



**城市地下空間發展：策略性地區先導研究 –  
第一階段公眾參與**  
**Pilot Study on Underground Space Development in  
Selected Strategic Urban Areas –  
Stage One Public Engagement**

**土木工程拓展署及規劃署**  
**Civil Engineering and Development Department  
and Planning Department**

13.12.2016



# 研究目的

## Study Objectives

- 評估及辨識在四個策略性地區發展地下空間所帶來的整體好處和重要事項

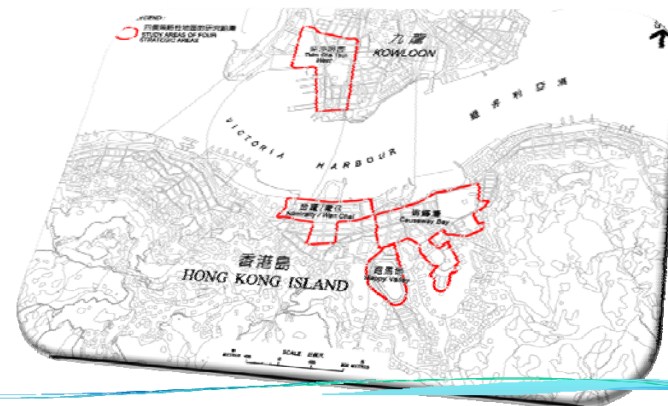
Evaluate the overall merits and identify key issues of underground space development in the four Strategic Urban Areas (SUAs)

- 為更廣泛的地區制定地下空間總綱圖

Formulate Underground Master Plans covering a wider area

- 擬備合適的地下空間發展建議供未來可能的發展之用

Draw up suitable underground space development proposals for possible future development



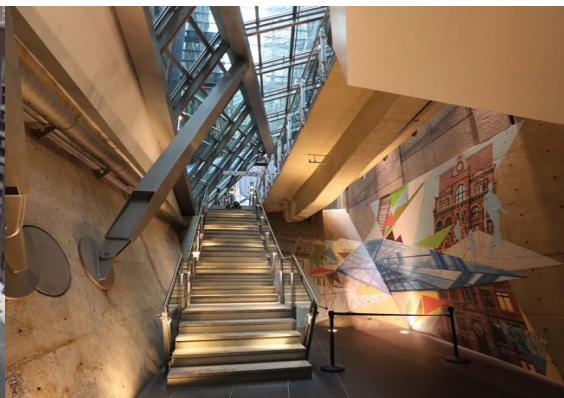
# 發展市區地下空間 — 願景及機遇

## Visions and Opportunities of Underground Space Development

創造連貫、互通、高質素和富有活力的  
地下空間網絡

To Create a Coherent, Connected, High Quality and  
Vibrant Network of Underground Space

- 改善行人連接
- 於優越地點創建空間
- 提升生活環境
- 緩解區內交通問題
- Improving pedestrian connectivity
- Creating space in prime locations
- Enhancing the living environment
- Improving local traffic issues





## 本地經驗 Local Experience



### 連接尖沙咀至尖東港鐵站的行人隧道系統

**Pedestrian subway system connecting Tsim Sha Tsui and East Tsim Sha Tsui MTR Stations**

- 連接港鐵尖沙咀站及尖東站，為行人提供舒適及全天候的地下行人通道  
Providing a comfortable and all-weather underground pedestrian passageway connecting Tsim Sha Tsui and East Tsim Sha Tsui MTR Stations

# 海外經驗

## Overseas Experience



廣州市珠江新城花城匯  
Mall of the World, Zhujiang New Town, Guangzhou

- 融合地面休憩用地與地下設施，達至人車分隔  
Integration of open space & underground transport facilities and segregation of pedestrian & vehicular traffic



東京地下街  
Underground Streets, Tokyo

- 連接鐵路或公共交通交匯處  
Connecting railway or public transport interchanges (PTI)



哥本哈根校園地下體育館  
GL Hellerup Gymnasium, Copenhagen

- 讓社區設施同時成為凝聚活力的地標  
Enhancing the provision of community facilities as key public attractions

