

# **Task Force on Water-land Interface and Harbourfront Activation**

For discussion  
on 8 July 2019

TFWLHA/01/2019

## **Developing Hong Kong into a Walkable City: Proposed Strategy and Conceptual Pedestrian Plans in Central and Sham Shui Po Pilot Areas**

### **PURPOSE**

This paper seeks Members' views on the proposed walkability strategy and the conceptual pedestrian plans in the two pilot areas, Central and Sham Shui Po, developed under the "Consultancy Study on Enhancing Walkability in Hong Kong – Feasibility Study" (the Study).

### **BACKGROUND**

2. The "Walk in HK" initiative was first announced in the 2017 Policy Address. The Government adopts an integrated and comprehensive approach to enhance the overall walkability of Hong Kong. This initiative targets at encouraging people to walk more and drive less, and to complete the first and last mile of their journeys by walking. Our aim is to foster a pedestrian-friendly environment for people to commute, connect and enjoy, making walking an integral component of Hong Kong's sustainable development.

3. In December 2017, the Transport Department (TD) commissioned the Study to formulate a set of planning and design standards and guidelines that put priority on pedestrians, and a strategic plan to develop Hong Kong into a world-class walkable city. We have selected Central and Sham Shui Po as two pilot areas (boundary shown in **Figure 1** and **Figure 2**) to test and showcase various walkability improvement measures under the proposed strategy. If the pilot is successful, we will apply the standards and guidelines to other parts of Hong Kong progressively.

4. The Stage 1 public engagement (PE) was carried out in mid-2018. Having consolidated the views and aspirations from the public to enhance walkability during Stage 1 PE, we have formulated the proposed walkability strategy and the conceptual pedestrian plans for the two pilot areas. The Stage 2 PE commenced in June 2019 for a

## **Task Force on Water-land Interface and Harbourfront Activation**

TFWLHA/01/2019

period of 3 months. We will collect views from the public and the relevant stakeholders on the proposed walkability strategy and the conceptual pedestrian plans of the two pilot areas.

5. We consulted the Transport Affairs Committee of the Sham Shui Po District Council and the Traffic & Transport Committee of the Central and Western District Council on 4 and 6 June 2019 respectively. Members of both district councils supported the walkability concept, and requested for quick implementation of the short-term measures. At the same time, they expressed reservation on some new/enhanced measures such as low speed limit zone and part-time pedestrian streets.

6. Details of our proposed walkability strategy and the proposed conceptual pedestrian plans of the two pilot areas are included in the Stage 2 Public Engagement Digest in **Annex D** and summarized in **Annex A** for easy reference.

### **PROPOSED INITIATIVES TO ENHANCE CONNECTIVITY TO HARBOURFRONT IN THE TWO PILOT AREAS**

#### **Central**

7. The Government has been working to create an attractive, diverse and accessible Victoria Harbourfront. The “Urban Design Study for the New Central Harbourfront” completed in 2011 has recommended a comprehensive multi-level pedestrian network (including underground, at-grade and elevated walkways/landscaped deck) to provide convenient linkages to the harbourfront. Another study by TD on “Feasibility Study of Pedestrian Connectivity on Hong Kong Island North between Wan Chai and Sheung Wan” completed in 2019 has recommended a continuous east-west pedestrian walkway between the Sun Yat-Sen Memorial Park in Sheung Wan through Admiralty to Wan Chai. Together with the existing grade-separated pedestrian network in Central and Sheung Wan, it forms a comprehensive and well-integrated network in the Core Business District (CBD) area.

#### *Proposed North-south Pedestrian Connections-*

8. Even with the existence of a comprehensive pedestrian

## **Task Force on Water-land Interface and Harbourfront Activation**

TFWLHA/01/2019

network, the Study has recommended to explore further enhancing the pedestrian connectivity along existing key north-south pedestrian linkages (including Pottinger Street, Hillier Street, Tung Street/Morrison Street, Eastern Street and Centre Street) so as to make it more comfortable to walk from the hinterland areas to the harbourfront. Such measures would include widening of footpath, enhancing crossing design, implementation of raised crossing<sup>1</sup>, etc., where appropriate, along the above key routes. As a result, the green and blue assets will be more accessible and integrated into the lives of the community of Central.

### *Enhancement of Wayfinding Signages-*

9. A legible and consistent pedestrian wayfinding system is identified as a key component to enhance walkability. Implementation of an effective wayfinding system would help people navigate around the area and get access to key attractions including the harbourfront in a more direct and convenient way. In 2018, we collaborated with Transport for London and launched the pilot pedestrian wayfinding signage system in Tsim Sha Tsui based on the Legible London standards, and received positive public feedback. Based on the experience gained from the pilot system, we will develop new standards for a pedestrian wayfinding system, and progressively apply to the two pilot areas and other parts of Hong Kong.

### **Sham Shui Po**

10. Sham Shui Po encompasses a relatively old urban core and large-scale residential developments on the new reclamation near the harbourfront and these two areas need to be conveniently connected for integration of the new and old communities. We propose to enhance the north-south links and implement appropriate pedestrian signages, as described in paragraph 9. A more accessible harbourfront would encourage both the old and new Sham Shui Po communities to enjoy the green and blue assets in the district.

### *Nam Cheong Green Corridor-*

11. We propose to enhance the existing green and open space on Nam Cheong Street and transform it into a north-south green link.

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<sup>1</sup> A raised crossing is a type of crossing where the road surface is flush with the adjacent footpaths to provide continuous flat surface for pedestrians to cross the road.

## **Task Force on Water-land Interface and Harbourfront Activation**

TFWLHA/01/2019

This could serve as a strategic pedestrian spine to link up the old and new areas, key open spaces and the harbourfront. We propose to better integrate Nam Cheong Street Sitting Out Areas with the pedestrian network, improve the landscape treatment, strengthen the connectivity and partially widening the footpath at two sides of Nam Cheong Street, with an aim to create a more comfortable walking environment and facilitate public enjoyment of green and blue assets in the district.

### *Tung Chau Green Corridor-*

12. We propose to make better use of the existing green and open space on Tung Chau Street to transform it into an important east-west green link, which would be complementary to the above “Nam Cheong Green Corridor” north-south link. We propose to revitalise the space underneath the West Kowloon Corridor and to widen and enhance the pedestrian ways near the urban renewal projects fronting the corridor and improve the crossing facilities to create a comfortable pedestrian link for the new and old communities.

### *North-south Connectors-*

13. Tonkin Street and Yen Chow Street link up the old urban core and new development areas, the nearby MTR station entrances and exits and public open spaces. We propose to beautify and enhance the pedestrian environment of these two connectors, provide resting places and greening and suitably widen the footpath where appropriate. These will create a more comfortable walking environment, more convenient public transport connections and more coherent links of the old core area to the harbourfront.

## **OTHER PROPOSED INITIATIVES TO ENHANCE WALKABILITY**

14. Apart from the more established measures such as footpath widening, junction improvement, and streetscape enhancement, we propose some new and enhanced measures to further improve walkability in the pilot areas. These measures include-

- a) Implement low speed limit (30km/h) at appropriate street sections in Sham Shui Po as trial to improve the pedestrian environment and enhance road safety;

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TFWLHA/01/2019

- b) Implement part-time pedestrian streets for making walking enjoyable in appropriate locations where the traffic flow and thus impact is low but the “place” function is high;
- c) Implement level surface, which is a type of street layout where the road surface is flush with the adjacent footpaths, at locations with higher place function to create a more pleasing walking environment;
- d) Reduce street clutter by removing unnecessary street furniture and traffic signs (including 24 hours no stopping restriction signs<sup>2</sup>, “Vehicle waiting will be prosecuted” signs, directional signs and guardrails etc.) to make more space for pedestrians;
- e) Implement raised crossings more widely at locations (including bus routes) along major pedestrian links where pedestrians should be given higher priority, to provide a continuous and flat surface for pedestrians to cross the road;
- f) Improve design of vehicular run-in/out such that a continuous and flat walkway can be provided while keeping a minimum mountable kerb for the vehicles; and
- g) Improve the arrangement of staggered crossings to make crossing more convenient and comfortable.

### **OTHER ON-GOING INITIATIVES TO ENHANCE WALKABILITY**

15. Apart from the two pilot areas, we continue to carry out works to enhance the overall walkability and encourage people to walk. These on-going works covering different parts of Hong Kong are in ***Annex B***.

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<sup>2</sup> Double yellow line road markings will be retained.

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TFWLHA/01/2019

## **WAY FORWARD**

16. The proposals will be carried out in short, medium and long-term-

### **Short-term measures**

- Carry out street decluttering in phases
- Select suitable locations for trial of the improved design of vehicular run-in/out
- Select suitable locations<sup>3</sup> for trial of raised crossing on bus routes
- Select suitable locations<sup>3</sup> for trial of the improved staggered crossing with LED road markings

### **Medium to Long-term measures**

- Further study the technical feasibility of the other proposals and formulate the implementation plans for the two pilot areas

## **VIEWS SOUGHT**

17. Members are invited to offer their views on the above proposals.

**Task Force / Walkability  
Transport Department  
June 2019**

### **Attachments**

- Figure 1. Conceptual Pedestrian Plan – Central
- Figure 2. Conceptual Pedestrian Plan – Sham Shui Po
- Annex A Proposed Walkability Strategy and Conceptual Pedestrian Plans of the Pilot Areas
- Annex B Other On-going Initiatives to Enhance Walkability
- Annex C Compliance with Harbour Planning Principles and Guidelines
- Annex D Stage 2 Public Engagement Digest

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<sup>3</sup> The trial locations may not be within the two pilot areas.

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TFWLHA/01/2019

### Proposed Walkability Strategy

#### Our Vision

A1. Our vision is to develop Hong Kong into a world-class walkable city.

#### Our Mission

A2. Walking is a form of sustainable urban mobility to achieve transport, social, environmental, economic and health benefits. We will place higher priority on pedestrians in transport planning and will design streets so as to achieve the following-

- (i) Making it Connected
- (ii) Making it Safe
- (iii) Making it Enjoyable
- (iv) Making it Smart

### “Link” and “Place” Concept

A3. The conventional pedestrian planning and design approach has been vehicle-centric, focusing primarily on the vehicular traffic needs with little regard to the functions of pedestrian way. Pedestrian way, as a “link”, is a path for pedestrians to pass through as efficiently and conveniently as possible. Pedestrian way can also serve as a “place”, a destination in its own right for pedestrians to experience the locality.

