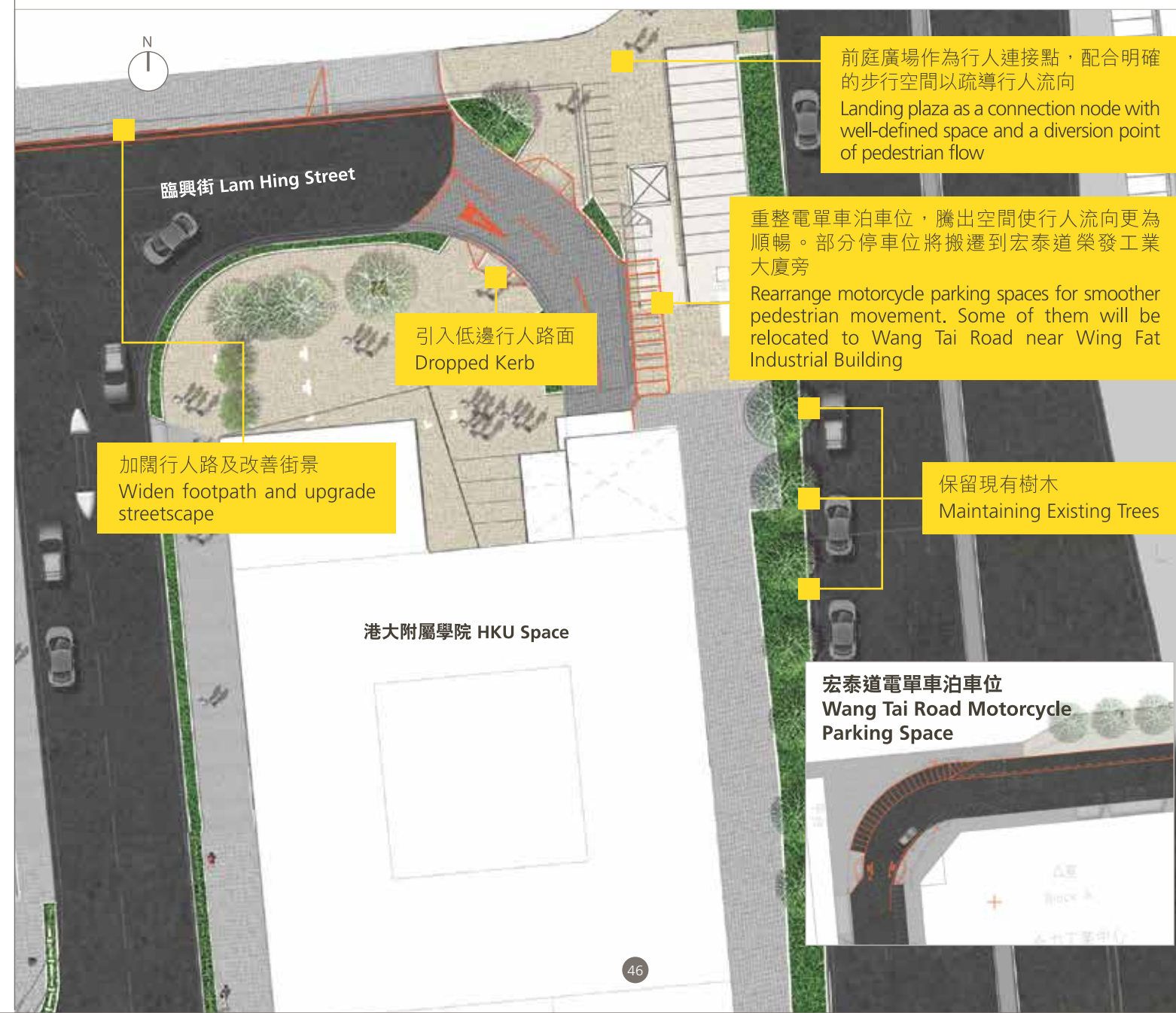
我們於上一階段的公眾參與建議遷移有關臨興街(港大附屬學院旁)的電單車泊車位，並配合以天橋下前庭廣場作為行人連接點的建議，以騰出空間使行人流向更為順暢。經詳細的現場視察後，為了減少對現有樹木及地下設施的干擾，及維持滿足臨興街電單車泊位的需求，我們建議把現有的電單車泊車位分別(1)保留部份於偉業街及港大附屬學院旁；以及(2)搬遷部份到宏泰道 — 榮發工業大廈旁。

We also propose to widen the northern footpath of Lam Hing Street to connect the people from the "Green Spine" to Kowloon Bay MTR Station via the existing footbridge near HKU Space. Regarding the suggestion from the public to extend the existing footbridge near HKU Space along Lam Hing Street, due to the current road space constraints, such proposal is not feasible. However, in the long-term when there are fewer loading / unloading activities at Lam Hing Street upon transformation of the area, we will review its feasibility again.

Referring to the proposed relocation of motorcycle parking spaces at Lam Hing Street (near HKU space) with provision of a landing plaza as a diversion point of pedestrian flow for smoother pedestrian movement, as introduced in the Stage 2 Public Engagement, after further review, we now propose to (1) maintain some existing motorcycle parking spaces at Wai Yip Street near HKU Space and (2) relocate some of the parking spaces to Wang Tai Road near Wing Fat Industrial Building respectively, with a view to minimizing the disturbance of existing trees and underground utilities while meeting the demand of motorcycle parking spaces.