# 研究範疇

## Scope of Study





# 尖沙咀西策略性地區 Tsim Sha Tsui West Strategic Urban Area



# 尖沙咀西 Tsim Sha Tsui West

## 主要課題 Key Issues



### 擠塞的行人及交通環境 Congested Pedestrian and Traffic Environment

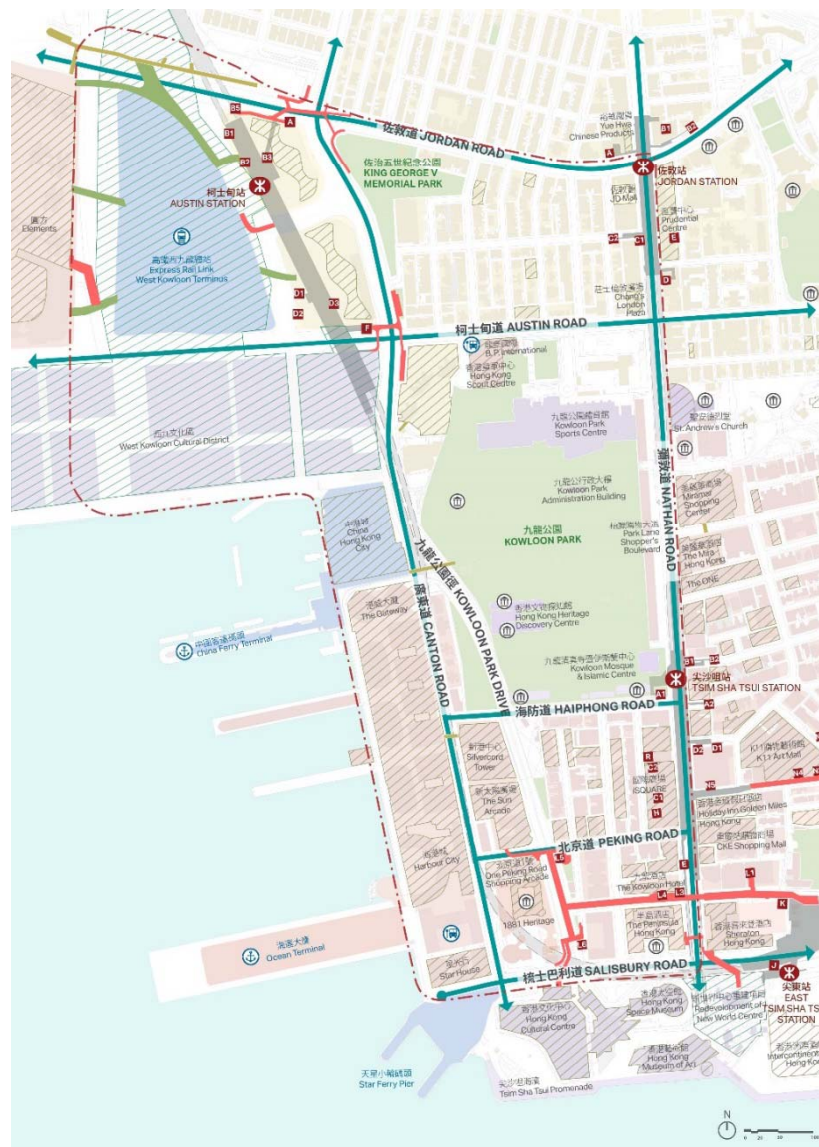
在一些繁忙的街道上（尤其沿北京道及海防道），行人被迫走到行車道，導致人車爭路，對行人安全構成威脅。

Pedestrians are compelled to walk on busy carriageways particularly along Peking Road and Haiphong Road, resulting in vehicular and pedestrian conflict, thus causing pedestrian safety problems.

### 提供作社區設施的空間不足以應付人口增長 Inadequate Space for Community Facilities to Serve an Increasing Population

尖沙咀區人口稠密，區內欠缺空間容納更多社區設施，以滿足可見將來的人口增長。

Tsim Sha Tsui is a densely populated area. There is a lack of spaces to accommodate additional community facilities to serve the increasing population in the foreseeable future.