A4. Most pedestrian ways serve both functions to varying degrees, and therefore they have different priorities in the design. We have considered the different functions of pedestrian ways and formulated the conceptual pedestrian plans for the two pilot areas.

### Pilot Areas

A5. We have selected Central and Sham Shui Po as pilot areas for achieving the vision of the proposed walkability strategy. The two pilot areas represent different urban functions in Hong Kong with contrast in their development history, district characteristics,

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TFWLHA/01/2019

demography and streetscape.

A6. We have taken into account the district characteristics and our planning intentions are as follows-

### Central

- Connecting the CBD to the harbourfront and the uphill area
- Improving walking in the east-west and north-south key pedestrian corridors in the CBD
- Supporting exploration of the historic links, character streets, cultural and entertainment precincts, and visitor attractions

### Sham Shui Po

- Connecting the old urban core and new development area
- Reimagining the street grids
- Enhancing connection of green space
- Supporting walkability for all

## **Proposed Conceptual Pedestrian Plans and Main Improvement Areas**

A7. In consideration of the link and place functions of the pedestrian ways in the pilot areas and taking into account the district characteristics and our planning intentions, we come up with the conceptual pedestrian plans in **Figure 1** and **Figure 2** for creating a walkable CBD in Central and a walkable urban district in Sham Shui Po.

### Main Improvement Areas in Central

- (i) Central Business Core
- (ii) Sheung Wan Business Core
- (iii) Culture, Heritage and Entertainment Precinct
- (iv) Tai Ping Shan Street Precinct
- (v) Harbourfront Links

### Main Improvement Areas in Sham Shui Po

- (i) Market Precinct
- (ii) Nam Cheong Green Corridor
- (iii) Tung Chau Green Corridor



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- (iv) School Precinct
- (v) Tai Nan Fabric Precinct
- (vi) North-south Connectors
- (vii) East-west Connectors
- (viii) Harbourfront Links

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### **Other On-going Initiatives to Enhance Walkability**

- Take forward the hillside escalator links and elevator system (HEL) and continue to review and improve the HEL's assessment mechanism
- Install barrier-free access facilities (ramps and elevators) at footbridges and subways
- Study relaxation of existing standards stipulated in the Transport Planning and Design Manual for adding covers to walkways, and providing covers on certain walkways connecting to public transport facilities progressively
- Enhance HKeMobility mobile application, including
  - extending the walking information and route searching function to all districts
  - providing real-time passenger information for public transport
- Intelligent junction
  - Use technology at junctions to enhance traffic signal control so as to optimize waiting time for both pedestrian and vehicles

## **Task Force on Water-land Interface and Harbourfront Activation**

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### **COMPLIANCE WITH HARBOUR PLANNING PRINCIPLES AND GUIDELINES**

We consider that the proposed walkability strategy and the conceptual pedestrian plans of the two pilot areas in Central and Sham Shui Po align with the Harbour Planning Principles in the following aspects –

*(a) Principle 1 – Preserving Victoria Harbour*

The proposed interventions in the two pilot areas will not involve any reclamation works and the objective to preserve the Harbour is fulfilled.

*(b) Principle 2 – Stakeholder Engagement*

Engagement with stakeholders is conducted through a three-stage public engagement (PE) exercise-

The Stage 1 PE was conducted between June and August 2018, during which the public gave positive feedback and expressed extensive support to the Study.

The Stage 2 PE commenced in June 2019 and is currently underway. Through consultations with the Sham Shui Po and the Central & Western District Councils (which were conducted on 4 and 6 June 2019 respectively), focus group meetings and community workshops, we are collecting public views on the proposed walkability strategy and the conceptual pedestrian plans of the two pilot areas.

The Stage 3 PE will be conducted in 2020 Q2 for recommending the outline pedestrian plans and improvement schemes for the two pilot areas, and firming up the walkability strategy for Hong Kong.

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TFWLHA/01/2019

**(c) *Principle 3 – Sustainable Development***

The Study aims to encourage walking, which is a form of sustainable urban mobility to achieve transport, social, environmental, economic and health benefits, by enhancing the walkability and the connectivity in the city.

**(d) *Principle 4 – Integrated Planning***

We have been sharing our vision and mission with the relevant bureaux and departments to promote walkability in the city, and closely liaising with them to take forward the proposed conceptual pedestrian plans in the two pilot areas, to better coordinate with their ongoing and planned developments adjacent to the harbourfront in Sham Shui Po.

**(e) *Principles 5, 6, 7 and 8 – Proactive Harbour Enhancement, Vibrant Harbour, Accessible Harbour and Public Enjoyment***

The Study will improve the pedestrian walking environment in order to enhance the connectivity and walkability between the harbourfront and the hinterland in the two pilot areas for public enjoyment. Measures such as improvement of the crossing facilities, provision of wayfinding signage to enhance the connectivity along the harbourfront will be implemented as introduced in the paper.



# 提升香港易行度研究 Study on Enhancing Walkability in Hong Kong

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



**WALK**  
**HONG KONG**  
香港好·易行

# 提升香港易行度研究 Study on Enhancing Walkability in Hong Kong

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

# 目錄

## Contents

1

### 簡介

背景 .....	1
公眾參與 .....	2

### Introduction

Background .....	1
Public Engagement .....	2

2

### 機遇與挑戰

把握機遇 .....	6
迎接挑戰 .....	8

### Opportunities and Challenges

Embracing Opportunities .....	6
Overcoming Challenges .....	8

3

### 擬議整體策略

願景 .....	11
使命 .....	11
易行香港策略規劃 .....	16
行人道功能：連繫與地方 ...	18
在地區規劃層面實現願景：	
試點地區 .....	20

### Proposed Strategy

Our Vision .....	11
Our Mission .....	11
Strategic Plan for a Walkable Hong Kong .....	16
Concept of Pedestrian Way Functions: Link and Place ...	18
Achieving the Vision at District-level: Pilot Area .....	20

4

### 研究試點 中環 - 構建易行核心商業區

地區特色 .....	22
規劃意向 .....	24
主要行人改善建議 .....	26

### Pilot Area Central - Creating a Walkable Core Business District (CBD)

District Characteristics .....	22
Planning Intentions .....	24
Main Improvement Areas ...	26

5

### 研究試點 深水埗 - 構建易行市區

地區特色 .....	36
規劃意向 .....	38
主要行人改善建議 .....	40

### Pilot Area Sham Shui Po - Creating a Walkable Urban District

District Characteristics .....	36
Planning Intentions .....	38
Main Improvement Areas ...	40

6

### 其他改善措施及工作 試點地區其他改善措施 ..... 其他提升香港易行度 的工作 .....

### Other Improvement Measures and Works

Other Improvement Measures in Pilot Areas .....	58
Other Works to Enhance Walkability in Hong Kong ...	60

7

### 未來路向 ..... Way Forward .....

8

### 你的意見 ..... Your Views .....



# 簡介 Introduction

## 背景 Background

2017年的施政報告提出「香港好·易行」，運輸署以一個綜合及全面的政策和方向，提升香港的易行度，鼓勵市民「安步當車」，連接「首程」及「尾程」，以減少短途使用汽車。

這不單是一項運輸政策，亦同時是政府應對氣候變化、鼓勵市民實踐健康生活、促進經濟和社區互動，以及構建宜居和長者友善的社區等各方面政策的重要一環。

我們的目標是提升香港的整體易行度，利便市民出行、連繫及享用，讓步行成為香港作為可持續發展城市的重要部分。

我們於2017年12月展開了「提升香港易行度顧問研究」，目的是給予行人更多優先考慮，制定各項規劃及設計，以及將香港發展成為世界級步行城市的策略。我們選擇中環和深水埗作為試點地區，以試行和展示擬議的整體策略。

The 'Walk in HK' initiative was announced in the 2017 Policy Address. To support this, the Transport Department (TD) has undertaken an integrated and comprehensive approach with the aim to enhance the overall walkability of Hong Kong. This is to encourage people to walk more, ride less and to walk for the first and last mile short-distance connections, rather than using vehicle transport.

This is not only a transport policy but also an integral part of the Government's various policies to tackle climate change, encourage a healthy lifestyle, foster local economies, enhance community interaction and build a liveable and age-friendly environment.

Our aim is to foster a pedestrian-friendly environment for people to commute, connect and enjoy, making walking an integral component of Hong Kong's sustainable development.

In December 2017, the TD commissioned a study on 'Enhancing Walkability in Hong Kong' to formulate a planning and design principle that puts priority on pedestrians, and a strategy to develop Hong Kong into a world-class walkable city. We have selected Central and Sham Shui Po as pilot areas to test and showcase the proposed walkability strategy.



# 公眾參與 Public Engagement

## 公眾參與策略

本研究的公眾參與活動分為三個階段。

第一階段於2018年6月至8月進行，我們整合了市民的意見及願景，制訂擬議「易行城市」的整體策略及中環與深水埗兩個試點地區的行人規劃方案及主要行人改善建議。

我們現正展開第二階段的公眾參與活動，並誠意邀請你的參與及對擬議「易行城市」的整體策略、試點地區行人規劃方案和主要行人改善建議提供寶貴意見。

## Public Engagement Strategy

This study on 'Enhancing Walkability in Hong Kong' comprises three stages of public engagement (PE).

The Stage 1 PE was carried out between June and August 2018. Having consolidated the views and aspirations from the public to enhance walkability during the Stage 1 PE, we have formulated the proposed walkability strategy and the conceptual pedestrian plans and the main improvement areas for the two pilot areas in Central and Sham Shui Po.

We are currently undertaking the Stage 2 PE. You are invited to participate in the Stage 2 PE and provide your views on the proposed walkability strategy, the conceptual pedestrian plans and the main improvement areas for the two pilot areas.

