Energizing Kowloon East 九龍東

CBD2

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

第二階段公眾參與摘要
Stage 2 Public Engagement Digest



網站 Website: www.ekeo.gov.hk/kbba-pedestrian
電郵 Email: kbba-pedestrian@devb.gov.hk
電話 Tel.: 3922 9870

發展局起動九龍東辦事處
Energizing Kowloon East Office
Development Bureau

AECOM

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1 引言 Introduction

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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 work, live and play together.

目標 Our Aim

我們期望在九龍灣商貿區營造一個可寫意躑躅及悠閒消遣的行人環境。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。預計該研究將於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”. 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
- 加強綠化及吸引性 Enhance greening and attractiveness
- 改善公共空間 Upgrade public space

「編織」手法 “Weave” Approach

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，構塑出一個能讓市民寫意躑躅及悠閒消遣的步行環境，把生活 、工作和娛樂緊扣起來。

『編織』的手法將會演繹成不同的設計元素，應用在街景及公共空間的設計當中，並以有序的手法整合起來，共同塑造出多功能、富動感、具標誌性、多元化和可持續的公共空間領域。

With the “Weave” Approach, we aim at improving the connectivity and accessibility between the KBBA and the Kai Tak Development and waterfront and other surrounding area. We strive to create a pedestrian environment that is "walkable", "sittable" and "stayable" and that weaves work, live and play together.

The approach will be translated into different design elements, such as streetscape and open space features that will collectively contribute to delivering a functional, vibrant, iconic, diverse and sustainable public realm.

「綠色＋氧氣」概念 “GO_2”Concept

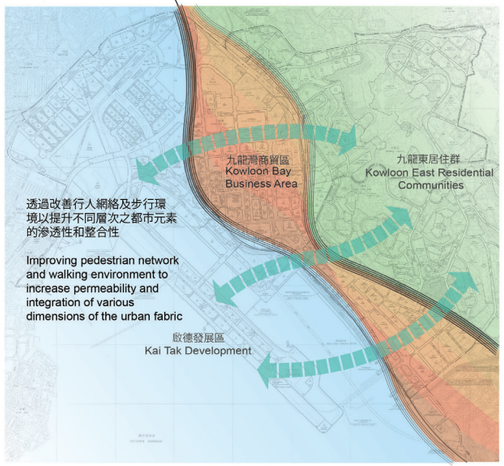
為了改善區內行人環境，除了一般的路面改善方案外，我們亦會以綠色和清新空氣的概念為本研究的重點之一。我們期待未來的九龍灣商貿區有更多綠化景觀，配合不同的路面改善方案，進一步優化公共空間，締造休閒舒適的行人環境，並鼓勵公眾步行。

We will apply the “GO_2” Concept, that is Green and fresh air as one of the focuses of this study apart from devising general road improvement proposals. We aim at enhancing greening in the future KBBA so as to further upgrade our public space in association with different road improvement proposals. This creates a comfortable walking environment for the people and walking can be encouraged.

『編織』設計手法 The ‘WEAVE’ Design Concept



緊扣過去、現在和未來
連繫時間、行人和地方
Weaving *Through Past, Present & Future*
Connecting *Time, People & Places*






『編織』起…
to **‘WEAVE’** together...


生活、工作和娛樂…
live, work & play...


行人與海濱一帶…
people and the waterfront...


未來的發展…
development in the future...


以及彰顯我們的過去。
and the embracement of our past.



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，第一階段的公眾參與已於今年 6 月完成。項目團隊整合了市民的意見，作出考慮，現已制定了各項路面改善方案。我們現正展開第二階段的公眾參與活動以收集市民對本研究所提出的路面改善方案的意見，以作進一步研究。

Three stages of public engagement (PE) will be organized throughout the study period. The Stage 1 PE event was completed in June this year. Having consolidated and considered the views from the public, the Study Team has formulated at-grade improvement proposals. The Stage 2 PE event commences aiming at obtaining public views on the proposals for further study.

1 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

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

我們在此 We are Here

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

3 第三階段－中長期計劃 Stage 3 – Mid to Long-term Measures

2014年第2季 2nd Quarter 2014

- 為中長期建議收集意見 Collect Comments on the Recommended mid to long-term Measures
- 推行計劃及機制 Implementation Mechanism
- 公眾參與工作坊 / 焦點小組會議 Community Workshop / Focus Group Meetings

1.3 第一階段公眾參與撮要
Summary of Stage 1 Public Engagement

大部分持份者皆支持本研究的目標及建議改善九龍灣商貿區行人和交通環境的策略。從第一階段的公眾參與中，收集到有關行人和交通環境的主要意見包括：

Most stakeholders were supportive of the study objective and proposed strategies in enhancing the pedestrian and traffic environment in KBBA. Major comments received in the Stage 1 PE include:

- 一般而言，公眾認為現時連接九龍灣港鐵站B出口與觀塘道東面行人路的行人天橋及連接德福花園平台與德福大廈的天橋極為擁擠。另外他們普遍認為現時缺乏無障礙設施、清晰行人指示及行人優先設施。
  Most participants expressed their comments on the over-crowded walking conditions along the existing footbridge connecting Kowloon Bay MTR Station Exit B and eastern footpath of Kwun Tong Road and the other footbridge connecting Telford Garden Podium level and Telford House. Lack of proper barrier-free access, clear signages and traffic calming measures are also the concern of the public.

- 在商貿區較遠位置工作的，大多寧可使用九龍灣港鐵站的穿梭巴士服務，認為較快捷方便。意見調查亦顯示如能改善行人環境，他們亦大多可以考慮改為步行。
  People working at the farther part of KBBA prefer taking shuttle bus from Kowloon Bay MTR Station because it is faster and more convenient. Questionnaires indicated that most of them may consider adopting walking mode should the pedestrian environment be improved.

- 泊車位不足、貨車上落貨經常阻礙車流/人流以及交通車龍均是公眾的主要關注問題。
  Inadequate car parking provision, frequent loading/unloading activities obstructing traffic flow/pedestrian flow and the induced traffic queue are the major concern of the public.

- 公眾關注早前發展商提出的九龍灣高架步行系統的興建時間表。
  Public were concerned about the implementation programme of the Kowloon Bay Elevated Walkway System initiated by private developers.

- 公眾認為如能於九龍灣商貿區提供連續、方便、直接並人車分隔的行人網絡，將會能為核心商業區帶來最理想的行人環境。
  Public opined that a continuous, direct and convenient pedestrian network running through KBBA, which separates pedestrian from vehicles, is essential for an ideal walking environment for developing a CBD.



- 舒適度亦是公眾眼中理想行人環境的重要一環。行人網絡應要寬闊，並應在同一水平連接，盡可能減少「上上落落」的需要，並以配備上蓋、空調、電動行人道為佳。
  Comfort is also an important factor for an ideal KBBA pedestrian environment. Public prefer the pedestrian network to be wide enough, connected on the same level, covered and possibly air-conditioned, and best with travelators.

- 吸引力也是從穿梭巴士改以步行到九龍灣商貿區的重要因素。一般提議的方法包括綠化、美化景觀、於行人網絡中舉辦活動如引進零售和藝術元素以提高步行的吸引力。
  Attractiveness is also a major factor to switch people from taking shuttle bus to KBBA to walking. The general recommendations to improve the attractiveness include greening, visual beautification, organization of activities within the pedestrian network, e.g. introduction of retail and artistic elements.

- 建議設立行人專用區及增強街道活力以改善步行暢達度。另外，有建議實施有效和可實行的交通管理措施，以減少路邊活動。
  Setting up pedestrianization streets and enhancing vibrancy along the streets to attract people to walk were suggested. Also effective and practical traffic management measures were recommended to alleviate roadside activities.

1.4 主要研究結果 Key Study Findings





在第一階段公眾參與完成後，我們對九龍灣商貿區現在及未來的行人及交通情況進行了詳細的技術分析，並已將九龍東及周邊地區的發展考慮在內。

Since the completion of the Stage 1 Public Engagement in May to June 2013, we have carried out detailed technical analysis on the existing and future pedestrian and traffic conditions taking account of the developments in Kowloon East and the adjacent area.