臨興街改善修訂計劃

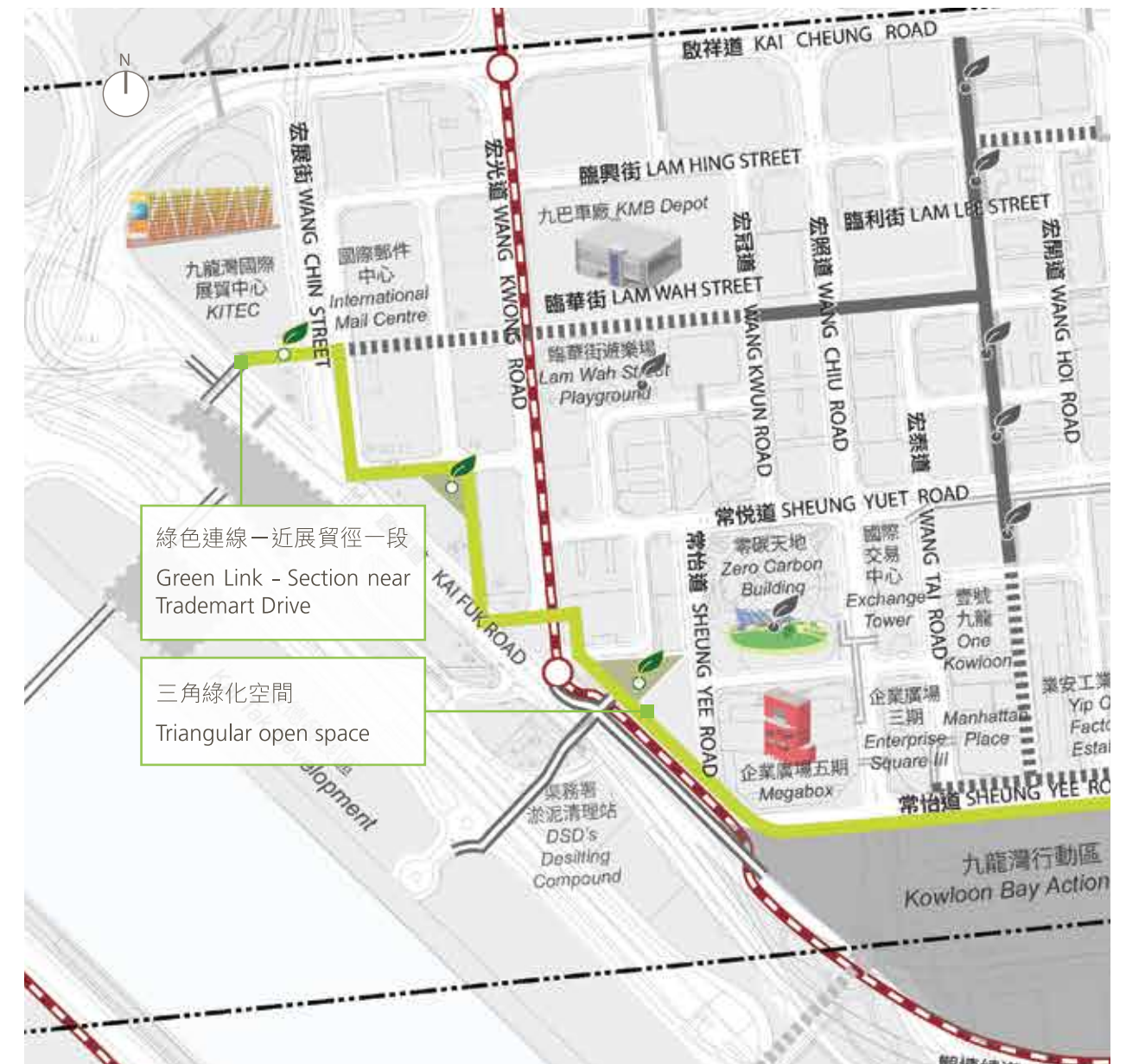
Revised Improvement Proposal at Lam Hing Street



3.1.2 綠色連線 Green Link

至於九龍灣商貿區西面部份的南北連繫，我們希望加強綠化及改善現有的地面行人連接路線，由北面的九龍灣國際展貿中心連繫至南面的MegaBox及擴展至未來九龍灣行動區。特別是研究於常怡道/啟福道交界處的三角空地，將其提升為綠化空間，供市民享用。此三角綠化空間未來有潛力成為匯合啟德發展區、建議的環保連接系統車站、九龍灣商貿區及未來九龍灣行動區的行人交匯點。

For the north / south connection along the western portion of Kowloon Bay Business Area, a link with green treatment and enhancement to pedestrian crossing will be provided from the Kowloon Bay International Trade & Exhibition Centre (KITEC) at the north to MegaBox at the South and the future Kowloon Bay Action Area. In particular, the triangular open space at the junction of Sheung Yee Road / Kai Fuk Road maybe converted to a landscaped area for public enjoyment. In the long-term, the triangular space has the potential to be a connectivity hub for connecting people amongst Kai Tak Development, the future Environmental Friendly Linkage System station, other parts of Kowloon Bay Business Area and the future Kowloon Bay Action Area.