2018年6月至8月  
June – August 2018

### 第一階段 理解與構想 Stage 1 Understanding and envisioning

- 收集公眾對提升香港易行度的想法和願景
- 集思工作坊
- 焦點小組會議
- 流動展攤
- 步行特色和意見調查
- Collect initial views and aspirations to enhance walkability
- Brainstorming workshops
- Focus group meetings
- Pop-up booth
- Survey on characteristics and opinions on walking

我們在此  
We are here

2019年6月至8月  
June – August 2019

### 第二階段 制訂易行策略 Stage 2 Formulation of Strategy

- 收集對擬議「易行城市」的整體策略的意見
- 收集對試點地區行人規劃方案和主要行人改善建議的意見
- 焦點小組會議
- 工作坊
- Collect views on the proposed walkability strategy
- Collect views on conceptual pedestrian plans and the main improvement areas for the two pilot areas
- Focus group meetings
- Workshops

2020年第二季  
2020 Q2

### 第三階段 凝聚共識 Stage 3 Building consensus

- 建議兩個試點地區的行人計劃大綱及改善方案
- 確認「易行城市」的整體策略
- Recommend outline pedestrian plans and improvements for two pilot areas
- Firm up the recommended walkability strategy for Hong Kong

# 公眾參與 Public Engagement

## 第一階段公眾參與的撮要

第一階段公眾參與活動收集了市民對提升香港整體「易行度」的不同意見和願景。

「香港好·易行」政策得到大部份參與者的支持，並希望研究能令街道設計更加顧及行人不同的需要，提供暢達安全的行人網絡，締造共融環境。

公眾參與活動為研究的行人規劃框架提供相關考慮，包括道路安全、暢達便捷的行人網絡、舒適共融的步行環境等等。

街道的規劃和設計需顧及不同的社區和街道特色，營造多元化的街區，讓市民樂用公共空間，鼓勵市民步行及連繫社區。

## Summary of Stage 1 Public Engagement

Views and aspirations on enhancing overall walkability for Hong Kong were solicited in Stage 1 PE.

The majority of the participants were supportive of the 'Walk in HK' initiative and suggested that we need to address different mobility needs, to create an inclusive pedestrian environment and to provide a safe and convenient pedestrian network.

The Stage 1 PE has helped identify key components of walkability relevant to the pedestrian planning framework to be formulated under the study, including road safety, connectivity of pedestrian networks, enjoyable and an inclusive walking environment.

Planning and design of streets need to consider the characteristics of the district and neighbourhood, to create diverse and vibrant precincts that people could enjoy, and encourage people to walk and connect with the community.



第一階段公眾參與活動 – 集思工作坊 (九龍區)  
Stage 1 PE - Brainstorming workshop (Kowloon)



第一階段公眾參與活動 – 流動展攤 (中環)  
Stage 1 PE - Pop-up booth (Central)



第一階段公眾參與活動 – 集思工作坊 (港島區)  
Stage 1 PE - Brainstorming workshop (Hong Kong Island)



第一階段公眾參與活動 – 集思工作坊 (新界區)  
Stage 1 PE - Brainstorming workshop (New Territories)



# 機遇和挑戰

## Opportunities and Challenges

### 把握機遇 Embracing Opportunities

香港具備優良的條件，可成為世界級「易行城市」。集約、高密度及公共運輸導向型的發展模式，加上方便易達的綠色及藍色自然資源，配合合適的規劃和改善，為我們帶來一個非常便捷、高效率、充滿活力及多姿多采的城市。

我們的目標是規劃一個在實體和功能上互聯互通的城市，把握機遇，令我們能與工作地點、商業、公共設施以及大自然便捷聯繫，促進以步行作為低碳及健康的出行模式。

Hong Kong's unique urban form has many attributes conducive to creating a walkable city. The compact, high-density and transit-oriented development, with green and blue assets in close proximity, through proper planning and improvement, has made Hong Kong a highly convenient, efficient, vibrant and diverse city.

We will plan for a physically and functionally integrated city, connecting our workplace, businesses, public facilities and nature, and promote walking as a form of low-carbon active transport.



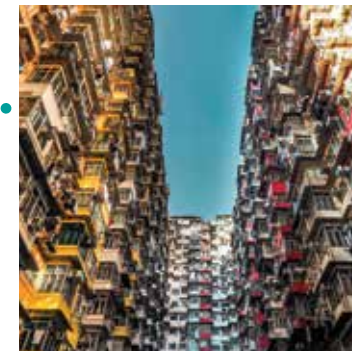
密度和集約城市形態  
High density and compactness



城市活力  
Vibrancy



綠色及藍色自然資源  
Green and blue assets



垂直發展  
Verticality



公共運輸導向型發展  
Transit-oriented development

## 迎接挑戰 Overcoming Challenges

香港市區的土地及空間有限，城市活動頻繁，行人流量亦非常高。立體面的城市形態包含著多層次的用途，連接通道及行人活動。基於密集的城市發展，作為公共空間的行人網絡會在不同時間容納不同的用途。

雖然，公共交通工具的使用率高，但傳統上我們在道路設計方面優先考慮車輛。

在地勢陡斜的地區行人需要穿越斜巷、樓梯街及過路的障礙。

香港因為亞熱帶氣候，炎熱、潮濕及多雨，影響市民步行的意欲。

我們需要一個更便捷、舒適及行人友善的步行環境，鼓勵市民行得更多及更遠。

Land and space in the built-up areas in Hong Kong are scarce while urban activities are intensive and pedestrian flows are high. An urban morphology has evolved with multi-layers of uses, connectivity and pedestrian movement. The compact nature of the city gives the pedestrian network a spectrum of uses across different times as a public space.

Despite high patronage of public transport, road design in Hong Kong has conventionally been putting higher priority on vehicle movement.

In the hilly parts of the city, pedestrians have to navigate steep walkways, stepped streets and barriers created by road crossings.

The hot, humid and rainy sub-tropical climate also affects the extent to which people are willing to choose walking against other travel modes.

A more comfortable, enjoyable and pedestrian friendly environment is needed to encourage people to walk more and walk further.



高行人流量和有限的城市空間  
High pedestrian volume and limited space in urban built-up area



地勢陡斜  
Hilly topography



以汽車為中心的街道規劃  
Car-centric street planning



亞熱帶氣候 - 強烈的陽光、炎熱、潮濕和多雨  
Subtropical climate - intense sunlight, hot, humid and rainy

# 擬議整體策略

## Proposed Strategy

我們考慮了第一階段公眾參與中市民對香港整體易行度的看法及汲取其他城市的經驗，擬備了「易行城市」的整體策略。

Taking into account public views on the overall walkability in Hong Kong in Stage 1 PE and learning from international experience, we have formulated a proposed walkability strategy for Hong Kong.



## 願景 Our Vision

構建香港成為世界級的易行城市。

To develop Hong Kong into a world-class walkable city.

## 使命 Our Mission

步行是一種可持續的城市出行模式，對交通、社會、環境、經濟及健康均有所裨益。我們的交通運輸規劃會給予行人更多優先考慮，街道設計會以鼓勵步行為本。

Walking is a form of sustainable urban mobility to achieve transport, social, environmental, economic and health benefits.

We will place higher priority on pedestrians in transport planning and design streets that encourage walking.



MAKING IT  
Connected  
行得通

- 提供四通八達、融合其他公共運輸模式和設多層出入口的行人道網絡
- 提供直接連貫、通達無阻及容易識認的步行路線
- 為主要交通設施、社區設施及景點提供信步可至的連接通道
- 照顧所有年齡及不同行動能力的行人
- Provide a pedestrian network with comprehensive coverage, good integration with other transport modes and multilevel access
- Provide direct, continuous, unobstructed, permeable and legible walking routes
- Improve accessibility to major traffic facilities, community facilities and attractions
- Enable connectivity for people of all age and with different mobility abilities



提供全面和綜合性的步行網絡  
Provide a comprehensive and integrated pedestrian network



規劃並活化小巷作為步行網絡的一部分  
Plan and revitalise laneways as part of pedestrian network



加建無障礙通道設施  
Provide new barrier-free access facilities



興建上坡地區自動扶梯連接系統和升降機系統  
Provide hillside escalator links and elevator systems



提供直接的行人過路設施 (遵循理想行人路線)  
Provide crossings at pedestrian desired line

MAKING IT  
Safe  
行得妥

- 提供安全便利的行人道及行人過路處
- 改善人車爭路的問題
- 管理車速
- Provide safe and convenient walkways and crossings
- Tackle vehicle and pedestrian conflict
- Manage vehicle speed



在合適路段試行低車速限制區  
Implement low speed limit zones at suitable locations



改善綠色及藍色自然資源的連接及設施，以加強行人與自然的連繫  
Integrate green and blue assets with better access and facilities to connect pedestrians with nature



使用行人過路平台提供方便的行人過路處  
Provide convenient raised crossing



在陡斜路面加設警示道路標記 (例如油漆帶)，提示駕駛者減速或在交匯點停車  
Provide alert road markings (e.g. paint stripes) at steep road surfaces to caution motorists to reduce speed or to stop at intersections



設計安全有趣的學校區街道，鼓勵社區互動  
Create safe, vibrant and enjoyable school zones to encourage community interaction



實施交通紓緩措施，通過道路設計降低車速  
Implement traffic calming measures to reduce traffic speed



在主要行人通道加設上蓋  
以提供舒適的步行體驗  
Provide continuous  
pedestrian shelter at key  
pedestrian corridors for  
weather protection



提供座位和其他休憩設施  
Provide seating, resting  
points and other amenities



栽種更多街道樹木增加綠  
化，以改善微氣候和路邊空  
氣質素  
Provide street trees and soft  
landscape to improve micro-  
climate and mitigate roadside  
emissions



設立城市公共藝術、優化  
街道環境及優化街道設施  
的設計  
Provide public art,  
streetscape enhancement,  
and well-designed street  
furniture



通過整合和移除不必要的  
街道設施，以騰出更多行  
人路空間  
Minimise street clutter,  
consolidate street furniture  
and remove unnecessary  
street furniture



安裝智能燈柱，利用科  
技收集步行環境和行人  
數據  
Implement smart  
lamppost to collect useful  
environmental and  
pedestrian information



優化行人導向系統  
Enhance pedestrian  
way-finding system



繼續優化「香港出行易」  
應用程式，將步行資訊的  
搜索功能擴展至其他地區  
Continue to improve  
HKeMobility app to extend  
the walking information  
search function to other  
districts