研究的主要發現如下 The key study findings are：

1. 現有連接九龍灣港鐵站和商貿區的兩條主要行人天橋，在未來將會更加擠擁；
   The two main existing footbridges between Kowloon Bay MTR Station and KBBA will be overloaded;
2. 需要加強商貿區和未來啟德發展區的行人連繫；
   The pedestrian connections between KBBA and the future Kai Tak Development should be enhanced;
3. 由於商貿區內的行人需求會日漸增加，行人設施也需要作出改善；
   The internal pedestrian demand of KBBA will be increased and hence pedestrian facilities should be enhanced; and
4. 一些主要交通路口會在未來出現擠塞，需要改善路口容量；
   Some key road junctions in KBBA will be operating with critical capacity in future and hence road junction improvements are necessary.

根據以上的發現，我們編制了一個長遠的整體行人環境改善框架，亦就3個重點範圍，和其他17個獨立的地點（當中包括10個針對行人設施和7個針對交通路口）提議了改善方案。這些方案將會在第2章深入介紹。

By taking into account the above findings, we have formulated a long-term overall pedestrian environment improvement framework. We propose various at-grade improvement proposals for 3 key areas and another 17 individual locations (10 focusing on pedestrian facilities and 7 focusing on road junctions). These proposals are introduced in Chapter 2.

2 路面改善方案
At-grade Improvement Proposals

2.1 行人環境改善框架 Pedestrian Environment Improvement Framework

2.2 路面改善方案 At-grade Improvement Proposals

2.2.1 重點範圍1 – 綠色走廊 ("GO_2"網絡)
Key Area 1 – Green Spine ("GO_2"Link)

2.2.2 重點範圍2 – 大業街 / 常怡道改善系列
Key Area 2 – Tai Yip Street / Sheung Yee Road Improvement Package

2.2.3 重點範圍3 – 臨興街 (鄰近港大附屬學院) 改善系列
Key Area 3 – Lam Hing Street (near HKU SPACE) Improvement Package

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

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



2.1 行人環境改善框架
Pedestrian Environment Improvement Framework

為求能完美實現一個能讓市民寫意蹓躂及悠閒消遣的步行環境，我們需要編制一套長遠的行人環境改善框架，為行人環境的整體規劃設計和具體街景改善/優化方案的編制工作提供指引。行人環境改善框架考慮到不同性質的行人流向和活動，於不同的步行環境和公共空間下的要求和配套設施，從而重新厘定區內的行人動態，並有序地引入道路網絡和公共空間內。

整套行人環境改善框架為一個長遠的願景，實現的過程將會有待區內未來逐步的發展和演變，並將會包含以下五大元素：

To realize the vision of a "Walkable", "Stayable" and "Sittable" KBBA, a long-term pedestrian improvement framework has been formulated to guide the overall planning and design of the streetscape environment and formulation of specific improvement/ enhancement proposals. The framework corresponds to the different needs and requirements of different pedestrian movements and activities, with an aim to re-define pedestrian movements within KBBA and introduce cohesive and organized positioning for different streets and public spaces.

The framework is a long-term vision. Its realization will be subject to progressive future developments and changes in circumstances, and in general will comprise the following five key elements:

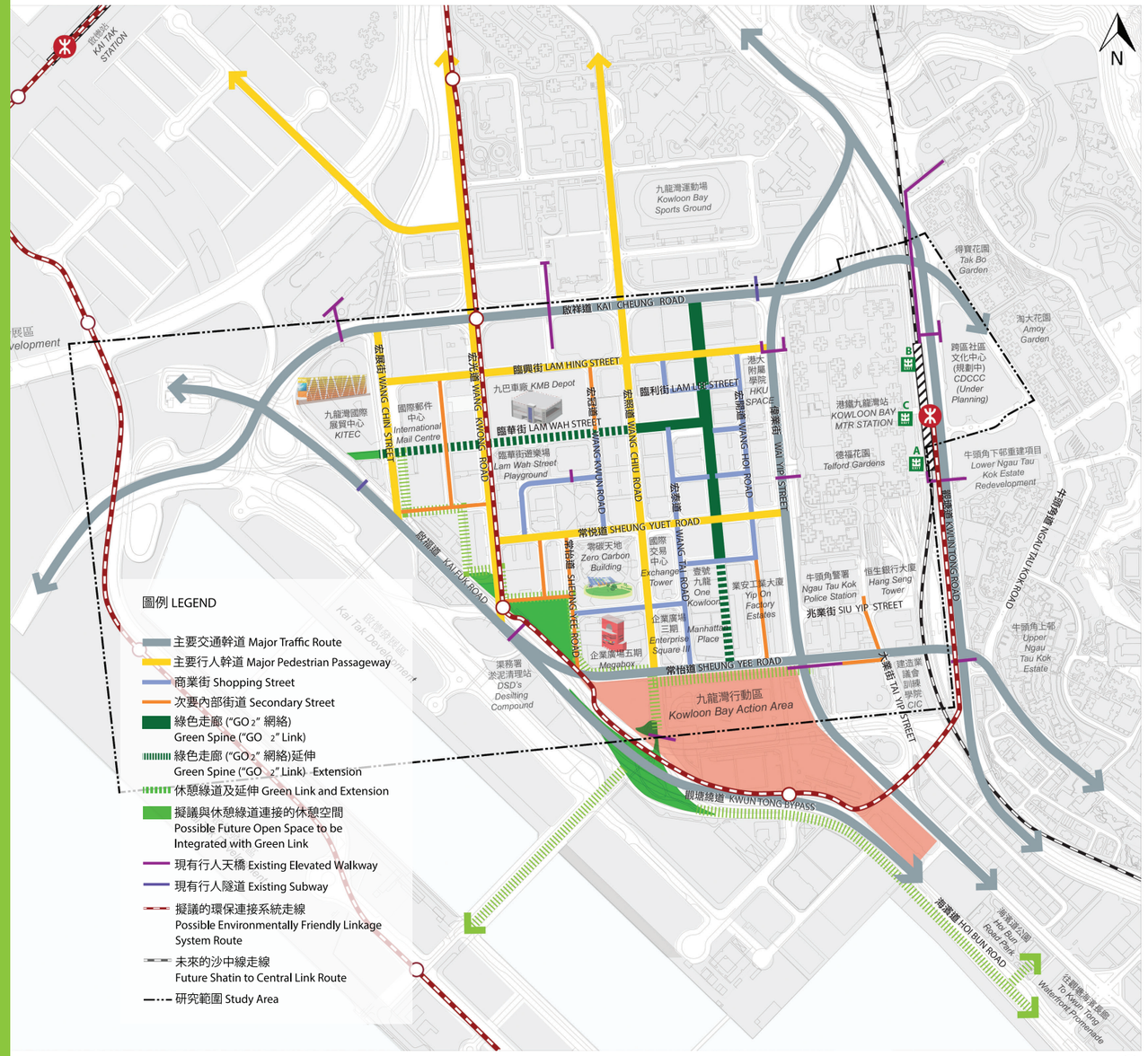
1 **主要交通幹道 Major Traffic Route** — 維持目前的交通幹道功能，並盡量透過行人路面環境的優化，增加行車與行人路之間的分隔,提供更舒適的步行環境 To maintain the current function of major traffic routes, to provide a more pleasant walking environment by face-lifting the pedestrian footpaths and increasing the separation between roads and pedestrian footpaths

2 **主要行人幹道 Major Pedestrian Passageway** — 維持目前疏導人流的行人幹道功能，透過街景設計優化和方向指示的改善，提供更順暢、更有效的行人流動和"點到點"的連接 To enable smoother and more efficient pedestrian movement with point-to-point connections and to enhance streetscape with stronger way-finding system for better navigation

3 **具潛力的商業街 Potential Shopping Streets** — 考慮到未來街道旁的一些重建/新發展潛力，透過街景設計優化和方向指示的改善，塑造更吸引、更熱鬧和富動感的商業街 To create vibrant, attractive and distinctive walking experience for interactions and street activities by improving way-finding features and streetscape design taking into consideration possible future developments/ redevelopments potential

4 **次要內部街道 Secondary Streets** — 考慮到目前沿行人路兩旁建築牆壁的限制，將可能局限到未來的街面活動，以街景設計的優化，盡量提供更吸引、舒適的步行環境 To create a more attractive and pleasant walking environment with general streetscape enhancement, in view of existing building facades which limit potential for any future street activities