綠色連線 — 近展貿徑一段 Green Link - Section near Trademart Drive





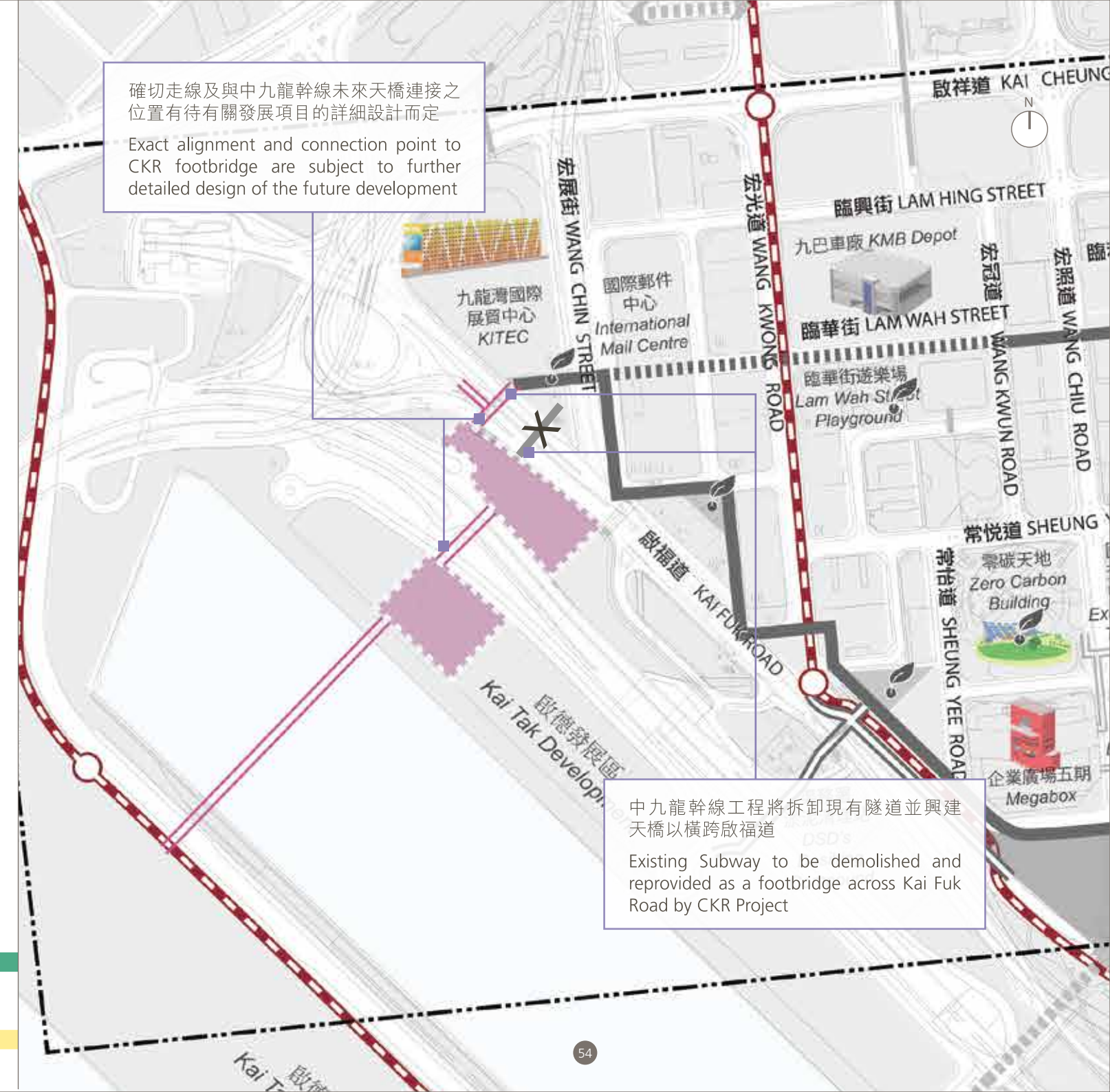
三角綠化空間 Triangular Open Space



3.1.3 北啟德線 Northern Kai Tak Link

隨著九龍灣商貿區及啟德發展計劃的大規模發展，兩區之間將會拉得更近，行人連繫更是必然的一環。我們建議連繫啟德發展區的北面，以九龍灣國際展貿中心旁南邊的空地為起點，以中九龍幹線項目中將興建的行人天橋作通道，橫跨啟福道，再連接旁邊啟德發展區中的未來發展項目，並與其規劃中的行人天橋系統接通。此「北啟德線」更可與上述(3.1.1及3.1.2段)的「綠色走廊」及「綠色連線」相連，預計可成為九龍灣商貿區及啟德發展區的主要行人通道。

With the large-scale development of Kowloon Bay Business Area and Kai Tak Development, it is expected the two areas will be linked closer than ever. Pedestrian connection is an essential element. We propose to provide a northern link starting at the open space beside The Kowloon Bay International Trade & Exhibition Centre (KITEC), using the proposed footbridge across Kai Fuk Road to be constructed by the Central Kowloon Route (CKR) project, connecting to the future developments in Kai Tak Development and the planned pedestrian footbridge system. The "Northern Kai Tak Link" can be linked with the "Green Spine" and "Green Link" introduced in section 3.1.1 and 3.1.2 respectively. It is anticipated to serve as the major pedestrian connection between Kowloon Bay Business Area and Kai Tak Development.