- 締造清潔、舒適寫意及有益健康的步行環境
- 擴闊行人道空間
  - 設計具吸引力、饒富趣味、充滿活力及多元的行人道及行人區
  - 協調行人道空間以同時兼顧行人及公共運輸的需要
  - Create a clean, comfortable and healthy walking environment
  - Widen the space for pedestrian ways
  - Design attractive, interesting, vibrant and diverse walkways and places
  - Coordinate walkway space to serve both walking and public transport

- 提供便利的導向及利用科技提供行程規劃資訊
- 利用科技方便行人優先使用路面
- 利用科技偵測步行環境 (例如空氣質素及氣溫)
- Provide information for wayfinding and route planning through technology
- Prioritise pedestrian movement using technology
- Sense the walking environment using technology (for example, temperature and air quality)

MAKING IT  
Enjoyable  
行得爽

MAKING IT  
Smart  
行得醒



## 易行香港策略規劃 Strategic plan for a Walkable Hong Kong

香港是一個集約高密度發展的城市及國際金融和商貿樞紐，它同時擁有豐富及易達的綠色及藍色自然資源。它具備優良的條件成為世界級的易行城市。「易行香港」亦有助達致「香港2030+」的策略規劃目標，發展香港成為一個宜居、具競爭力及可持續發展的城市。

「易行香港」策略規劃涵蓋三個重點：

- 易行核心商業區
- 易行市區及市鎮
- 易行綠色及藍色自然資源的連接

Hong Kong is a compact high-density city and an international financial and business hub. It is also home to invaluable green and blue assets. Hong Kong possesses excellent conditions for becoming a world-class walkable city. A 'Walkable Hong Kong' will support the strategic planning vision under the 'Hong Kong 2030+' for Hong Kong to become a liveable, competitive and sustainable city.

There will be three core strategies to develop Hong Kong into a walkable city including:

- Walkable Core Business Districts (CBDs)
- Walkable Urban Districts and Towns
- Walkable Green and Blue Links





# 行人道功能：連繫與地方

傳統的行人道規劃及設計以服務路面交通為主。行人道作為一個「連繫」，主要方便行人有效率及方便地通過。

行人道亦可以作為一個「地方」，本身亦是一個目的地，是城市體驗的一部分。

大部分的行人道都有不同程度的「連繫」及「地方」功能，因此，設計的重點亦應不同。我們考慮了行人道的不同功能，將透過兩個試點地區擬備行人規劃方案，及實地測試不同措施以提升地區「易行度」，從而落實構建香港成為「易行城市」的整體策略。

## Concept of Pedestrian Way Functions: Link and Place

The conventional pedestrian planning and design approach has been vehicle-centric, serving primarily the traffic needs. Pedestrian way, as a 'link', is a path for pedestrians to pass through as efficiently and conveniently as possible.

Pedestrian way can also serve as a 'place', a destination in its own right and a part of the urban experience.

Most pedestrian ways serve both functions but to varying degrees, and therefore they have different priorities in the design. We have considered the different functions of pedestrian ways. Through formulating the conceptual pedestrian plans and testing the suitability of different proposals for improving walkability in the two pilot areas, we aim at devising an overall walkability strategy for Hong Kong.

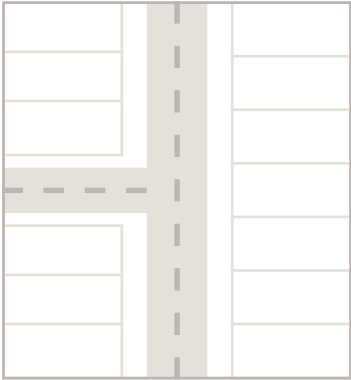


地方營造 – 街道作為以人為本的公共空間  
A street - a place to be

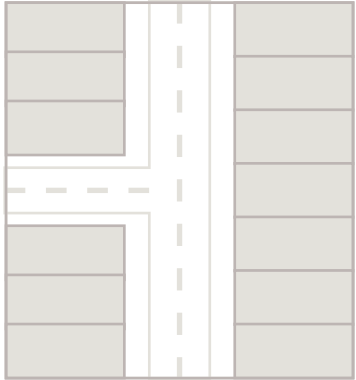


連繫 – 街道作為通道  
A street - a movement conduit

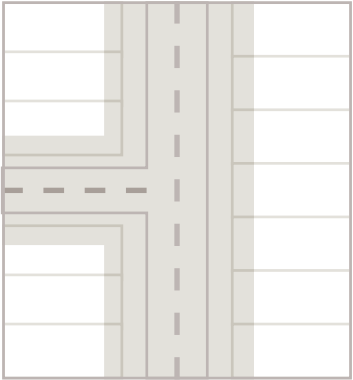
## 街道規劃的例證 Illustration of street planning



傳統的道路規劃圖  
Conventional scope of a road plan



傳統的土地用途規劃圖  
Conventional scope of a land use plan



行人道功能 - 「連繫」與「地方」  
Concept of pedestrian way as a 'Link' and a 'Place'



## 在地區規劃層面實現願景：試點地區

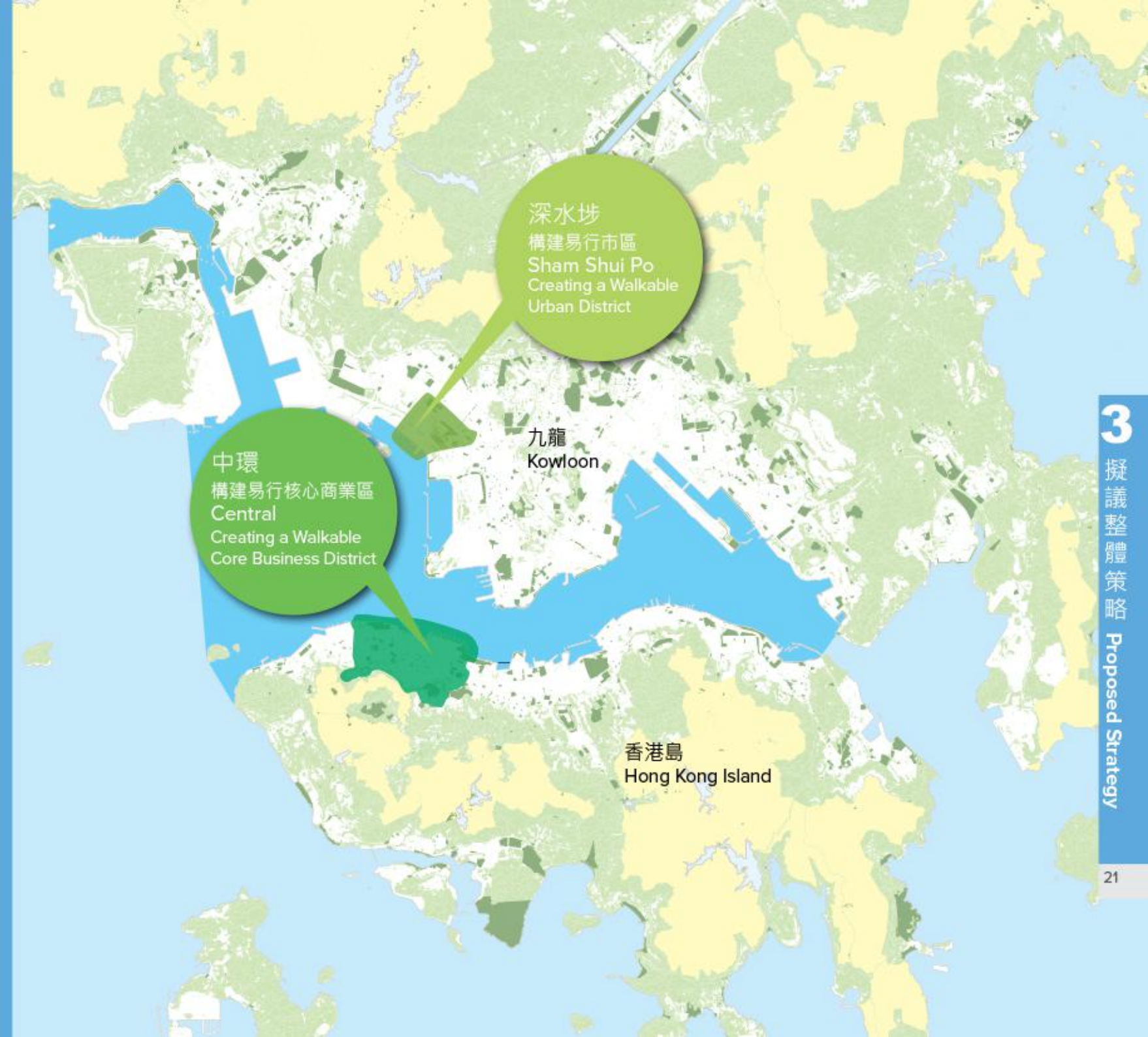
### Achieving the Vision at District-level: Pilot Area

我們已選址在中環及深水埗區作為兩個試點地區以實現擬議「易行城市」整體策略的願景。深水埗與中環的發展背景、地區特徵、街道景觀及人口結構等有鮮明的對比，希望通過試點計劃體現「易行城市」的整體策略對行人環境的改善。我們將會參考經驗，並擴展至其他地區。

在「易行城市」整體策略的基礎上，我們考慮了兩個試點地區的特色和社區需求，涵蓋有關規劃意向，並已初步制定試點地區的行人規劃方案和主要行人改善建議。

We have selected Central and Sham Shui Po as two pilot areas for achieving the vision of the proposed walkability strategy. The two pilot areas represent different urban functions in Hong Kong and are contrasting in their development history, district characteristics, demography and streetscape. Through the pilot areas, we aim to showcase the walkability strategy and initiatives, and gradually extend the experience to other parts of the territory in future.

For each pilot area, we have formulated the conceptual pedestrian plan and main improvement areas, based on the overall walkability strategy and planning intentions for the district, which have taken into account the district characteristics and needs of the local community.