5 **綠化步行網絡 The "Green Network"** — 透過「綠色 + 氧氣」概念，形成綜合綠化步行網絡，把區內各主要公共休憩空間、新發展/景點串連起來，提供一個綠色、悠閒的步行環境 To create a comprehensive network of green linkages by applying the "GO_2" concept, that link up all the major open spaces, major new developments/ points of interests, providing a green, leisure and comfortable walking environment



2.2 路面改善方案
At-grade Improvement Proposals

本研究所提出的路面改善方案分為5項：
Our at-grade improvement proposals are divided into 5 categories:

1 **重點範圍 1 – 綠色走廊 (“GO_2”網絡)**
Key Area 1 – Green Spine (“GO_2”Link)

2 **重點範圍 2 – 大業街 / 常怡道改善系列**
Key Area 2 – Tai Yip Street / Sheung Yee Road Improvement Package

3 **重點範圍 3 – 臨興街(鄰近港大附屬學院) 改善系列**
Key Area 3 – Lam Hing Street (near HKU SPACE) Improvement Package

4 **行人設施改善方案 (P1-P10)**
Pedestrian Facilities Improvement Proposals (P1-P10)

5 **交通路口改善方案 (T1-T7)**
Vehicular Junction Improvement Proposals (T1-T7)

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.



2.2.1 重點範圍1 – 綠色走廊 (“GO_2” 網絡)
Key Area 1 – Green Spine (“GO_2” Link)

“GO_2”網絡為建議綠色步行網絡的其中一部份，目標是成為區內一個主要的新景點，透過優化公共空間，吸引人流盡量經由一個全新的綠色步行環境進入九龍灣商貿區。

發展綠色步行網絡的遠景，是希望將來能與周邊地段的建築物於日後重建發展後有相輔相成的作用，但要達到此遠景亦受制於重建發展的時間和步伐。因此，本研究提出了一系列的短至中期改善系列(名為“GO_2”網絡)，主要包括一些休憩處的美化和行人過路改善建議，並籍此引入一些全新及富特色的街景佈置設施和活動空間。整套計劃有待詳細設計。

As part of the proposed green network in KBBA, the “GO_2” Link is proposed to be a major point of interest/ attraction, with an aim to attract pedestrian flow accessing the KBBA through the strip of the enhanced open space under a green walking environment.

The “long-term” vision of the green network in KBBA aims to interact with the adjacent land uses upon their future redevelopment. To fully realize this vision will depend much on the redevelopment programme of these sites. As such, a package of short to medium-term enhancement proposals are proposed for the “GO_2” Link, mainly including enhancement/ improvement to the public space through incorporating new streetscape elements and introducing new activity spaces, as well as improvement to the pedestrian crossing facilities. The whole scheme is subject to detailed design.

我們建議發展“綠色走廊”以疏導九龍灣商貿區內的人流及加強綠化改善現有的公共空間。

We propose to develop a Green Spine to facilitate pedestrian flow inside KBBA and upgrade existing public space with enhanced greening.



現存限制 Existing Constraints



行人流動性被目前休憩處內的花槽、鐵柱及梯級所影響；

Zigzag planter arrangement, bollards and steps interrupt pedestrian movement;



花槽的高度把休憩處內的空間圍封，使內部空間昏暗、欠缺開放感和吸引力；

Predominantly high planters create dark, enclosed and unwelcoming space;



多個休憩處被現時的道路分割開，影響到其整體的流暢性/連貫性；

Continuity of greening areas affected by existing roads, dissecting into separated pockets of spaces;



休憩處整體佈局/設計單一，有限的空間亦限制了可引入的活動和設施；

Homogenous sitting out area design can only accommodate limited activity types;



畫家筆下的 "GO$_2$" 網絡建議 Artist Impression of the Proposed "GO$_2$" Link



地面方向指示
Directional paver



花圃座椅 Planter bench



花圃座椅 Planter bench



小涼亭 Pavilion

主題樹木 New feature trees



台灣欒樹
Koelreuteria elegans



藍花楹
Jacaranda mimosifolia



南洋楹
Albizia falcataria

新植灌木 New feature shrubs



金鳥蕉
Heliconia psittacorum



洋金鳳
Caesalpinia pulcherrima



金邊連翹
Duranta repens 'Marginata'



野牡丹
Melastoma candidum



山麥冬
Liriope spicata



棕竹
Rhapis excelsa

“GO2” 網絡(啟祥道至宏遠街)南北段改善計劃
“GO2” Link (Kai Cheung Road to Wang Yuen Street) North/South Improvement Proposals

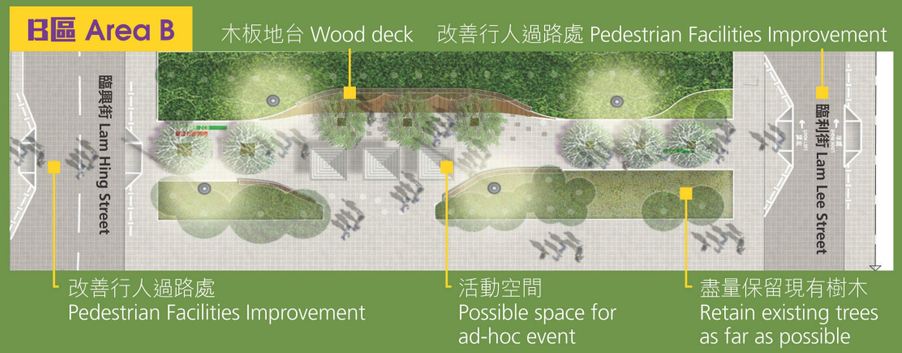
- 利用流線型的空間佈局，引導更順暢的行人流向；透過改善行人過路處的設計及適當的綠化，改善整體的暢達性/連貫性；
- B區和C區將會有具彈性的活動空間，由中心點向南、北伸延，作為活動地方。而兩端的A、D和E區則為較靜態的休憩空間
- 重整花槽設計和佈局，花槽的高度盡量降底，以增加空間整體的開放感；
- 引入新的特色園景/街道佈置 (如特別的地磚、地面方向指示、座椅、木板地台、小涼亭等)

- Streamline spatial design for smoother pedestrian flow and introduce pedestrian crossing improvement with landscape treatment at each crossing for better continuity;
- Flexible event spaces stretch out from the centre (Areas B and C) and act as anchor points for street events to strengthen vibrancy. Areas A, D and E on the two ends primarily serve as passive sitting-out spaces;
- Planter arrangement re-designed and height of planters to be reduced to visually open up the enclosed spaces;
- New landscape elements (i.e. special pavings, wayfinding pavers, benches, wood decks, pavilions etc.)