### 行人環境的障礙 Physical Obstruction for Free Pedestrian Movement

九龍公園在繁忙尖沙咀鬧市之中，提供一片寧靜的休憩空間。然而，基於公園高於地面的地形及其他限制，對行人（尤其是傷健人士）進出九龍公園帶來不便。此外，繁忙的幹道（例如彌敦道、廣東道及柯士甸道）分隔區內的行人連接，造成人潮流動的障礙。

While Kowloon Park offers a peaceful open space in the midst of a bustling area, due to its above-ground topographical and other constraints, the park indeed restricts free pedestrian movement, in particular, for the disabled. Also, the heavily trafficked road corridors, such as Nathan Road, Canton Road and Austin Road, create physical barriers to a convenient and smooth pedestrian flow, and these trunk roads also bisect the district into different parts.



### 通往新發展項目的連接不足 Inadequate Connectivity to New Developments

目前尖沙咀欠缺連貫的行人網絡，接通柯士甸站、九龍站、中國客運碼頭、尖沙咀中部，以及興建中的西九文化區和高鐵西九龍總站。

There is currently a lack of a continuous pedestrian network connecting Austin Station, Kowloon Station, China Ferry Terminal, the central part of Tsim Sha Tsui, as well as the WKCD and WKT of the XRL which are under construction.