# 中環

## Central

構建易行核心商業區  
Creating a Walkable Core Business District (CBD)

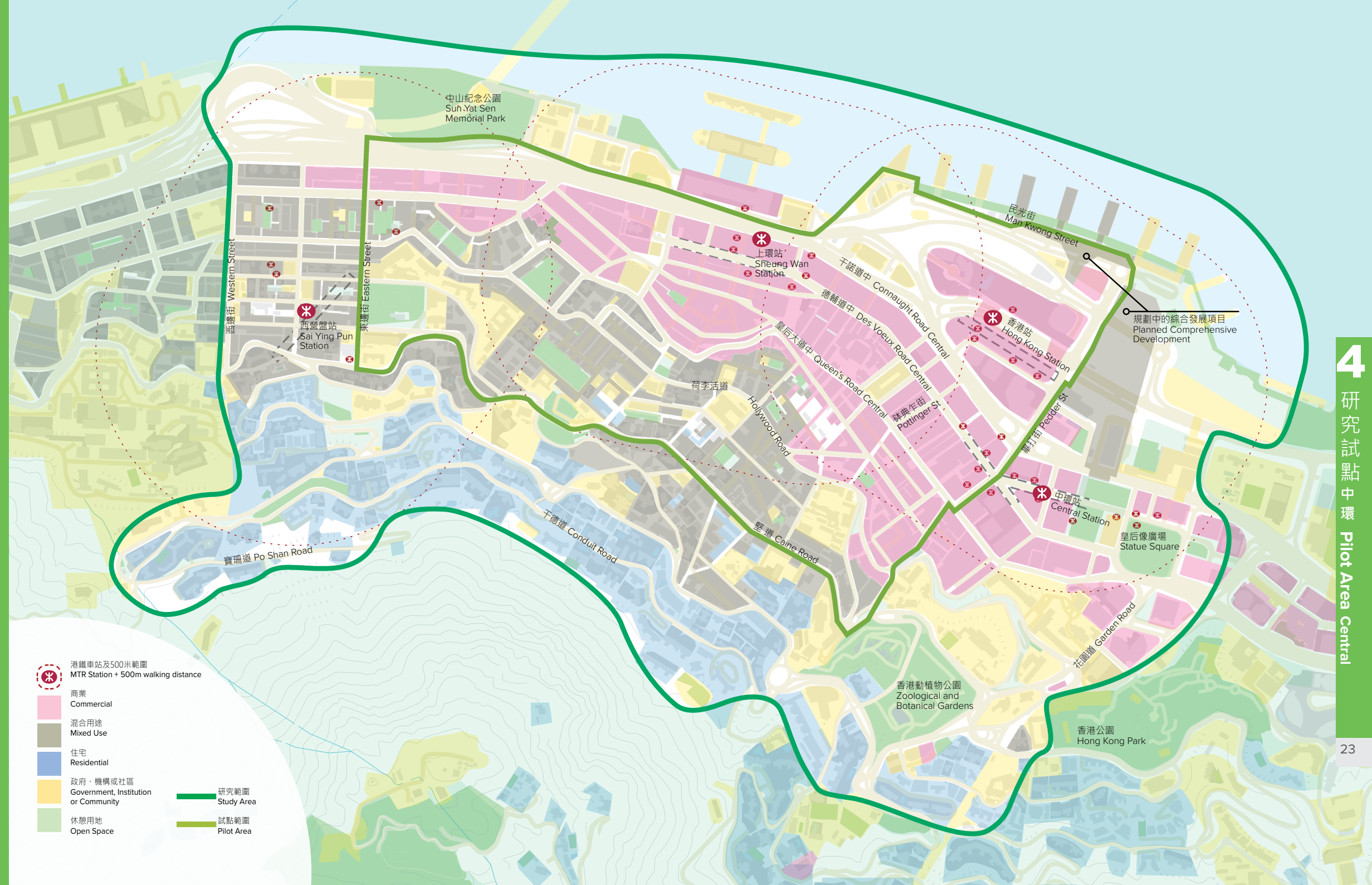
## 地區特色 District Characteristics

中環一直是香港重要的金融及商貿中心，交通四通八達，由四條鐵路路線和機場快線連接香港各區。中環更是一個集約發展的核心商業區，並擁有豐富的歷史地標、文化、藝術、餐飲及娛樂場地。區內各種商業用途集聚，除了大量的就業人口及居住人口，更吸引不少遊客，人來人往。

中環及灣仔繞道的落成、區內其他交通管理設施的規劃及新發展和重建項目，將為區內的出行模式帶來變化。改善區內易行度及行人環境，可鼓勵市民選擇步行，減少駕駛或乘搭車輛出入中環核心區，提升中環的可達性及吸引力，並加強商業核心區與周邊社區及歷史文化設施的連繫。因此，中環是展示作為易行核心商業區的理想地區。

Central has been an important financial and business hub in Hong Kong. It is a compact and accessible CBD served by four MTR lines and the Airport Express. Central also has an array of historical landmarks, cultural sites and arts venues, an agglomeration of different office, commercial and retail, dining and entertainment uses, and a high concentration of working population, residential population and visitors, giving rise to high volume of pedestrian activities.

The completion of the Central-Wan Chai Bypass, planning of various traffic management measures and new developments and urban redevelopments bring possible changes to the travel pattern in the district. Opportunity is taken to review the walkability and pedestrian environment so as to enhance the overall accessibility and attractiveness of the CBD as well as to strengthen linkage between the commercial core and the surrounding historical and cultural attractions. Central is considered an ideal pilot area to showcase a 'Walkable CBD'.













## 主要行人改善建議 Main Improvement Areas

### 上環核心區 Sheung Wan Business Core

在商業區如禧利街、永樂街一帶及高陞街一帶，狹窄的行人路，以及繁忙的車流和上落客貨活動，導致經常人車爭路。

我們提議透過優化現有的過路設施及於適當位置擴闊行人路，從而改善行人網絡的連接和協調路面空間的使用，並在合適的過路處設置行人過路平台，提供安全和無障礙的過路設施。

In business areas, such as the street blocks around Hillier Street, Wing Lok Street and Ko Shing Street, the narrow walkways, heavy vehicular traffic and busy goods loading and unloading activities have led to frequent conflicts between pedestrians and vehicles.

We propose to improve connectivity of the pedestrian network and coordinate use of the walkway space through enhancing existing crossing facilities and suitably widen footpath. We also propose to install raised crossings at appropriate pedestrian crossing points to provide safe and barrier-free crossing facilities.



行人路狹窄加上繁忙的上落客貨活動，導致人車爭路 (高陞街現況)  
Narrow walkways and busy goods loading and unloading activities led to conflicts between pedestrians and vehicles (Current conditions of Ko Shing Street)



路口沒有下斜路沿 (文咸東街現況)  
Crossing without dropped kerb (Current conditions of Bonham Strand)



行人過路設施未有依循理想行人步行路線 (文咸東街及永樂街交界處現況)  
Crossing facilities do not follow desire lines of pedestrians (current conditions at junction of Bonham Strand and Wing Lok Street)



建議在高陞街適當位置擴闊行人路 (照片為現況)  
Proposed footpath widening in suitable location of Ko Shing Street (Photo showing current conditions)

連接核心商業區  
Connect the CBD and the neighbourhoods





## 主要行人改善建議 Main Improvement Areas

### 文化、歷史 及娛樂街區 Culture, Heritage and Entertainment Precinct

改善荷李活道、擺花街、蘇豪 (SoHo) 一帶及南北走廊 (如砵典乍街) · 連繫大館、PMQ元創坊以及其他主要景點的行人網絡。

於合適位置擴闊行人路及過路處、增設行人過路平台、設立部份時間行人專用區、規劃作悠閒式街道等，以締造暢達舒適的步行環境。行人網絡貫通多個歷史文化建築，透過改善方案鼓勵市民和遊客以步行探索中環的「舊城」面貌及體驗香港的中西文化。

We propose to improve the pedestrian network around Hollywood Road, Lyndhurst Terrace, SoHo and the north-south corridors such as Pottinger Street to enhance pedestrian connectivity between major attractions including Tai Kwun, PMQ and other key destinations.



Measures include widening the walkways at appropriate locations and installing raised crossing to create an accessible and comfortable pedestrian network. In addition, traffic calming, part-time pedestrian streets, etc. are proposed so as to encourage walking. The overall pedestrian network will connect various historical and cultural landmarks, encouraging locals and visitors to explore Old Central which encapsulates Hong Kong's rich heritage and the Chinese and Western culture.

### 營造中環特色區 Creating Central Precincts



在荷李活道部分路段擴闊行人路 (照片為現況)  
Footpath widening at some sections of Hollywood Road (photo showing current conditions)



於陡斜路面設置警示道路標記 - 鴨巴甸街 (合成照片只供參考)  
Provide alert road marking at steep road - Aberdeen Street (image for illustration purpose only)

- 主要行人連接  
Key pedestrian link
- 自動扶梯系統  
Hillside Escalator Links
- 現有悠閒式街道  
Existing traffic calming street
- 擬議於合適位置擴闊行人路  
Proposed footpath widening at suitable locations
- 擬議優化行人過路處設計  
Proposed crossing enhancement
- 主要景點  
Major attractions
- 試點範圍  
Pilot Area

### 文化、歷史 及娛樂街區 Culture, Heritage and Entertainment Precinct



在荷李活道大館外路段擴闊行人路 (照片為現況)  
Footpath widening at Hollywood Road outside Tai Kwun (photo showing current conditions)



研究中的部分時間行人專用街道或加強悠閒式街道的設施 (照片為士丹頓街現況)  
Potential part-time pedestrian street or further traffic calming street under study (photo showing current conditions of Staunton Street)







## 主要行人改善建議 Main Improvement Areas

### 與海濱連接 Harbourfront Links

政府致力締造一個富吸引力、多元和暢達的維港海濱。2011年完成的「中環新海濱城市設計研究」，建議提供一個完善的多層行人道網絡(包括地下、地面及高架行人通道/園景平台)方便行人往來海濱。

我們亦將配合優化中山紀念公園於海濱旁的入口，並通過擴闊西消防街一段海濱長廊以連接港澳碼頭，讓中環社區把綠色及藍色自然資源融入生活之中。

另外，我們建議加強多條主要路線的南北連繫，改善行人網絡連接，這些路線包括砵典乍街、禧利街、東街/摩利臣街、東邊街、正街等，措施包括於合適位置擴闊行人路及過路處、美化街道、以及提供行人標示等等。

The Government has been working to create an attractive, diverse and accessible Victoria Harbourfront. The 'Urban Design Study for the New Central Harbourfront' completed in 2011 has recommended a comprehensive multi-level pedestrian network (including underground, at-grade and elevated walkways/landscaped deck) to provide convenient linkages to the harbourfront.