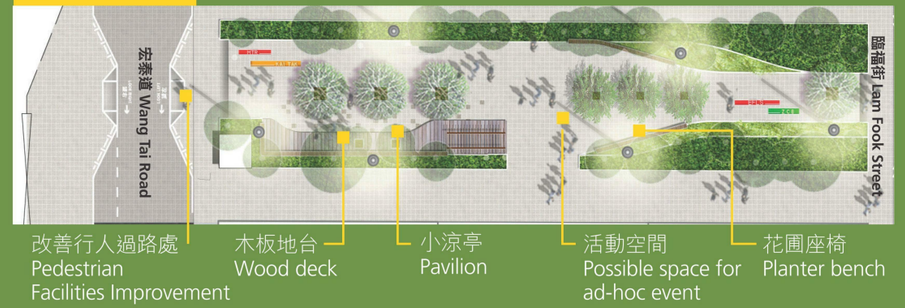
A區 Area A



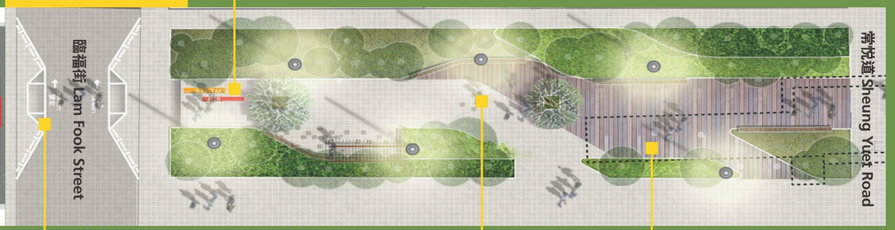
B區 Area B



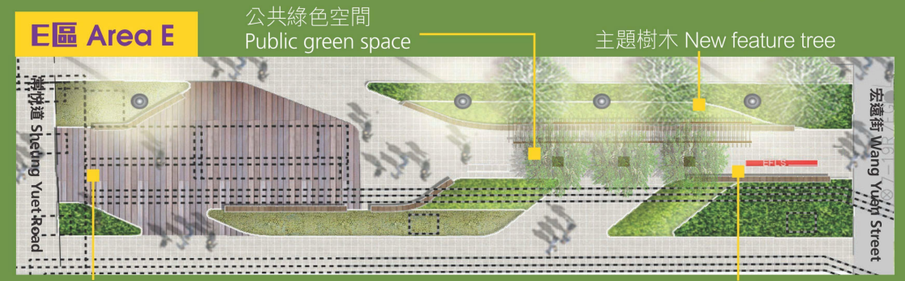
C區 Area C



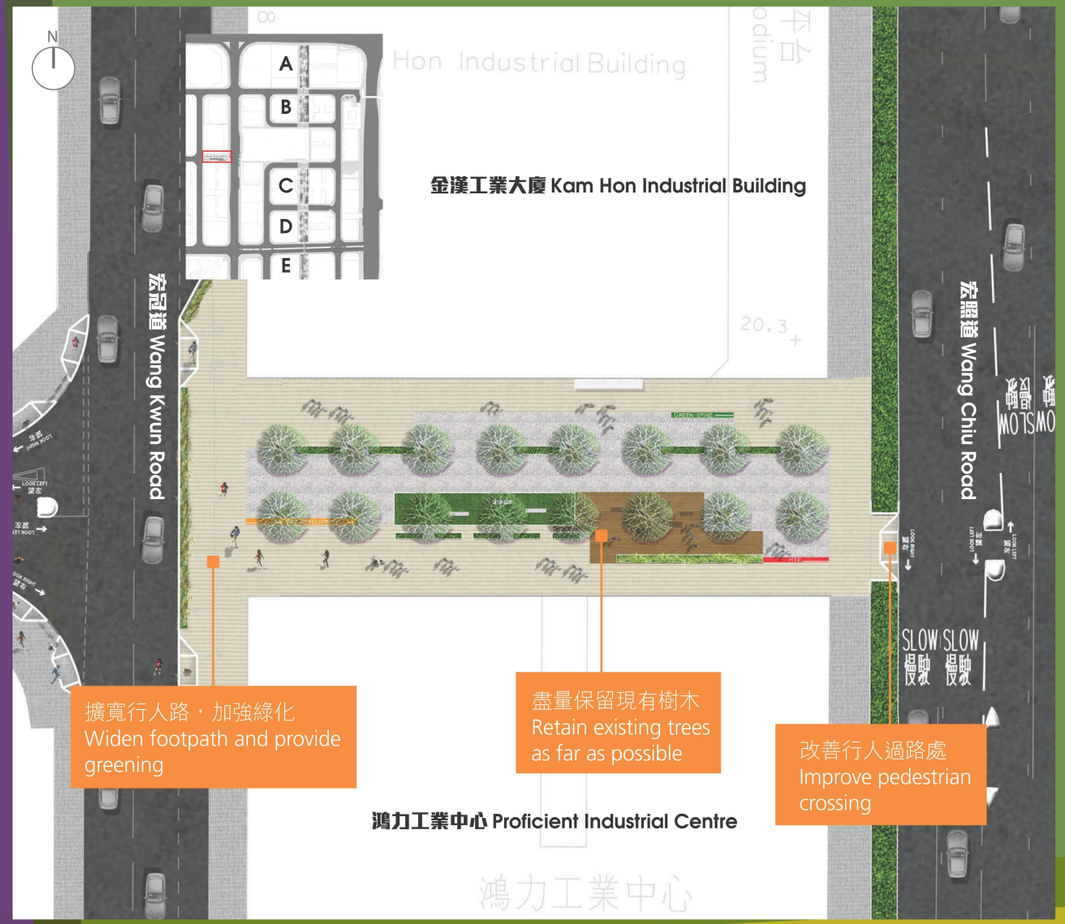
D區 Area D



E區 Area E



“GO_2” 網絡(宏冠道至宏照道一段的臨華街) 東西段改善計劃
“GO_2” Link (Lam Wah Street between Wang Kwun Road and Wang Chiu Road) East/West Improvement Proposals



“GO_2”網絡綜合設計概念
“GO_2”Link Overall Design Concept





我們建議改善這位置以鼓勵公眾使用此替代路線往返九龍灣商貿區。

We propose to improve the area to encourage public to use the alternative route at the south of KBBA.

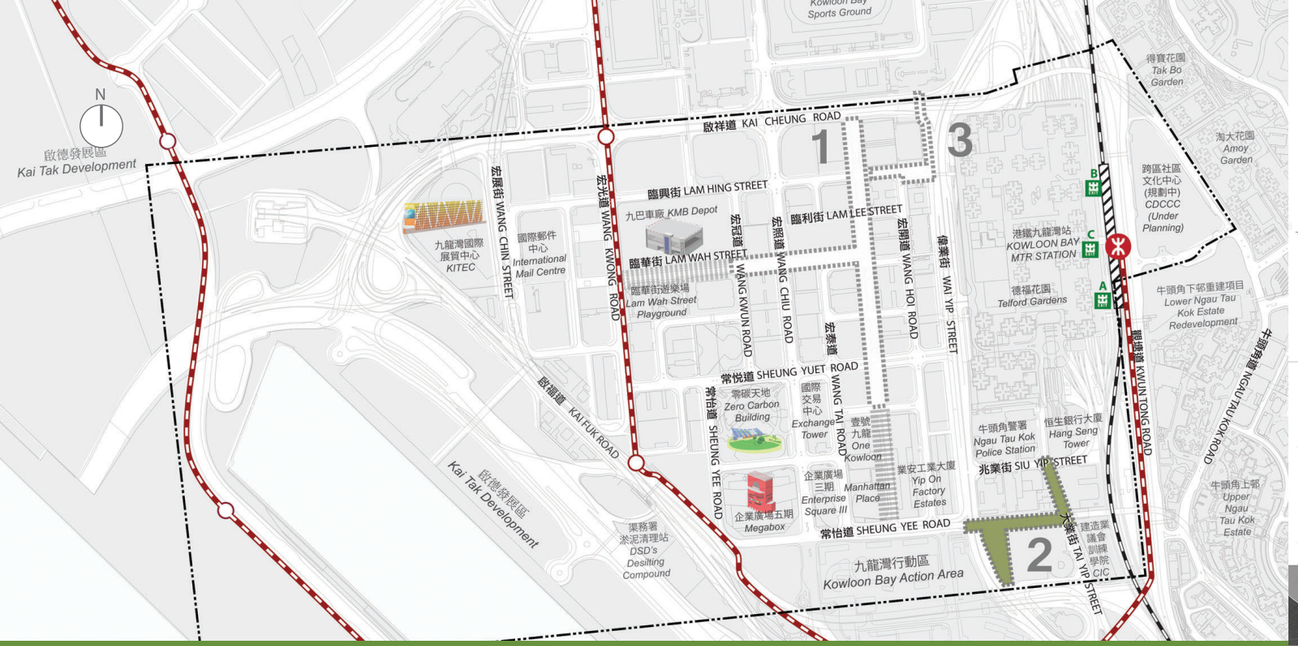
2.2.2 重點範圍2 – 大業街/ 常怡道改善系列
Key Area 2 – Tai Yip Street/ Sheung Yee Road Improvement Package

目前，使用德福廣場南面行人天橋橫跨偉業街來往九龍灣港鐵站及九龍灣商貿區的人流甚多，天橋的擠擁情況形成「樽頸位」的問題。而大業街和常怡道現時的行人天橋，目前卻未能吸引行人使用。另外，現時大業街/兆業街交界未設有燈控過路處，設施能加以改善。

我們建議改善大業街／常怡道一帶的路面設計及街景，增加市民使用現時常怡道行人天橋的吸引力。這樣能鼓勵公眾使用較南端的替代路線，以疏導人流來往九龍灣商貿區。

At present, a high volume of pedestrian flow travels between Kowloon Bay MTR Station and KBBA through the southern footbridge at Telford Plaza crossing Wai Yip Street. This causes "bottleneck" situation at the footbridge. We find that public seldom use the existing footbridge at Sheung Yee Road and there is no signalized crossing at the junction of Tai Yip Street/Siu Yip Street which requires improvement.