# 尖沙咀西 Tsim Sha Tsui West

## 初步規劃概念 Preliminary Planning Concepts



# 尖沙咀西 Tsim Sha Tsui West

## 九龍公園具潛力發展地下空間及行人連接的區域

### Potential Areas for Developing Underground Space and Connections beneath Kowloon Park

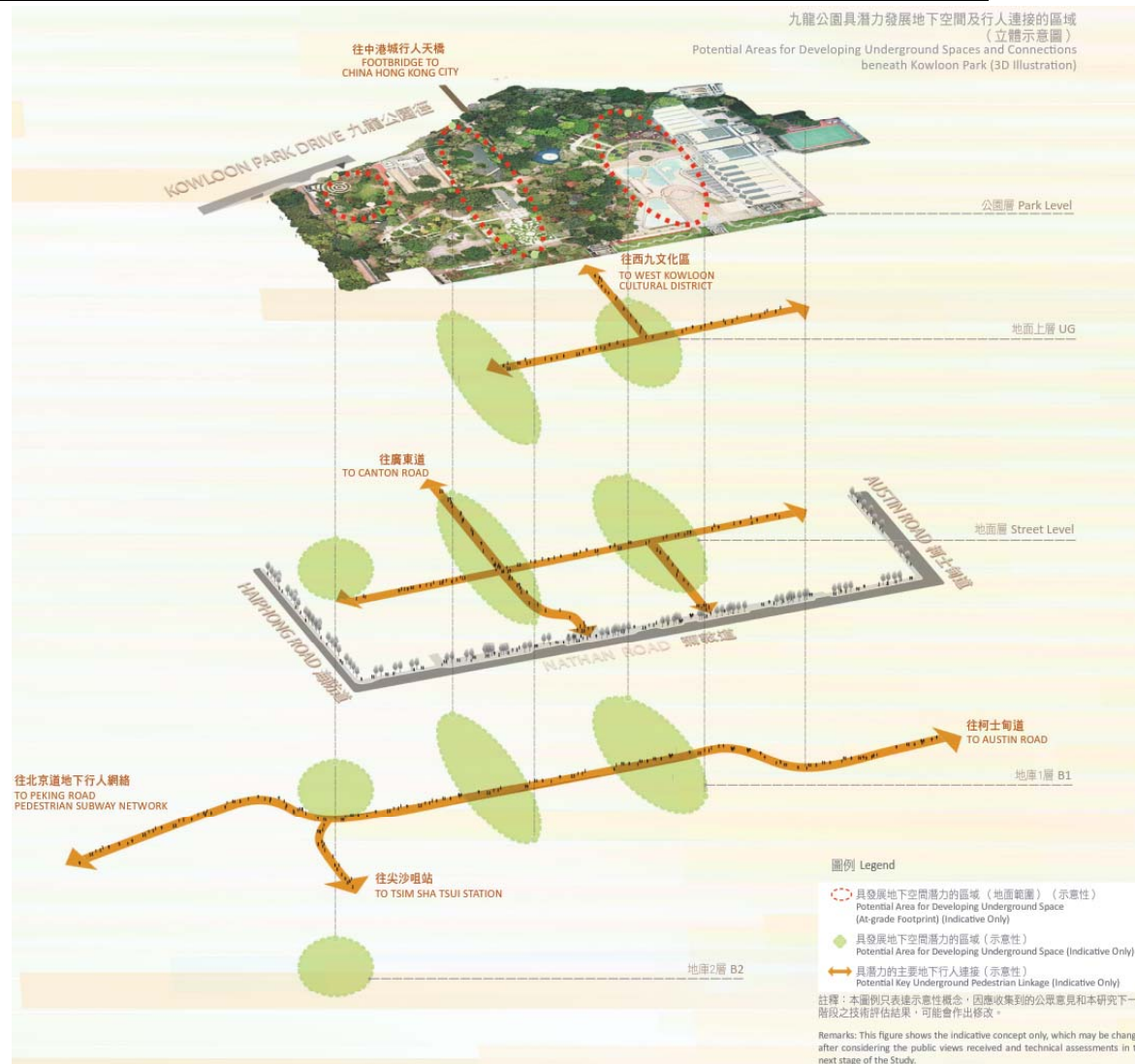




# 尖沙咀西 Tsim Sha Tsui West

## 九龍公園地下空間(立體示意圖)

### Underground Space beneath Kowloon Park (3D Illustration)



# 銅鑼灣及跑馬地策略性地區 Causeway Bay and Happy Valley Strategic Urban Areas





# 銅鑼灣及跑馬地 Causeway Bay and Happy Valley

## 主要課題 Key Issues



銅鑼灣核心區及跑馬地的連接問題



### Connectivity between Core Causeway Bay Area and Happy Valley

跑馬地毗鄰銅鑼灣南端，以住宅及康樂設施為主，銅鑼灣站則是最接近跑馬地的港鐵站。我們有需要考慮一條更有效連接銅鑼灣及跑馬地的行人連接。

Happy Valley is a residential and recreational cluster adjoining the southern edge of Causeway Bay, with Causeway Bay Station being the nearest MTR Station. There is a need for a more efficient pedestrian linkage between Causeway Bay and Happy Valley.



### 擠迫的行人環境

#### Congested Pedestrian Environment



銅鑼灣核心區的行人環境十分擠迫，尤其是沿各主要零售和商業發展及港鐵站出口附近的主要街道。

Pedestrian environment within the core Causeway Bay area is severely crowded especially along the main roads with major retail and commercial developments, and MTR station exits.



### 欠缺上落客貨區

#### Insufficient Loading/Unloading Spaces



繁忙的交通導致區內多個主要路口（沿怡和街、堅拿道、波斯富街及禮頓道）十分擠塞。此外，一些狹窄的路段亦經常有車輛排隊等候，以及有頻繁的上落客貨活動。

The heavy traffic condition causes congestion to a number of critical junctions along Yee Wo Street, Canal Road, Percival Street and Leighton Road. Some narrow roads are usually occupied by queuing vehicles and frequent loading/unloading activities.