To complement the enhancement of the waterfront entrance to Sun Yat-Sen Memorial Park, we will widen the pedestrian walkway along the Western Fire Services Street connecting up with the Hong Kong and Macau Ferry Pier. The green and blue assets will be enriched, more accessible and integrated into the lives of the community of Central.



We will enhance pedestrian connectivity along key north-south pedestrian linkages leading from the uphill areas towards the waterfront via the core business areas (including Pottinger Street, Hillier Street, Tung Street/ Morrison Street, Eastern Street and Centre Street).

Measures include widening the walkways and crossings at appropriate locations, enhancing the streetscape and providing pedestrian signages to create an accessible and comfortable pedestrian network.

# 深水埗

## Sham Shui Po

構建易行市區

Creating a Walkable Urban District

## 地區特色

### District Characteristics

深水埗是九龍半島首批發展區之一，土地用途主要是高密度公營及私人住宅發展、零售、政府設施及公共空間。早期發展的街道網絡已包含了充滿活力的市集、主題商店街及特色商舖。區內零售活動發達，已成為電子產品、潮流玩意、布藝等多種商品集中地。

深水埗區內包含較舊的核心發展區及新填海區的大型住宅區，均屬高密度發展。在舊區內，由於人口老齡化，提升區內的易行度為滿足社區對易達、方便及共融出行的需要有莫大幫助。舊有市區核心與新發展區亦需方便地連接起來，締造新舊社區融合。

深水埗發展模式在香港舊區中很有代表性，因此我們選址深水埗以展示作為易行市區的理理想地區。

Sham Shui Po is one of the earliest developed districts in Kowloon Peninsula. The main land uses include high-density public and private housing, commercial uses, government facilities and public open spaces. The street grids established in earlier years are home to many vibrant street markets, themed retail streets and specialty stores. It has been developed into a retail hub for electronics, as well as trendy and fabric products.

Sham Shui Po encompasses a relatively old urban core and large-scale residential developments on the new reclamation. There is a high concentration of elderly population. Enhancing walkability will help satisfy the community's day-to-day need for ease of access, convenience and inclusive connectivity. The old urban core and new development area need to be conveniently connected for integration of the new and old communities.

This pattern of development is representative of those in many existing built-up areas. Sham Shui Po has been selected as a pilot area for showcasing the walkable urban districts.



- 港鐵車站及500米範圍  
MTR Station + 500m walking distance
- 商業  
Commercial
- 混合用途  
Mixed Use
- 住宅  
Residential
- 政府、機構或社區  
Government, Institution or Community
- 休憩用地  
Open Space
- 研究範圍  
Study Area
- 試點範圍  
Pilot Area

5

研究試點深水埗  
Pilot Area Sham Shui Po

37

36



# 深水埗 Sham Shui Po

## 規劃意向 Planning Intentions

深水埗區內人口密度非常高，土地用途主要是密集的新舊住宅及零售活動，近年區內亦有多項重建項目進行。因此我們會藉此檢視深水埗試點連接新舊發展區的行人設施和步行環境，以提高區內步行質素。

我們考慮了深水埗作為密集式市區的特色，並採納以下的規劃意向：

- 連接舊有市區核心及新發展區
- 重新構思街道網絡
- 加強構建綠色空間的連繫
- 締造人人易行的環境

我們建議在區內的街道網絡，除了必須維持服務路面交通功能的主要街道外，其他街道可採取「行人優先」為原則，締造暢通、易達、安全、舒適及共融的行人環境，並提升行人在這些街道網絡的城市體驗。

With the high density of population and commercial activities as well as new developments, redevelopments and urban renewal in the district, a more comprehensive pedestrian plan with improvements will integrate the old and new areas. This will uplift the existing pedestrian environment, and enhance mobility for different sectors of the local community.

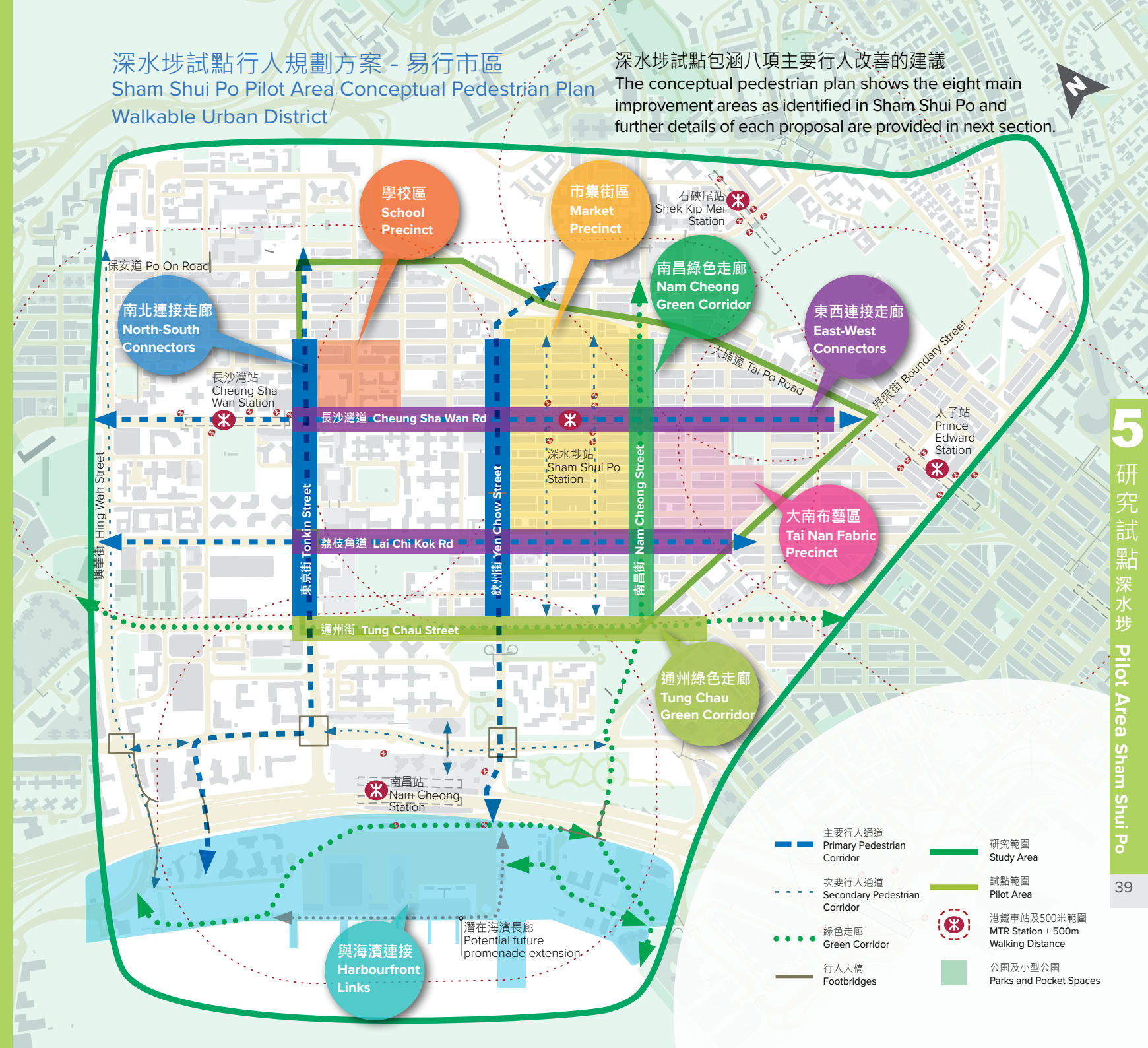
Our planning intentions are:

- Connecting the old urban core and new development area
- Reimagining the street grids
- Enhance connection of green space
- Supporting walkability for all

Within the street grids of a district, we propose that except the primary streets serving major traffic flow, the other streets can adopt 'pedestrian priority' principles to create connected, convenient, safe, comfortable and inclusive pedestrian environment, as well as to enrich the urban experiences within the street grids.

## 深水埗試點行人規劃方案 - 易行市區 Sham Shui Po Pilot Area Conceptual Pedestrian Plan Walkable Urban District

深水埗試點包涵八項主要行人改善的建議  
The conceptual pedestrian plan shows the eight main improvement areas as identified in Sham Shui Po and further details of each proposal are provided in next section.





## 主要行人改善建議 Main Improvement Areas

### 市集街區 Market Precinct

區內繁忙的商店市集零售活動令行人流量非常高，經常人車爭路，區內常見的老齡人口及中小學生亦增加了提升道路安全的需要。雖然部份路段劃作部份時間行人專用區及已實施悠閒式街道設計，但途人仍需途經汝州街及元州街車流較多較快的街道，有機會構成道路安全隱患。我們希望通過一系列的措施去改善行人環境，協調不同道路使用者的需求。

The busy retail activities of the shops and street markets have led to high pedestrian flow and frequent conflicts between the pedestrians and vehicles. The concentration of elderly and school population in the district has increased the need for improving road safety. Although some road sections have already been designated as pedestrian streets, there is still road safety concern for pedestrians passing Yu Chau Street and Un Chau Street, where there is high-volume and fast moving vehicular traffic. We aim to improve the pedestrian environment and coordinate needs of different road space users by a series of measures.