We propose to improve the road design and the streetscape at the Tai Yip Street/Sheung Yee Road area so as to increase the attractiveness in using the existing footbridge at Sheung Yee Road. This can encourage public to use the alternative route further south which can alleviate the heavy pedestrian flow accessing KBBA.



現存限制 Existing Constraints



缺乏妥善的行人過路處，造成安全問題；

Lack of a proper pedestrian crossing, causing safety issue;



缺乏清晰的方向指示，引導行人前往常怡道行人天橋，使天橋未被充分使用；

Lack of clear signage to Sheung Yee Road Footbridge, which is underutilized;



沿途的行人路及行人天橋整體步行環境並不理想；

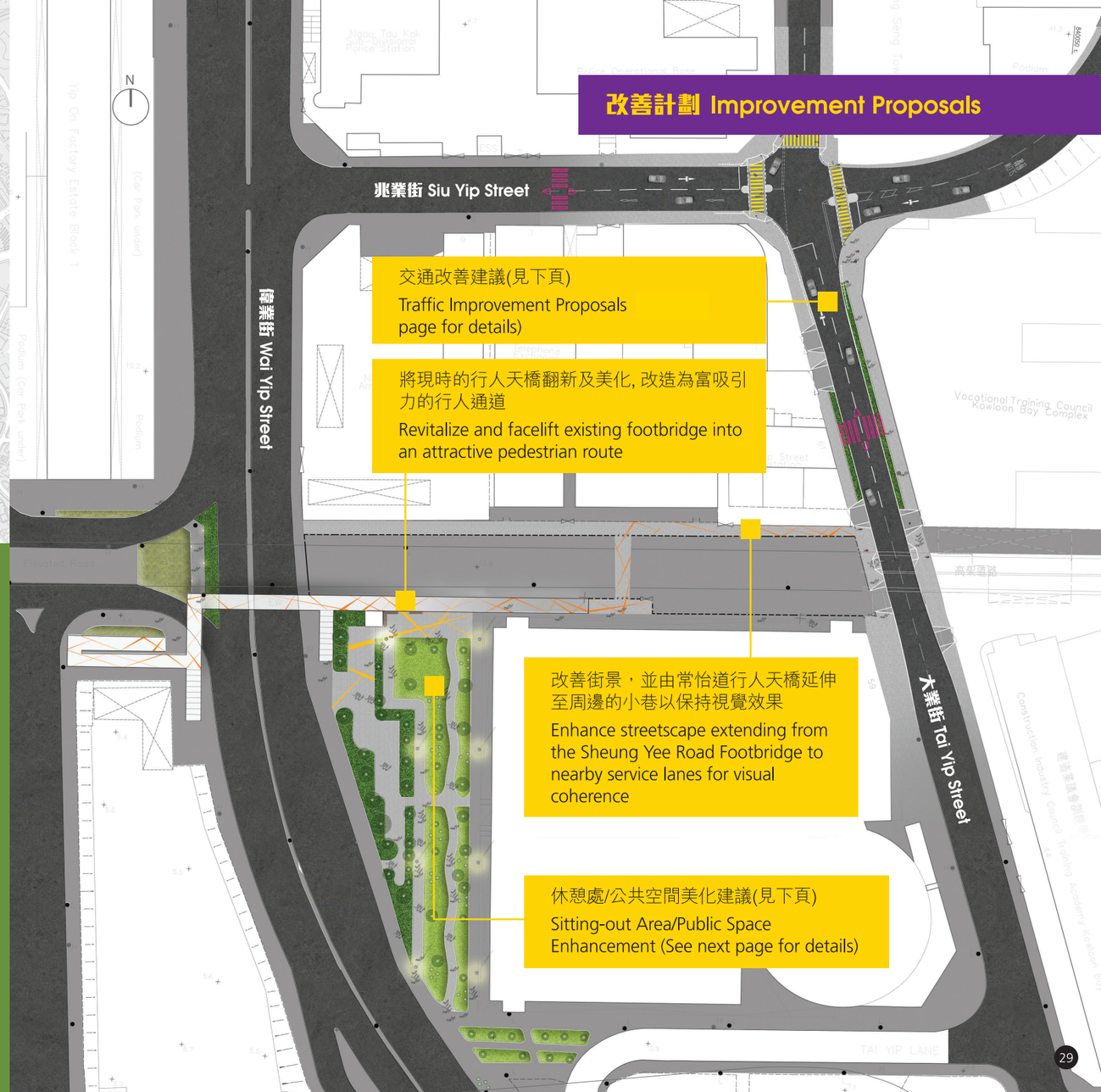
Unpleasant route for pedestrians walking along footpath and accessing the footbridge;

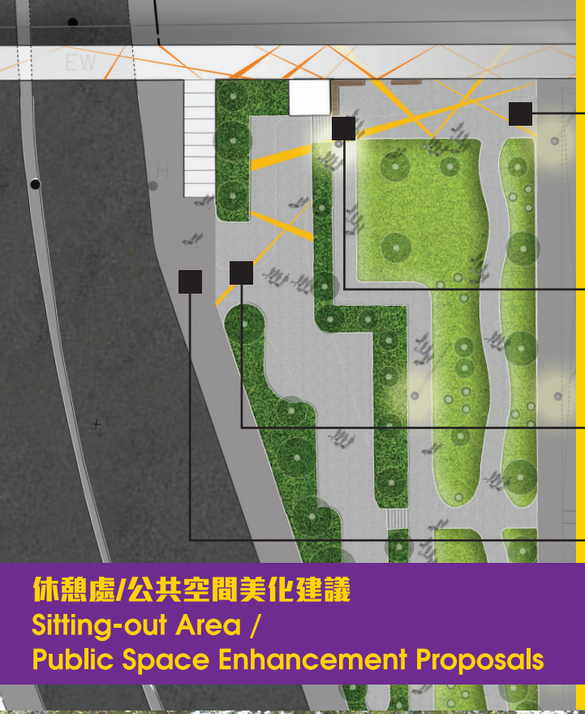


常怡道天橋底休憩處的外牆及花槽，把內/外空間分隔，欠缺吸引力；

Existing sitting-out area beneath Sheung Yee Road Flyover is uninviting, fenced off by walls and planters;

改善計劃 Improvement Proposals





改善街景並延伸至公共空間內，引導行人進入和使用休憩處

Upgrade streetscape extending into the public space to lead pedestrians into the sitting-out area/public space

拆除部分現有的花槽以提供更直接的行人流向

Remove planter partially to allow direct pedestrian movement

盡量擴寬目前休憩處入口

Widen the entrance of sitting-out area as much as possible

利用植物美化現有的外牆，塑造更吸引的入口和行人路徑

Introduce planting to existing walls to create a welcoming park entrance and pleasant pedestrian route

休憩處/公共空間美化建議
Sitting-out Area / Public Space Enhancement Proposals



利用植物美化休憩處外牆

Enhance greening to existing walls at sitting-out area

交通改善建議 Traffic Improvement Proposals

德福廣場二期 - 恆生中心

Telford Plaza 2 - Hang Seng Centre

取消兆業街燈控行人過路處

Remove signalized crossing at Siu Yip Street

改為交通燈控制的路口以改善行人安全

Upgrade to signalized junction to enhance pedestrian safety

兆業街 Siu Yip Street

製衣業訓練局
九龍灣訓練中心

Clothing Industry Training Authority
Kowloon Bay Training Centre

大業街 Tai Yip Street

擴闊行人路及加設花槽以增加行人舒適度

Widen footpath and install planter to increase walking comfort

取消大業街斑馬線

Remove zebra crossing at Tai Yip Street

2.2.3 重點範圍3 – 臨興街 (鄰近港大附屬學院) 改善系列
Key Area 3 – Lam Hing Street (near HKU SPACE) Improvement Package