3.1.4 南啟德線 Southern Kai Tak Link

於九龍灣商貿區的南邊，我們亦建議提供另一段與啟德發展區連接的行人路線。我們建議利用現有位於宏光道及宏通街交界處附近的行人天橋，橫跨啟福道，並連接規劃中的行人天橋系統前往啟德發展區。為了吸引行人使用上述的路線及改善步行環境，我們建議美化上述橫跨現有啟福道行人天橋的外觀。另外，行人亦可經此連接路線與上述(3.1.2 段)的「綠色連線」連繫，通往九龍灣商貿區。我們會繼續研究將此連接路線擴展至未來發展的九龍灣行動區。

At the southern part of Kowloon Bay Business Area, we are proposing to provide a pedestrian connection for accessing to Kai Tak Development. We propose to make use of the existing footbridge in the vicinity of the junction of Wang Kwong Road and Wang Tung Street to cross Kai Fuk Road and connect to the pedestrian footbridge system under planning at Kai Tak Development. In order to attract pedestrians for using the foresaid route with enhanced walking environment, the existing footbridge crossing Kai Fuk Road will be facelifted with enhanced appearance. On the other hand, pedestrians may en-route the "Green Link" introduced in section 3.1.2 for accessing the Kowloon Bay Business Area. We will also explore whether the foresaid linkage can be extended to the future development of Kowloon Bay Action Area.



美化橫啟福道行人天橋外觀
Facelifting of Kai Fuk Road Footbridge

擬議的美化設計只作參考用途，其後須再作詳細研究，修訂及有關部門審批。
Proposed scheme presented is indicative only and is subject to review, design modification and vetting by relevant departments.



- * 準確之環保連接系統車站位置有待確認
Subject to exact location of EFLS Station
- ** 有待九龍灣行動區的設計確認
Subject to further design of Kowloon Bay Action Area

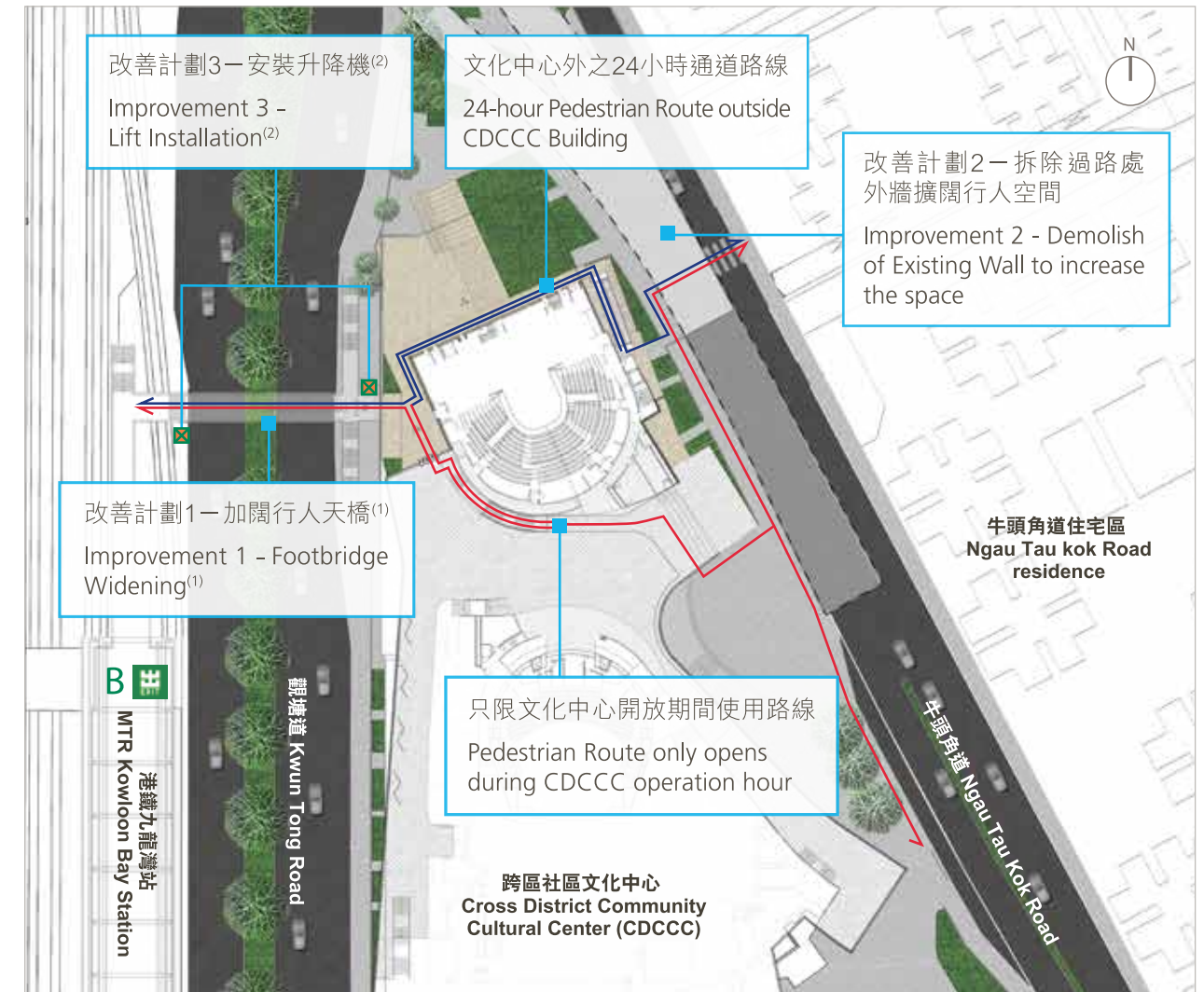
3.1.5 德福淘大線 Telford Amoy Link

我們從第一階段及第二階段的公眾參與中，明白到公眾希望改善連接港鐵九龍灣站B出口橫跨觀塘道的行人天橋，並利用規劃中的跨區社區文化中心，連接至牛頭角道住宅區一帶。我們正在與有關部門研究擴闊現有觀塘道行人天橋，及利用規劃中的跨區社區文化中心提供更直接及方便的連接至牛頭角道住宅區一帶的可行性。