北河街 (近汝州街) 現況 - 行人流量高導致人車爭路  
Current conditions of Pei Ho Street (Near Yu Chau Street) – high pedestrian flow leading to conflicts between pedestrians and vehicles



汝州街及桂林街現況 - 車輛駛經行人等候過路的空間，構成道路安全隱患  
Current conditions at junction of Yu Chau Street and Kweilin Street – Vehicle turns to the waiting space for pedestrian, resulted in road safety concern for pedestrians



建議優化汝州街/桂林街及汝州街/北河街行人過路處，遵循理想行人步行路線  
(合成照片只供參考)

Proposed pedestrian crossing enhancement at intersection of Yu Chau Street with Kweilin Street and with Pei Ho Street following desired line of pedestrians (photomontage for illustration purpose only)



建議在桂林街和北河街擴大現有部分時間行人專用街道的範圍，和在市集街區的街道試行低速限制區 (合成照片只供參考)

Recommend to extend the area for part-time pedestrian streets at Kweilin Street and Pei Ho Street, and carry out trial for low speed limit zone (photomontage for illustration purpose only)

營造深水埗特色區  
Creating Sham Shui Po  
Precincts

# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

### 市集街區 Market Precinct

我們建議於市集街區內的路段（不包括主要道路例如大埔道、青山道、長沙灣道、荔枝角道、欽州街及南昌街等）試行每小時30公里的低速限制區，改善行人環境，以及提升行人安全。30公里/小時低速行駛區的概念起源於1970年代的荷蘭，並在倫敦和巴黎等其他海外城市陸續實行，成功地減少個別車輛超速的情況及令行人環境更舒適，降低交通事故時的嚴重性，從而提高道路安全。

此外，我們建議優化市集街區內部份路口(如汝州街/桂林街及汝州街/北河街路口)的設計、將桂林街及北河街(介乎鴨寮街及汝州街之間)的部份時間行人專用區向南擴展至荔枝角道(但不包括基隆街及大南街)、擴展悠閒式街道的範圍等。

We propose to trial the 30 km/h low speed zone at the street market sections (excluding main roads such as Tai Po Road, Castle Peak Road, Cheung Sha Wan Road, Lai Chi Kok Road, Yen Chau Street and Nam Cheong Street) to improve the pedestrian environment and enhance road safety. The concept of 30km/h speed limit zone started in the Netherlands in the 1970s, and has been further applied in many overseas cities such as London and Paris. It has been considered a successful means to provide a more pleasant environment for pedestrians and reduce high spot vehicle speed spikes to reduce severity of accidents, thereby enhancing road safety.

In addition, we propose to enhance the layout design of some road junctions (for example, the junctions of Yu Chau Street/ Kweilin Street and Yu Chau Street/Pei Ho Street), extend the scope of part-time pedestrian streets from Kweilin Street and Pei Ho Street (between Ap Liu Street and Yu Chau Street) south to Lai Chi Kok Road (excluding Ki Lung Street and Tai Nam Street), and introduce more traffic calming streets in the area.

### 營造深水埗特色區 Creating Sham Shui Po Precincts

- 現有部分時間行人專用街道  
Existing part-time pedestrian street (1200-2100)
- 現有悠閒式街道  
Existing traffic calming street
- 擬議部分時間行人專用街道  
Proposed part-time pedestrian street (1200-2100)
- 擬議悠閒式街道  
Proposed traffic calming street
- 擬議低速限制區 (每小時30公里)  
Proposed 30kph low speed zone
- 現有過路平台(交界處)  
Existing raised junction
- 擬議優化行人過路處設計  
Proposed crossing enhancement
- 主要景點  
Major attractions
- 試點範圍  
Pilot Area



# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

### 南昌綠色走廊 Nam Cheong Green Corridor

建議優化南昌街現時的公共休憩空間，並將其構建為連接南北的綠色走廊，貫通深水埗新舊區、區內的休憩空間及至海濱。

我們建議將南昌街休憩處融合成為行人網絡的一部分，改善及綠化行人路的設計，加強連繫，並部分擴展現有的行人空間，以提供舒適的步行環境，讓市民能夠享用區內的綠色及藍色資源。

We propose to enhance the existing green and open space on Nam Cheong Street and transform it into a north-south green link. This could serve as a strategic pedestrian spine to link up the old and new areas, key open spaces and the harbourfront.

We propose to better integrate the Nam Cheong Street Sitting Out Areas with the pedestrian network, improve the landscape treatment, strengthening connectivity and partially extend the existing pedestrian space, with in aim to create a more comfortable walking environment and facilitate public enjoyment of the green and blue assets in the district.



深水埗擁有豐富的綠色及藍色資源 (照片: 通州街公園)  
Sham Shui Po owns great green and blue assets (Photo: Tung Chau Street Park)



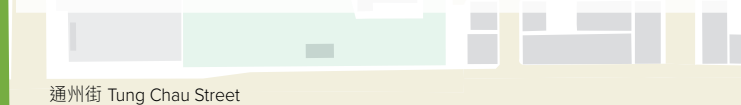
南昌街休憩處現況  
Current conditions of Nam Cheong Street Sitting Out Area



建議擴闊南昌街部份路旁的行人空間 (合成照片只供參考)  
Proposed widening of pedestrian space at some sections of Nam Cheong Street (photomontage for illustration purpose only)



營造連接南北的綠色走廊，提供舒適步行環境，讓市民享用綠色及藍色資源 (合成照片只供參考)  
Create a north-south green corridor with comfortable walking environment to facilitate public enjoyment of the green and blue assets (photomontage for illustration purpose only)



構建綠色走廊  
Creating green corridors

南昌綠色走廊  
Nam Cheong Green Corridor



# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

### 通州綠色走廊 Tung Chau Green Corridor

我們提議好好利用通州街原有的綠色及公共休憩空間，將其改造成區內重要的東西連接的綠色走廊，活化西九龍走廊橋底的空間，提供更舒適及有趣味的用途和休憩空間，並擴闊和美化在重建項目附近的行人路，以及改善過路處，提供舒適的步行環境，串通舊有市區及新發展區。

To make use of the existing green and open space on Tung Chau Street, we propose to transform it into an important east-west green link. We propose to revitalise the space underneath the West Kowloon Corridor, introducing more comfortable and more diversified uses and open spaces. We also propose to widen and enhance the pedestrian walkways near the urban renewal projects fronting the corridor and improve the crossing facilities to create a comfortable pedestrian link for the new and old communities.



玉器市場 (西九龍走廊橋底空間) 的現況  
Current conditions of Jade Market underneath Flyover of West Kowloon Corridor



西九龍走廊橋底行人通道 (玉器市場旁) 的現況  
Current conditions of pedestrian way near Jade Market (underneath West Kowloon Corridor)





# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

### 學校區 School Precinct

我們建議於學校區試驗新的行人規劃和設計概念，為學生提供安全和有趣的街道，作為社區互動的活動空間及享受街道設施和體驗社區。我們選擇了在東沙島街和福榮街一帶作為學校區試點，讓附近六所學校的師生首先體驗安全及好玩的街道。

We propose to test out innovative pedestrian planning and design concepts for the school precinct to provide students with safe and interesting streets, activity space for community interaction, and facilities for enjoyment of street experience. We have selected a school precinct around Pratas Street and Fuk Wing Street in the vicinity of six schools to explore and transform streets into fun places.



東沙島街學校區現況  
Current conditions of School Zone at Pratas Street

學校  
School  
試點範圍  
Pilot Area

### 學校區 School Precinct

### 營造深水埗特色區 Creating Sham Shui Po Precincts



設計安全及有趣的街道，為學生提供社區互動空間，享受街道設施和體驗社區 (示例僅供參考)  
Design safe and interesting streets to provide students with activity space for community interaction, and facilities for enjoyment of street experience (Examples for illustration purpose only)



# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

### 大南布藝區 Tai Nan Fabric Precinct

時裝和成衣工藝店林立的大南街及其周邊街道，擁有特色的主題購物街，建議藉美化環境將這小區的特色注入步行環境的設計中，並局部擴闊行人路和過路處，藉此鼓勵市民以步行探索這個小區。

Tai Nam Street and the adjoining streets with a cluster of fashion and fabric related art and craft shops are shopping streets of special character. We propose to incorporate the special character of this precinct into the design of the pedestrian environment, partially widening the pedestrian walkways and crossings and improving the streetscape, encourage locals and visitors to walk and treasure hunt in this character precinct.



大南布藝區現況  
Current conditions of Fabric Precinct



大南布藝區現況 - 行人過路處距離較長  
Current conditions of Fabric Precinct – Relatively Long Crossing Distance





# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

### 南北連接走廊 North-South Connectors

東京街和欽州街貫通深水埗的新舊區，連繫附近各港鐵站出入口，並連接到區內的公共休憩空間。

建議美化及改善這兩條南北走廊的步行環境，及提供路旁休憩設施及綠化，適當增加步行的空間，以提供更舒適的步行環境及更便捷的公共交通連繫，貫通深水埗新舊區及海濱。

Tonkin Street and Yen Chow Street link up the old urban core and new development area, the nearby MTR station entrance and exits and public open spaces. We propose to beautify and enhance the pedestrian environment of these two north-south corridors, provide resting places and greening along the corridors and suitably increase pedestrian space. These will create a more comfortable walking environment, more convenient public transport connections and more coherent links of the old core area to the harbourfront.



東京街 (近長沙灣港鐵站) 現況  
Current conditions of Tonkin Street (near Cheung Sha Wan MTR Station)



欽州街 (近長沙灣地鐵站) 現況  
Current conditions of Yen Chow Street (near Cheung Sha Wan MTR Station)



建議在東京街增加綠化及提供路旁休憩設施，以提供更舒適的步行環境 (合成照片只供參考)  
Proposed greening and resting places at Tonkin Street to create a more comfortable walking environment. (photomontage for illustration purpose only)



建議美化及改善步行環境，貫通深水埗新舊區及海濱 (合成照片只供參考)  
Proposed beautification and enhancement of pedestrian environment to provide a comfortable, convenient and coherent links of the old core area to the harbourfront (photomontage for illustration purpose only)



# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

### 東西連接走廊 East-West Connectors

我們建議協調區內東西走向的主要行人通道空間的使用，包括在長沙灣道和荔枝角道，尤其在港鐵站出入口附近改善及美化行人環境和提供更直接的過路設施，提供更便捷的行人網絡，連繫鐵路和其他公共運輸系統。

We propose to better coordinate the pedestrian walkway space along the east-west corridors at Cheung Sha Wan Road and Lai Chi Kok Road, especially near the MTR station entrances and exits. This includes enhancing the streetscape and providing more direct crossing facilities to create a more convenient pedestrian network connecting to the railway and the other public transport systems.