目前，行人如進入臨興街/宏開道一帶，大多會使用德福廣場北面行人天橋橫跨偉業街，經現時香港大學專業進修學院前的空間，到達商貿區。

擬議的臨興街改善計劃目的是利便往來九龍灣港鐵站及九龍灣商貿區的人流，改善位置包括香港大學專業進修學院前的行人路、橫跨偉業街的德福廣場北面 行人天橋橋底的一段行人路，以及現時啟祥道的行人隧道。

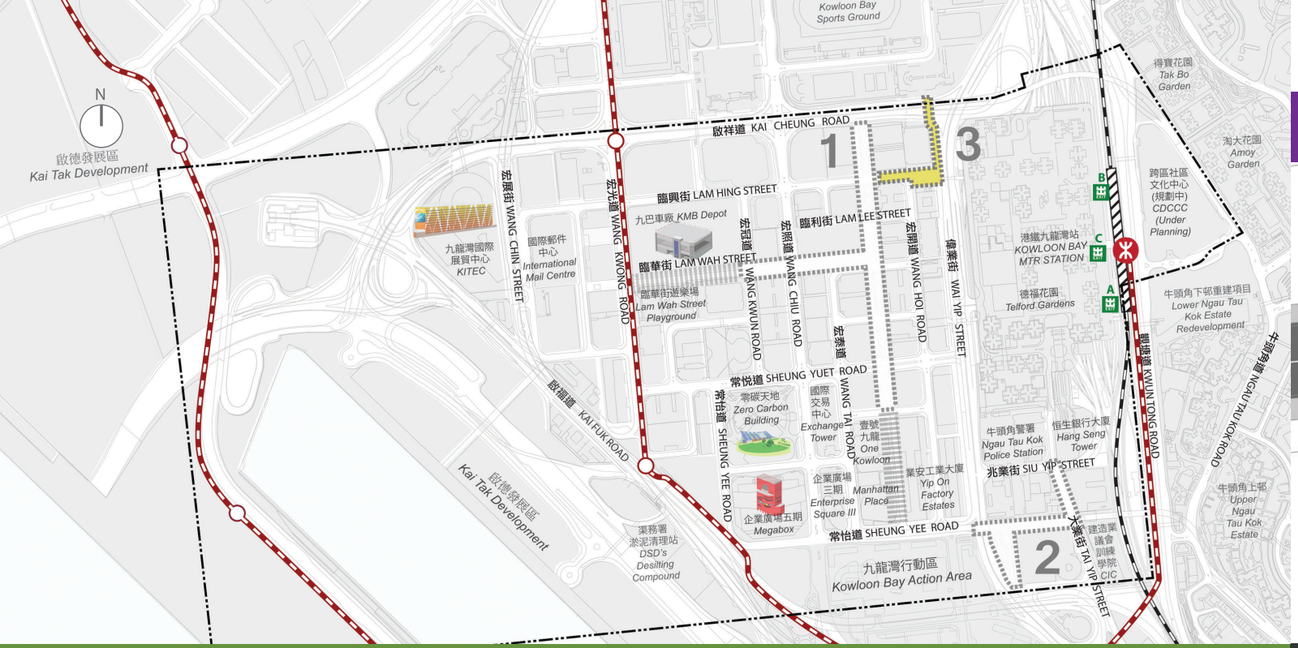
At present, pedestrians will get access to Lam Hing Street/ Wang Hoi Road area via the northern footbridge across Wai Yip Street and the space in front of the HKU Space.

The proposed improvement package at Lam Hing Street aims to facilitate the pedestrian flow between Kowloon Bay MTR Station and the KBBA. The location of the improvement includes the area in front of the HKU Space, the footpath underneath the northern footbridge at Telford Plaza crossing Wai Yip Street and the existing subway across Kai Cheung Road.

我們建議改善這位置以便利往來港鐵九龍灣站及九龍灣商貿區的人流。

We propose to enhance the area to facilitate pedestrian flow from MTR Kowloon Bay Station towards KBBA.





現況 Existing Condition



現存限制 Existing Constraints



目前於臨興街的電單車泊車位，對於上/落德福廣場北面行人天橋的行人流向構成阻礙；

Existing motorcycle parking spaces obstruct pedestrian movement accessing the northern footbridge towards Telford Plaza;



由臨興街至建議 "GO_2" 網絡之間的步行環境並不理想；

Unpleasant walking environment along Lam Hing Street to the proposed "GO_2" Link;



臨興街行人與行車間的衝突問題 (車輛出入口和狹窄的行人路)；

Vehicles and pedestrian conflicts along Lam Hing Street (vehicle run-in/ run-outs, narrow footpaths);



目前由啟祥道通往九龍灣運動場的行人隧道的步行環境欠缺吸引力，並未被充分使用

Existing subway to the Kowloon Bay Sports Ground is unattractive and under-utilized;



擴闊行人路及改善街景
Widen footpath and upgrade streetscape

臨興街 Lam Hing Street

前庭廣場作為行人連接點，配合明確的步行空間以疏導行人流向
Landing plaza as a connection node with well-defined space and a diversion point of pedestrian flow

引入低邊行人路面
Dropped Kerb

遷移電單車泊車位，騰出空間使行人流向更為順暢(確切的搬遷位置需作詳細設計確定)
Relocate motorcycle parking spaces for smoother pedestrian movement
(Exact relocated location to be determined after detailed design)

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

加設鋪地磚的電單車小巷
Paved motorcycle lane

行人路
Footpath

港大附屬學院 HKU SPACE

臨興街改善計劃
Improvement Proposal at Lam Hing Street

啟祥道行人隧道
Kai Cheung Road Subway

往德福花園行人天橋
Footbridge to Telford Garden

臨興街 Lam Hing Street

港大附屬學院
HKU SPACE

概覽圖 Overview Plan

啟祥道隧道改善計劃
Improvement Proposal at Kai Cheung Road Subway

啟祥道 Kai Cheung Road

美化行人隧道，利用富動感的色系，於隧道內部繪畫特別的圖案豐富行人的步行體驗
Face-lift the subway by repainting the inner part with vibrant theme colour and patterns to enhance walking experience

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

除以上各重點的改善方案之外，本研究亦就提升區內行人暢達性，提出以下10項針對行人過路設施不足的改善方案。改善的方法包括：

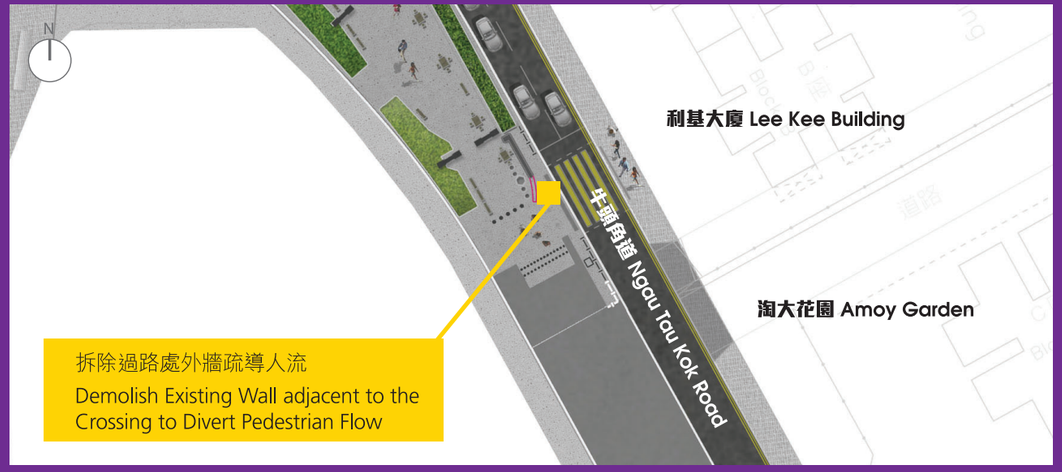
Apart from the above key area improvement proposals, we have also recommended 10 proposals to increase the walkability for those locations with inadequate crossing facilities:

- **加闊現有行人過路處 Widen Existing Crossing**
- **加闊現有行人路 Widen Existing Footpath**
- **加設行人過路處 Provide New Crossing**
- **加建行人路 Provide New Footpath**