於第二階段的公眾參與中，我們提出拆除牛頭角道休憩花園內部分外牆以疏導人流及改善牛頭角道(利基大廈對出)行人過路處的(P1)的方案。我們已與有關部門商討，該方案將連同跨區社區文化中心項目一併展開。待項目完成後，該過路處一帶的行人環境及連繫將顯著地改善。

From the Stage 1 & 2 Public Engagement, we noted the public request in improving the pedestrian connection from the MTR Kowloon Bay Station Exit B, via the Kwun Tong Road footbridge and future Cross District Community Cultural Center (CDCCC), and towards the Ngau Tau Kok Road residential area at the east. We are studying the feasibility in widening the existing Kwun Tong Road footbridge and providing more direct and convenient linkage via the future CDCCC and towards the Ngau Tau Kok Road residential area.

As introduced in Stage 2 Public Engagement, we will improve the pedestrian crossing beside Lee Kee Building at Ngau Tau Kok Road (P1) by demolishing part of the walls at the Ngau Tau Kok Road Rest Garden to enhance the effective width of the crossing. This proposal will be carried out together with the CDCCC project. Upon completion of the project, the environment and connectivity in the area will be significantly improved.



註 Note:

- (1) 擬議的行人天橋改善計劃須作進一步研究
The scheme of the proposed footbridge improvement is subject to further study.
- (2) 擬議升降機的確實位置須作進一步研究
Exact location of the proposed lift is subject to further study.

3.1.6 兆業街線 Siu Yip Street Link

由於來往九龍灣港鐵站及九龍灣商貿區的人流甚多，德福廣場南面橫跨偉業街的行人天橋目前的擠擁情況是公眾最為關注的議題之一。預計將來的情況會隨著九龍灣商貿區的發展變得更加惡劣。

為了滿足未來的需求，紓緩現有橫跨偉業街近常悅道行人天橋的壓力，我們建議提供一條新建的行人連接路線：沿兆業街橫跨偉業街，並延伸至常悅道。我們建議第一階段先興建橫跨偉業街至業安工廠大廈1座旁的部分，此後再按未來九龍灣行動區的發展，進一步沿兆業街向東延展天橋，並向南延展至常悅道，及至宏泰道一帶。

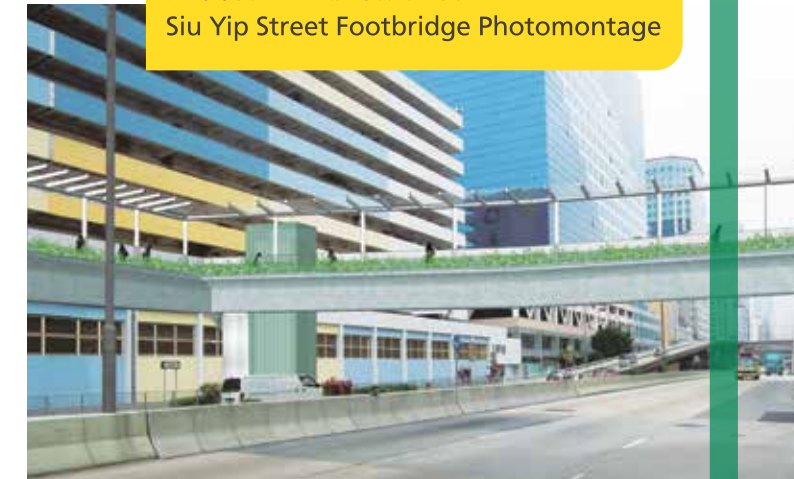
Due to the high volume of pedestrian flow travelling between Kowloon Bay MTR Station and Kowloon Bay Business Area through the existing southern footbridge at Telford Plaza crossing Wai Yip Street, the congestion condition of the footbridge becomes one of the major concerns from the public. The condition is expected to be worsened with the development of Kowloon Bay Business Area.

In order to meet the future demand and relieve the pressure of the existing footbridges across Wai Yip Street, we propose to provide a grade-separated pedestrian link along Siu Yip Street crossing Wai Yip Street and extending to Sheung Yee Road. It is recommended to firstly develop the portion crossing Wai Yip Street with landing in front of Yip On Factory Block 1 whereas the portions along Siu Yip Street and Sheung Yee Road will be further reviewed and developed to the east along Siu Yip Street and to the south at Sheung Yee Road and Wang Tai Road which will match with the future development of the Kowloon Bay Action Area.

現時狀況
Existing Condition



兆業街行人天橋 合成照片
Siu Yip Street Footbridge Photomontage



擬議連接路線的確實走線及連接點須作進一步研究。
Exact alignment and connection points of the proposed link are subject to further study.

3.1.7 大業街線 Tai Yip Street Link

於上一階段的公眾參與中，我們建議擴闊及美化大業街行人路以及美化常怡道現有行人天橋，以增加行人舒適度及吸引行人使用此通道，疏導德福廣場橫跨現有偉業街行人天橋的需求。我們亦注意到在繁忙時間中，橫跨德福廣場及偉業街的行人需求有相當比例來自往來觀塘道及九龍灣商貿區的巴士乘客。故此，我們將檢視疏導巴士乘客於觀塘道較南位置上落，並以康德道、大業街及常怡道行人天橋通往九龍灣商貿區。此外，我們亦建議改善康德道及大業街的景觀，以優化行人環境。