長沙灣道現況  
Current conditions of Cheung Sha Wan Road



# 深水埗 Sham Shui Po

## 主要行人改善建議 Main Improvement Areas

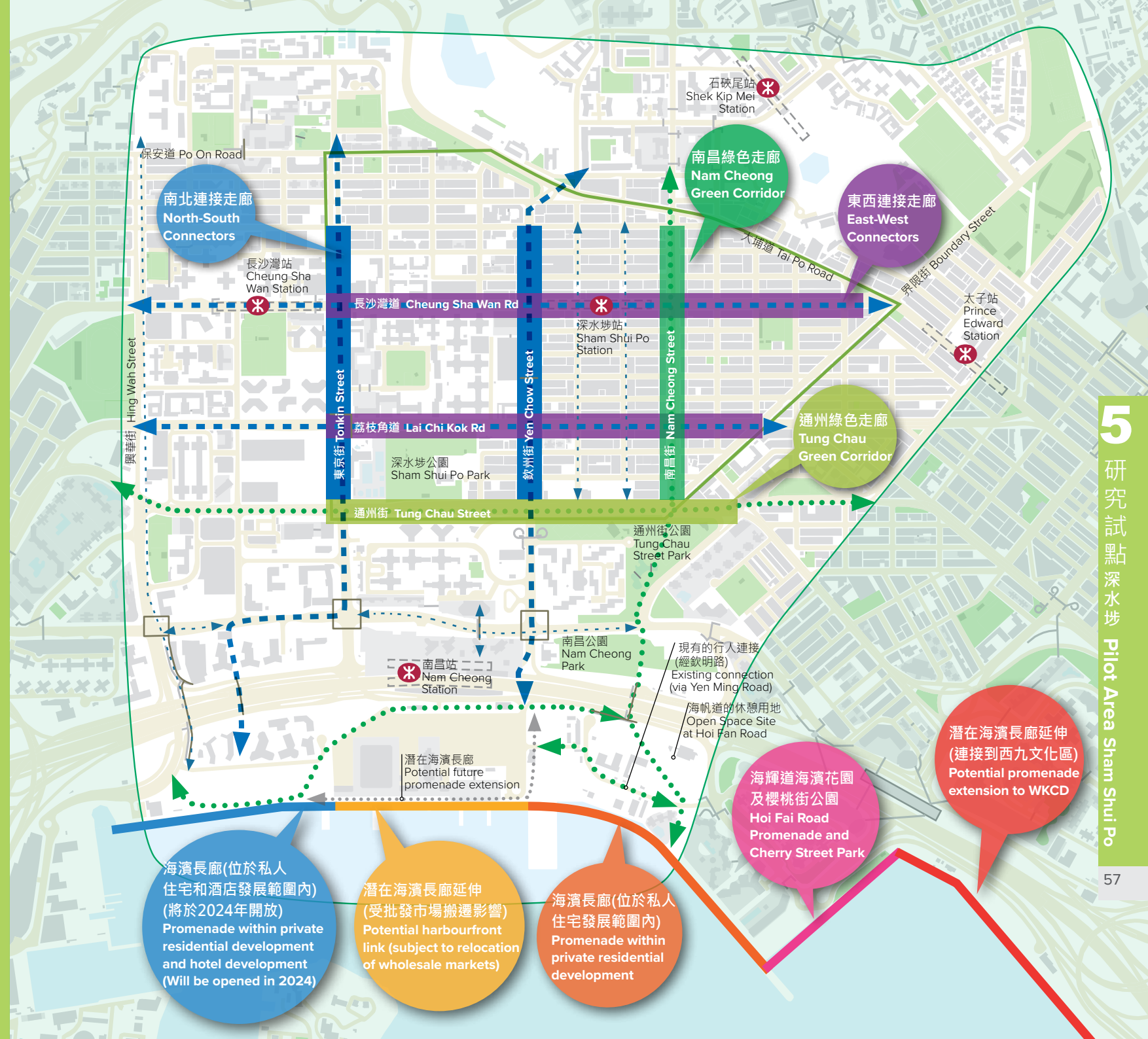
### 與海濱連接 Harbourfront Links

我們建議透過提供行人標示和改善南北走廊，進一步加強舊區與海濱之間的連接，並希望長遠能開放及建設多元的海濱，讓新舊的深水埗均能享受區內這個綠色及藍色的自然資源。

We propose to strengthen the connection of the old urban core to the harbourfront by designing appropriate pedestrian signage and wayfinding provision, along with the enhancements of the north-south links. We also aim to open up and develop a diversified harbourfront in the long term so that both the old and new Sham Shui Po communities could enjoy the green and blue assets in the district.



現況 - 透過行人天橋、隧道和港鐵站接駁到海濱  
Current conditions – Accessing the harbourfront through footbridge, subway and MTR station





# 其他建議措施及工作

## Other Recommended Measures

### 試點地區其他改善措施

#### Other Improvement Measures in Pilot Areas

我們除了上述主要行人改善的建議外，亦計劃試行下列的新措施：

Apart from the main improvement areas, we propose to implement the following new measures:

# 1.

分階段適當地整合或移除街道設施和交通標誌 (包括24小時停車限制標誌、「停車等候會被檢控」標誌、駕駛方向標誌、行人欄杆等等)，以騰出更多行人路空間

Reduce street clutter by removing suitable street furniture and signs (including 24 hours no stopping restriction signs, 'Vehicle waiting will be prosecuted' sign directional sign, and guardrails etc.) to make more space for pedestrian



# 2.

增設行人過路平台 (包括適用於巴士路線的設計)，營造更安全的步行環境，便利行人橫過馬路

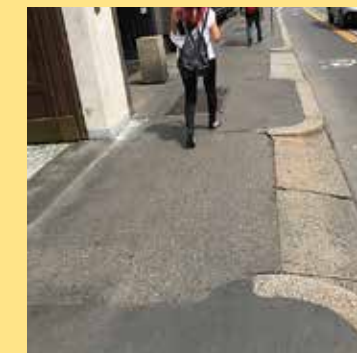
Implement raised crossings (suitable for use along bus routes) to enhance road safety and provide continuous flat surface at pedestrian crossings



# 3.

改善車輛出入通道的設計，讓行人經過車輛出入口時，行人路面仍然保持原本高度

Improve design of vehicle run-in/out to provide a continuous and flat walkway



意大利米蘭的例子  
Example of Milan, Italy

# 4.

改善分段式過路處安排，便利行人橫過馬路，締造更舒適的步行環境

Improve the arrangement of staggered crossings to make crossing more convenient and comfortable



## 其他提升香港易行度的工作

### Other Works to Enhance Walkability in Hong Kong

我們致力提升香港的易行度，除了本研究下兩個試點地區的行人規劃方案外，我們會持續過往一直進行的工作，綜合及全面地提升香港的易行度，鼓勵市民步行。

這些涵蓋全港不同地區的工作包括：

We will continue to enhance walkability for Hong Kong. Apart from the two pilot areas, we continue to carry out works to enhance the overall walkability and encourage people to walk.

These works covering different parts of Hong Kong include:



## 1.

推展已排名的上坡地區自動扶梯連接系統和升降機系統(簡稱「上坡電梯系統」)，並繼續檢討及改善上坡電梯系統建議評審機制的研究

Take forward the hillside escalator links and elevator systems (HEL) assessed and continue to review and improve the HEL's assessment mechanism



## 2.

為行人天橋及隧道提供斜道及升降機等無障礙通道設施

Install barrier-free access facilities (ramps and elevators) at footbridges and subways



## 3.

研究放寬《運輸策劃及設計手冊》中在行人通道加設上蓋的要求，並陸續在部分連接公共交通設施的行人通道加裝上蓋

Explore to relax existing standards stipulated in the Transport Planning and Design Manual for adding covers to walkways, and providing covers on certain walkways connecting to public transport facilities progressively



## 4.

優化「香港出行易」應用程式，包括擴展步行資訊的搜索功能至十八區和在應用程式內提供更多公共交通營辦商的實時到站資訊

Enhance HKeMobility mobile application, including extending the walking information and route searching function to all districts, and to provide real-time passenger information for public transport



## 5.

智能路口 – 利用科技改進路口的燈號控制

Intelligent junction – Use technology at junctions to enhance traffic signal control



## 6

其他改善措施及工作

Other Improvement Measures and Works



# 未來路向

## Way Forward

根據這次公眾參與活動收集所得的意見，我們會進一步探討在兩個試點地區的建議的技術可行性，並會制訂有關建議的實施計劃及時間表；以及敲定「易行城市」的整體策略並制訂適當的標準和指引，讓規劃師、建築師、園境師、工程師及相關從業員日後進行城市規劃時有所依據。

第三階段公眾參與活動預計於2020第二季進行，屆時會公布兩個試點地區最終建議的細節。

Subject to the public views in this engagement exercise, we will further study the technical feasibility and formulate the implementation plans for the two pilot areas. We will firm up the recommended walkability strategy for Hong Kong and formulate appropriate standards and guidelines for planners, architects, landscape architects, engineers and relevant practitioners to follow in future planning.

The details of the final recommendations will be introduced in the Stage 3 public engagement to be held in Q2 2020.





# 你的意見 Your Views

我們誠邀你參加第二階段的公眾參與活動，一同分享你對「易行城市」的整體策略、兩個試點地區的行人規劃方案及主要行人改善建議的想法及意見。透過集思廣益，讓我們更明白大家不同的需要。我們歡迎你的參與，並從兩個試點地區開始一起構建易行地區及易行香港。

## 第二階段公眾參與活動

中環 - 社區工作坊  
日期：2019年8月3日 (星期六)  
時間：下午 2:00 - 5:00

深水埗 - 社區工作坊  
日期：2019年8月10日 (星期六)  
時間：下午 2:00 - 5:00

社區工作坊場地資料將於稍後時間公佈

Please join us at the Stage 2 public engagement activities sharing your views and ideas on the proposed walkability strategy for Hong Kong, the conceptual pedestrian plans and the main improvement areas for the two pilot areas. We welcome your ideas to create walkable districts and walkable Hong Kong together, starting with the two pilot areas.

## Stage 2 Public Engagement Activities

Community Workshop at Central  
Date: 3 August 2019 (Saturday)  
Time: 2:00 - 5:00 pm

Community Workshop at Sham Shui Po  
Date: 10 August 2019 (Saturday)  
Time: 2:00 - 5:00 pm

Venue details for the Community Workshops will be announced later

Please register via our website (<http://walk.hk>) within the following period  
Central : 20 June to 26 July 2019  
Sham Shui Po : 20 June to 2 August 2019





**WALK**  
**HONG KONG**  
香港好·易行



**運輸署**  
*Transport Department*


**M**  
**M**  
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