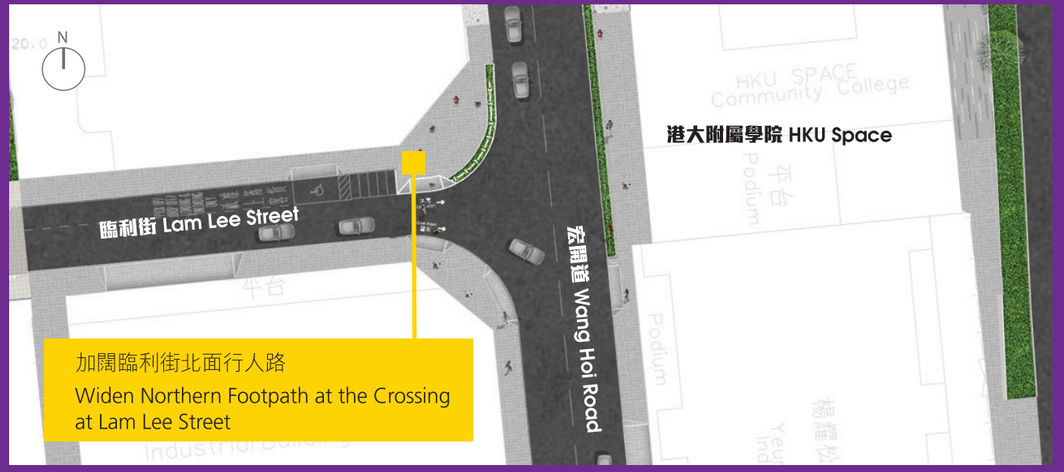
P1 改善牛頭角道(利基大廈對出)行人過路處
Improvement of Ngau Tau Kok Road Crossing besides Lee Kee Building





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





加闊宏遠街南面行人路
Widen Southern Footpath at Wang Yuen Street

遷移電單車泊車位
Relocate Motorcycle Parking Spaces

加建宏茂街東面行人路
Provide Eastern Footpath at Wang Mau Street



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

加闊常怡道行人路
Widen Footpath at Sheung Yee Road





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

宏泰道路口加設“讓線”
Install “Give Way” Line at Wang Tai Road

於臨福街加設行人輔助線及低邊行人路面
Install Cautionary Crossing Facilities with Dropped Kerb at Lam Fook Street

宏泰道加設行人輔助線及低邊行人路面
Provide Cautionary Crossing Facilities with Dropped Kerb at Wang Tai Road



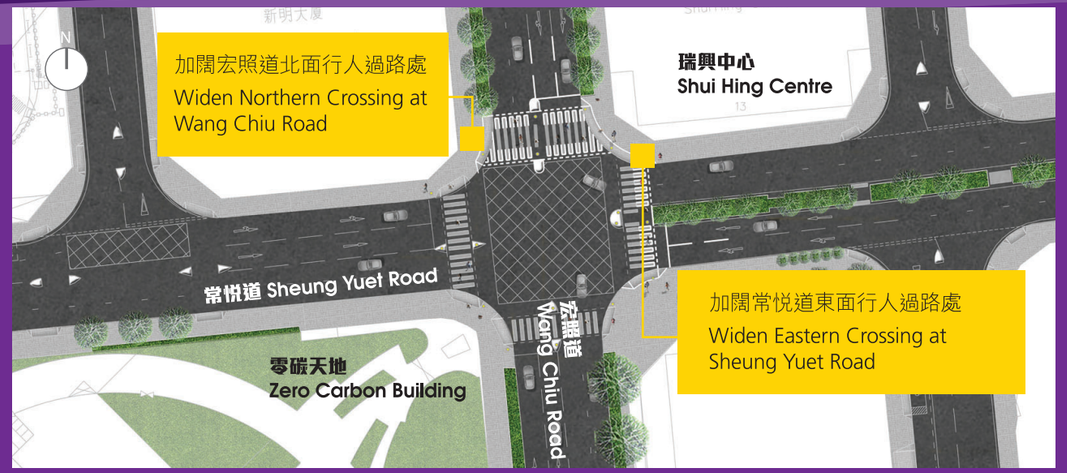
P7 加設宏泰道 / 宏遠街行人過路處
Providing Crossing Facilities at Junction of Wang Tai Road / Wang Yuen Street





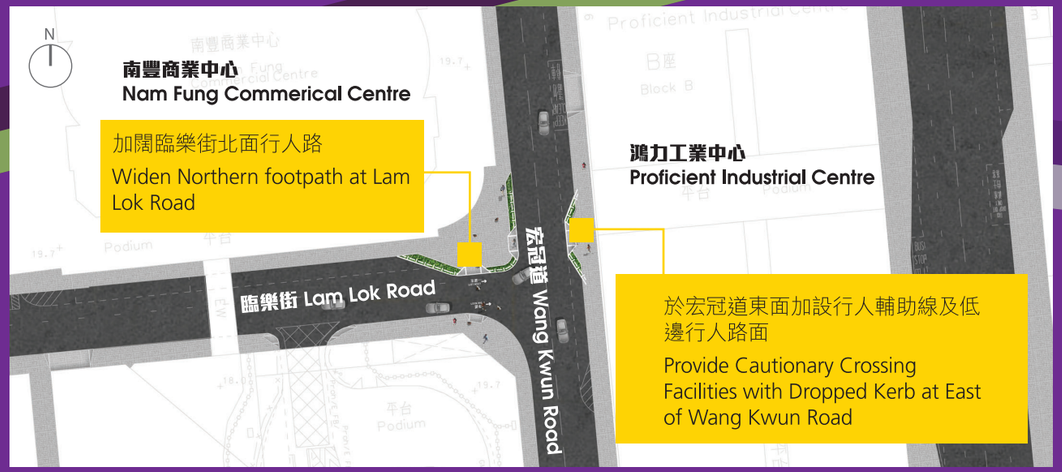
P8 加闊宏照道 / 常悅道行人過路處
Widening of Crossing at Junction of Wang Chiu Road / Sheung Yuet Road





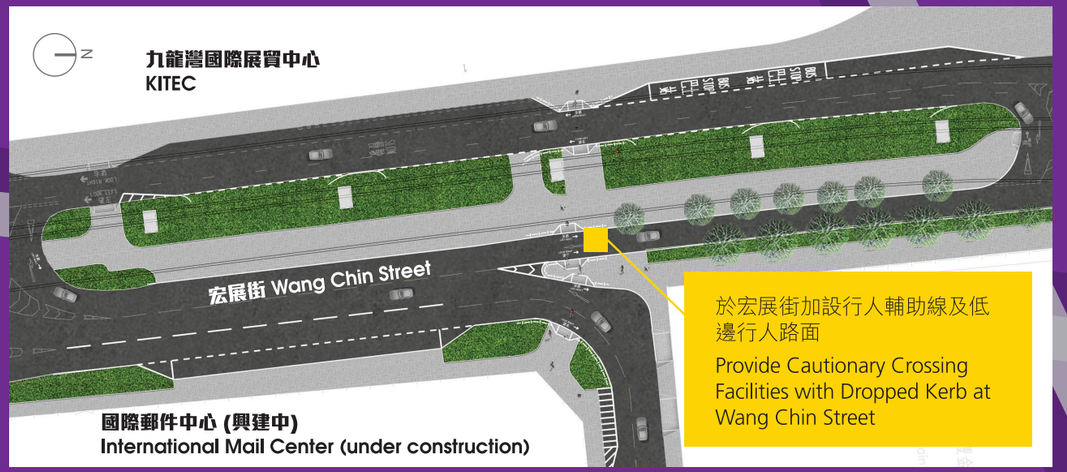


P9 加闊宏冠道 / 臨樂街行人路
Widening of Footpath at Junction of Wang Kwun Road / Lam Lok Road





P10 加設宏展街行人過路處
Providing Crossing Facilities at Wang Chin Street



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

改善方案 Improvement Proposals

為了應付可能增加的交通需求，本研究提出7個透過交通工程技術來提升主要路口的通行能力的方案以減輕路面擠塞。路口改善的方法包括：

To cope with possible increase of traffic demand in the area, we have recommended 7 junction improvement proposals through traffic engineering approach to optimize the junction performance and alleviate traffic congestion. Junction improvement approach includes:

- **修改燈控方法**
  Adjustment of Signal Control Arrangement
- **局部擴闊行車線 Local Widening of Carriageway**
- **增加行車線 Addition of traffic lane**

我們將於下一階段為這些建議改善方案作詳細設計，並與有關部門商討分階段落實方案，以配合未來的交通情況及降低施工對現有道路網絡的影響。

We will carry out the detailed design of the improvement proposals in next stage and liaise with relevant departments to implement the proposals by phases to suit in the future traffic conditions and to minimize the impact to the existing road network during construction.