有關將兆業街/大業街路口轉為燈控路口的建議，我們關注到以燈號控制此路口可能會引致「車龍」的情況。我們與有關部門商議後，現建議維持現有的路口控制模式(即優先通行路口)。至於提升為燈控路口的建議，我們會待發展未來的九龍灣行動區時作進一步審視。

As proposed in Public Engagement 2, we will widen and facelift the footpath of Tai Yip Street as well as facelift the existing Sheung Yee Road Footbridge to attract pedestrian for using the footbridge with increased walking comfort and to divert the demand from those travelling along the congested Telford Plaza footbridge across Wai Yip Street. Noting a proportion of pedestrian demand across Telford Plaza & Wai Yip Street to Kowloon Bay Business Area at the commuting peaks is caused by the bus passengers alighting at Kwun Tong Road, we are exploring the ways to divert the existing bus passengers pick-up/drop-off at further southward of Kwun Tong Road so that public can access to the Kowloon Bay Business Area by Hong Tak Road, Tai Yip Street and the existing Sheung Yee Road footbridge. Landscaping schemes will be proposed to enhance the walking environment along Hong Tak Road and Tai Yip Street.

Regarding the proposal of signalling the junction of Siu Yip Street/ Tai Yip Street, in view of the concerns on the possible queuing up at the signalised junction, it is considered to maintain the existing priority junction after liaising with the relevant departments. We would further review the signalisation proposal to tie in with the future development of Kowloon Bay Business Area.



3.1.8 行人連接網絡實施計劃

Pedestrian Linkage Network Implementation Plan

在完成這階段的公眾參與後，我們將逐步統籌建議的行人連接網絡所需的資源及進行詳細技術研究及設計，並與各有關決策局及部門商討分階段落實方案。

就私人發展商所建議的行人天橋系統，我們將積極與各方協商，希望盡早落實興建有關計劃。

After this Public Engagement, we will coordinate the necessary resources, detailed technical study and design required for the progressive implementation of the proposed pedestrian linkage network and liaise with relevant bureaux and departments to implement the proposals in phases.

For the elevated walkway system (EWS) proposed by the private developers, we are facilitating the project with various parties hoping for early implementation of the EWS.



3.2 長遠交通管理措施

Long-term Traffic Management Measures

為紓緩九龍灣商貿區日益嚴峻的交通擠塞問題，長遠有需要減少區內整體行車流量。研究團隊與相關部門曾深入商討及研究可行的交通管理措施。我們參考了海外的經驗及公眾的建議，並以不同的角度研討了各種措施的利弊。

In order to alleviate the deteriorating traffic congestion problems in Kowloon Bay Business Area, there is a need to reduce the overall traffic flow within the district in the long run. The Study Team has investigated with the relevant departments the possible traffic management measures. With reference to the overseas experience and the public suggestions, we have studied benefits and drawbacks of the various measures from different points of view.

交通需求管理 Traffic Demand Management

交通需求管理一方面可以鼓勵公眾使用公共交通工具或步行，以減少行車車次。另一方面亦可增加行車的成本，以降低整體流量。而公眾的接受程度是為揀選適合的措施必要關注的重點。故此，我們期望首先透過美化現有的步行環境，增加於區內步行的吸引力。

Traffic demand management can be achieved by encouraging the use of public transport or walking in order to reduce the number of vehicular trips. Also, we can increase the cost of vehicular trips to reduce the overall traffic flow. Public acceptance is one of the key concerns for adopting the suitable type of demand management measures. Therefore, we hope that we can first facelift the walking environment to enhance the walkability within the district.

交通分流 Traffic Flow Dispersal

我們鼓勵公眾多考慮彈性行程安排，以分散繁忙時間車流及公共交通需求，減輕交通擠塞。舉辦宣傳活動可以是一個有效改變乘車習慣的渠道。僱主支持採用彈性上班時間，更是一個主要的關鍵。然而，於短時間內改變習慣並不容易。

By encouraging the public to plan their trip in staggered hours, we can disperse the peak traffic flow and public transport demand in order to alleviate traffic congestion at peak hours. Public campaign can be an effective channel in promoting the change of travel habit. Support from the employers on the adoption of staggered working hours is also important. However, the change of habit within a short time is not an easy task.

智能交通的應用 Application of Intelligent Transport

隨著技術發展和智能手機的普及使用，公眾已能透過手機應用程式連接到智能運輸系統，取得公共交通工具的路線資訊，以及掌握道路交通的實時情況。智能運輸系統的應用和發展，可促進公共交通工具的使用，提升道路網絡效能等，將會是值得研究的措施。

With advancement of technology and common use of smartphones, public can connect to Intelligent Transport System (ITS) and obtain routes information of public transport and grasp the real-time road traffic conditions through the mobile apps. The development and application of ITS could enhance the usage of public transport and improve the effectiveness of road network, etc. It could be further explored as a measure of traffic management.

管理及執法 Management and Enforcement

我們曾考慮多個層面的管理及執法措施，包括引入減速平台、劃定低排放區、降低車速限制和設立特定車輛限制駛入區。但另一方面，這些措施需顧及對公平使用道路權利的影響，不同持份者的意見以及可能需要修訂現時的法例的安排。

We have considered various levels of management and enforcement schemes including adoption of speed tables, demarcation of low emission zone, reduction of speed limit and prohibition of access for certain types of vehicles. We have to take account of the impact to the fair use of roads, the views of different stakeholders and the time required for modifying current law.