擴闊路口、增加路口南行的通行能力
Junction widening with increasing junction capacity for southbound access

擴闊路口、增加宏光道南行的通行能力
Junction widening with increasing junction capacity for Wang Kwong Road southbound

擴闊路口、增加啓祥道東西行的通行能力
Junction widening with increasing junction capacity for east-west traffic along Kai Cheung Road

擴闊宏照道南行、增加路口的通行能力
Widening of Wang Chiu Road southbound with increasing junction capacity

擴闊宏照道南行、增加路口的通行能力
Widening of Wang Chiu Road southbound with increasing junction capacity

擴闊宏照道南行及北行、增加路口的通行能力
Widening of Wang Chiu Road southbound and northbound with increasing junction capacity

擴闊宏照道南行、及常怡道東西行以增加路口的通行能力
Widening of Wang Chiu Road southbound & Sheung Yee Road eastbound/westbound with increasing junction capacity

現況 Existing Condition



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



T5 常悅道 / 宏照道
Sheung Yuet Road / 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

3 下階段研究議題
Way Forward

3.1 行人連接系統初步建議 Preliminary Proposals for Pedestrian Connections
3.2 長遠交通管理措施 Long-term Traffic Management Measures



3.1 行人連接系統初步建議
Preliminary Proposals for Pedestrian Connections

除了上述的一些路面改善方案，本研究亦參考了目前九龍灣區內現有的行人網絡，以及一些政府已規劃中的項目作為基礎，提出了一些行人連接系統的初步構思。這些初步構思的走線和設計，仍有待於後續工作階段作進一步研究和檢討，以及與相關政府部門的討論。相關建議的細節會將於第三階段的公眾參與活動(中、長期計劃) 中與公眾作詳細討論。

In addition to the at-grade pedestrian environment improvement proposals, and with reference to the existing network of footbridges / subways within KBBA as well as various planned government projects, initial proposals for possible pedestrian connection have also been studied. The alignment and design of the proposals, however, are still subject to further study and review, as well as discussions with relevant government departments in the coming work stage, while detailed recommendations will be discussed in the forth-coming Stage 3 Public Engagement (i.e. "Mid to Long Term Measures").



3.2 長遠交通管理措施
Long-term Traffic Management Measures

為紓緩日益嚴峻的交通擠塞問題，本研究於下一個工作階段將會提出長遠的交通管理措施，並探討各種措施的可行性及利弊以平衡各方面的需要。相關建議的細節亦將會於第三階段的公眾參與活動 (中、長期計劃) 中與公眾作詳細討論。

In order to alleviate the increasing traffic congestion problems within KBBA, we will recommend long-term traffic management measures and investigate the feasibility, benefits and drawbacks of various measures in balancing the needs of different parties in the next work stage. The details of the recommendations will be introduced in the Stage 3 Public Engagement (mid to long-term measures) to gauge public views.

初部的構想包括下列各類措施及方針：
Our initial traffic management strategies include:

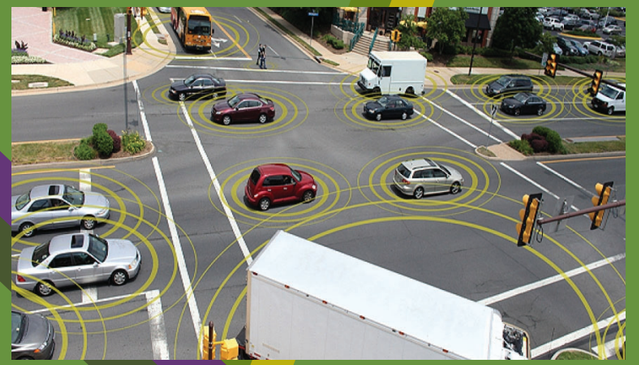
1 **交通需求管理** - 透過實施不同交通管理途徑減少路面車流
Traffic Demand Management - To implement different traffic management measures to reduce the overall traffic flow

2 **交通分流** - 透過不同計劃鼓勵改變出行時間以使過度集中的交通量分散，減輕擠塞
Traffic Flow Dispersal - To encourage shift of trip time via different campaigns to disperse the peak traffic so as to alleviate the traffic congestion

3 **智能交通發展** - 透過智能交通系統進一步提升交通管理的效能
Develop Intelligent Transport System (ITS) - To develop advance ITS technology to enhance the traffic management efficiency

4 **管理及執法** - 透過新穎概念協助交通管理及執法，減輕交通擠塞
Management and Enforcement - To investigate innovative traffic management and enforcement system to reduce traffic congestion







4 總結 Summary



自於2013年5月至6月的第一階段公眾參與後，我們綜合了公眾對現時九龍灣商貿區行人與交通環境的意見和想法。我們就未來九龍東的發展對行人和交通的影響，進行了詳細的分析並已於第2章詳述各種路面方案包括3項重點範圍和17項其他改善建議。我們希望傾聽您的建議和意見。

在下一個階段，我們將逐步落實建議的路面改善方案，以祈盡快改善九龍灣商貿區的行人環境。我們也將重點研究並制定中長期計劃，逐步落實第3章介紹的行人連接系統及交通管理措施建議，並訂定推行計劃。我們將在2014年第二季度的第三階段公眾參與中向公眾介紹其他中長期方案。

您的意見尤為重要。我們誠意邀請您參與我們的第二階段公眾參與活動。

Since the Stage 1 Public Engagement in May to June 2013, we have consolidated views and ideas on the current issues of the pedestrian and traffic environment in KBBA. We carried out detailed analysis on the pedestrian and traffic review and forecast taking account of the developments in Kowloon East. Various at-grade improvement proposals with 3 key areas and 17 other proposals were recommended and introduced in Chapter 2. We hope to listen to your comments on the proposals.

In the next work stage, we will take forward progressively the recommended at-grade improvement proposals in order to realize the enhancement of the pedestrian environment in KBBA in the near future. We will also focus on investigating other medium to long-term proposals, as demonstrated in Chapter 3, and devise implementation plan for the proposals. This will be presented to the public in our Stage 3 Public Engagement scheduled in the second quarter of 2014.

Your views are important and we invite you to participate in our Stage 2 Public Engagement activities.



5 公眾參與工作坊
Community Workshop

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



5.1 目的 Objectives

我們誠意邀請各界人仕出席我們的第二階段公眾參與工作坊，提供你的寶貴意見，讓我們進一步改善九龍灣商貿區的行人環境。透過工作坊，我們期望可達致以下的目標：

We invite all parties to join the Community Workshop of the Stage 2 Public Engagement to provide views and comments for our further study to enhance the walking environment in KBBA. Our objectives for the Workshop are:

- 提供平台讓公眾表達意見
  To provide a platform for expressing opinions
- 蒐集對建議路面改善方案的意見
  To collect views on the proposed at-grade improvement proposals
- 整合收集的想法及意見以制訂下階段的中長期計劃及推行機制
  To consolidate the collected views and ideas for onward formulation of mid to long-term measures and implementation mechanism



5.2 詳情及報名方法 Details and Enrollment Methods

日期及時間 Date and Time:
30-11-2013 (星期六 Saturday)
下午2:00 — 5:30 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

登記 Enrollment:
請於2013年11月25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 25 November 2013

查詢及提交意見 Enquiry and Suggestions:
歡迎公眾於2014年1月10日前從以下途徑提交意見
We welcome suggestions using the following means by 10 Jan 2014

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

電郵 Email: kbba-pedestrian@devb.gov.hk

電話 Tel: 3922 9870

本公眾參與工作坊會以粵語進行，並不設翻譯。
Community Workshop will be conducted in Cantonese with no translation.