上述的措施或可減輕九龍灣商貿區內長遠日益增加的交通擠塞問題，但需要較全面及深入的調查及研究方可實施，以配合不斷變化的道路情況和是否能被公眾接受。我們將繼續尋找合適的時機以實施可行的措施。例如，安裝減速平台是其中一項較多人提出的公眾建議，但因減速平台可能影響重型車輛的運作，暫時未必適合今天九龍灣商貿區尚有很多工業運作的情況。我們會繼續檢視交通狀況的變化，當九龍灣區循序漸進地轉型，我們便可回應公眾的需要，適時推行各項可行的交通管理措施。

The foresaid measures may alleviate the increasing traffic congestion within Kowloon Bay Business Area in the long run but would require more comprehensive and detailed investigation and study for implementation to meet the ever changing road conditions and to seek public acceptance. We will continue to explore and look for the opportunity to implement any practical measures. For example, installing speed tables is welcomed by the public. However, it may affect the operation of heavy vehicles. It may not be a practical measure for the current condition in Kowloon Bay Business Area where there are still many industrial operations. We will continue to review the traffic conditions throughout the gradual transformation process in Kowloon Bay Business Area and implement various practical measures when necessary to meet the public demand.



4 總結及未來路向

Summary and Way Forward



自本研究於2013年2月展開，研究團隊就現時至2030年九龍灣商貿區的行人和交通情況，根據九龍東的發展進行了詳細的分析。

本研究進行了三個階段的公眾參與活動，以收集公眾的意見和建議。第一階段的公眾參與於2013年6月完成。大部分公眾皆支持本研究改善九龍灣商貿區行人環境及交通狀況的目標及策略。本研究建議透過『編織』的手法改善九龍灣商貿區與啟德發展區海濱地帶及周邊其他區域之間的行人連繫及暢達度。於第二階段的公眾參與中，本研究介紹了3項重點範圍和17項個別的路面改善方案作為短中期改善計劃。我們正與各有關部門商討，並逐步落實所建議的改善方案。於第三階段的公眾參與中，我們整合及考慮了市民的意見及其他因素後，於第3章提出了7組行人連接路線的建議，表示我們希望連繫九龍灣商貿區內不同地區的長遠目標。我們希望以改善路面行人設施、推動綠化、美化景觀和街景、分流現有高行人流量的位置及通過地面連接或行人天橋連接不同地點，達至改善區內行人環境的目標。我們期望在九龍灣商貿區營造一個擁有優良步行環境的核心商業區，讓工作、生活及娛樂緊扣在一起。雖然本可行性研究現已進入了最後階段，但研究團隊仍會仔細考慮市民於本階段所提供的意見，以完善我們的建議方案，以作詳細研究及逐步落實計劃。

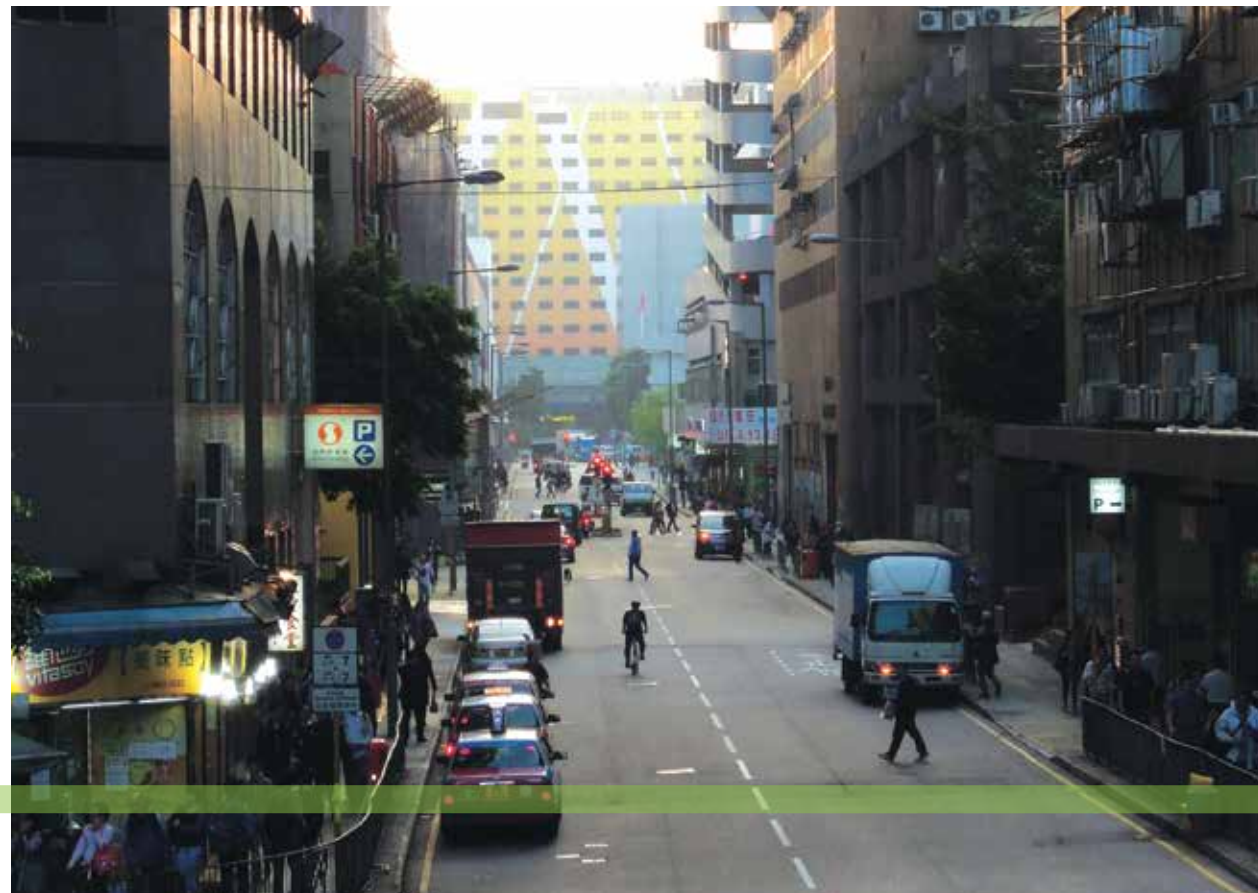


Since the commencement of our study in February 2013, the Study Team has reviewed the existing pedestrian and traffic conditions in Kowloon Bay Business Area and analysed the impact due to the development in Kowloon East up to Year 2030.

We carried out 3 stages of public engagement collecting views and ideas from the public. The Stage 1 public engagement completed in June 2013 revealed that the public was in general supportive of the objective and strategy in creating a walkable CBD in Kowloon Bay Business Area. We proposed adopting a “weave” approach to improve the connectivity and accessibility between the Kowloon Bay Business Area and the waterfront of Kai Tak Development and other surrounding areas. In the Stage 2 public engagement, we introduced various short to medium-term at-grade measures for 3 key areas and 17 individual locations. These proposals have been taken forward progressively in liaison with relevant departments. In this Stage 3 public engagement, we consolidated all the views from the public and introduced the comprehensive long-term pedestrian network linkage proposals in Chapter 3. We classified the proposals into seven pedestrian links representing our long-term objective in connecting different parts of the Kowloon Bay Business Area by improving at-grade pedestrian facilities, enhancing landscape and streetscape, promoting greening, diverting existing heavy pedestrian flow, connecting different important nodes of attraction through at-grade connection or pedestrian footbridges. It is our aspiration to create a pedestrian environment in Kowloon Bay Business Area that is walkable and encourage people to sit and stay as well as weave working, living and playing together. We have now come to the final stage of the feasibility study and we will carefully consider the comments to be collected from the public to refine our proposals for future detailed study and implementation.

為了進一步提升九龍東的步行暢達度，發展局起動九龍東辦事處會繼續物色合適的改善建議，以加強在該地區的連繫。我們已於2014年5月初開展另一項改善觀塘商貿區行人和交通環境的研究，以制定加強行人連接、步行暢達度和道路安全的可行建議。該觀塘商貿區研究將會繼續全面探討本研究所提出的長期交通管理措施的可行性。我們亦將開展九龍灣行動區的規劃及工程研究，以審視及制定可行的發展方案，並研究行動區及周邊地區之間的連貫性。

塑造九龍東為核心商業區是複雜而長遠的城市轉型過程。我們將為維持香港的長遠經濟發展，繼續努力起動九龍東。



To further advocate the concept on “walkability” in Kowloon East, the Energizing Kowloon East Office of the Development Bureau will continue to identify possible improvement proposals to enhance connectivity in the area. In early May 2014, we commissioned another pedestrian and traffic study in Kwun Tong Business Area this year to review and assess the pedestrian and traffic environment. We will also investigate and formulate feasible proposals to enhance pedestrian connectivity, walkability and road safety in Kwun Tong Business Area. The Kwun Tong Business Area Study will also continue to look into the feasibility of implementing long-term traffic management measures proposed in the Kowloon Bay Business Area study. We will also commission a Planning and Engineering Study in Kowloon Bay Action Area to review and formulate feasible development options and we will look into the connectivity aspects between the Action Area and the surrounding area.

The making of Kowloon East as Hong Kong’s premier Central Business District is a complex and long-term urban transformation process and we will continue to work on Energizing Kowloon East to sustain the long-term economic development of Hong Kong.



5 公眾論壇 Public Forum

- 5.1 目的
Objectives
- 5.2 詳情及報名方法
Details and Enrolment Methods



5.1 目的 Objectives

我們現邀請各界人士出席我們的第三階段公眾參與的公眾論壇，就中、長期改善建議提供意見。你的寶貴意見和建議對我們完善建議方案的工作尤其重要。透過公眾論壇，我們期望可達致以下的目標：

We invite all parties to join the Public Forum of the Stage 3 Public Engagement to provide views and comments for the medium to long-term improvement proposals. Your valuable views and suggestions would be important to us in finalizing the proposals. The objectives for the Forum are:

- 提供平台讓公眾表達意見
To provide a platform for expressing opinions
- 蒐集對中、長期改善建議方案的意見
To collect views on the proposed medium to long-term improvement proposals
- 整合收集的想法及意見以制訂推行機制
To consolidate the collected views and ideas for implementation mechanism

5.2 詳情及報名方法 Details and Enrolment Methods

日期及時間 Date and Time:

- 14-06-2014 (星期六 Saturday)
- 下午2:00 - 4:30 pm

地點 Venue:

- 觀塘海濱道122號起動九龍東辦事處展覽廳
Exhibition Hall, Energizing Kowloon East Office, 122 Hoi Bun Road, Kwun Tong

報名方法 Enrolment Method:

- 請於2014年06月10日或以前於起動九龍東辦事處網站登記
Please register via EKEO website on or before 10 June 2014

查詢及提交意見 Enquiry and Suggestions:

- 歡迎公眾於2014年7月18日前從以下途徑提交意見
We welcome suggestions using the following means by 18 July 2014

網站 Website: www.ekeo.gov.hk/kbba-pedestrian

電郵 Email: kbba-pedestrian@devb.gov.hk

電話 Tel.: 3922 9870