# 銅鑼灣及跑馬地 Causeway Bay and Happy Valley

## 初步規劃概念 Preliminary Planning Concepts





# 銅鑼灣及跑馬地 Causeway Bay and Happy Valley

## 維多利亞公園具潛力發展地下空間及行人連接的區域

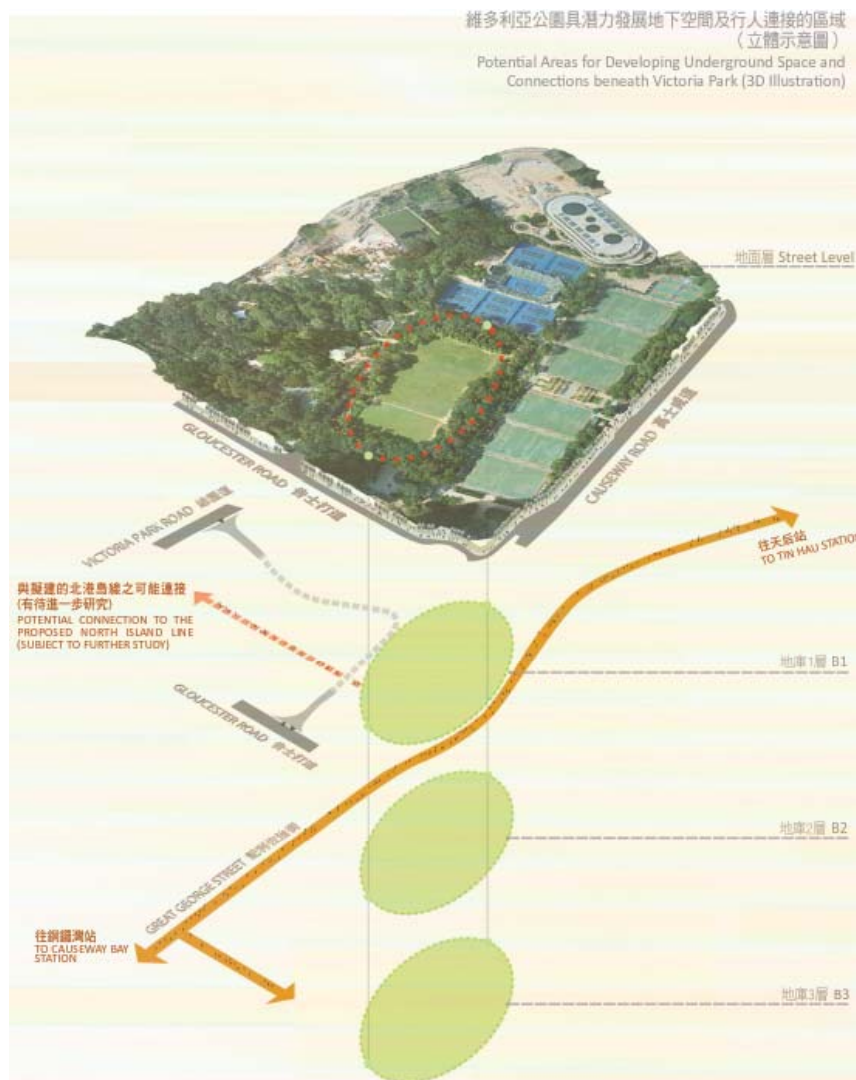
### Potential Areas for Developing Underground Space and Connections beneath Victoria Park



# 銅鑼灣及跑馬地 Causeway Bay and Happy Valley

## 維多利亞公園地下空間(立體示意圖)

### Underground Space beneath Victoria Park (3D Illustration)



#### 圖例 Legend

- 具發展地下空間潛力的區域 (地面範圍) (示意性)  
Potential Area for Developing Underground Space  
(At-grade Footprint) (Indicative Only)
- 具發展地下空間潛力的區域 (示意性)  
Potential Area for Developing Underground Space (Indicative Only)
- 具潛力的主要地下行人連接 (示意性)  
Potential Key Underground Pedestrian Linkage (Indicative Only)
- 可能的道路連接 (地面部分)  
Possible Vehicular Access (At-grade Section)
- 可能的道路連接 (隧道部分)  
Possible Vehicular Access (Tunnel Section)

註釋：本圖例只表達示意性概念，因應收集到的公眾意見和本研究下一階段之技術評估結果，可能會作出修改。

Remarks: This figure shows the indicative concept only, which may be changed after considering the public views received and technical assessments in the next stage of the Study.



# 金鐘 / 灣仔策略性地區

## Admiralty / Wan Chai Strategic Urban Area



# 金鐘/灣仔 Admiralty / Wan Chai

## 主要課題 Key Issues



擠迫的南北向行人通道

### Overcrowded North-South Pedestrian Linkage

目前柯布連道上的有蓋行人天橋是區內主要的南北向行人走廊，連接灣仔站及告士打道以北。柯布連道行人天橋長期擠迫，尤其在會展中心舉行大型活動時，擠迫情況最為嚴重。

Currently, the covered footbridge above O'Brien Road serves as the main north-south pedestrian corridor providing direct connection between the Wan Chai Station and areas north of Gloucester Road. The footbridge is overcrowded in particular during the periods of major events at the Hong Kong Convention and Exhibition Centre.

### 缺乏空間擴展康樂設施

#### Lack of Spaces for Expansion of Recreational Facilities

目前，修頓遊樂場是區內主要的運動及康樂場地，提供足球及籃球設施。該球場使用率非常高。此外，位於告士打道以北的灣仔運動場，主要供學校及其他體育團體使用。



At present, Southern Playground is a major sports and recreational node in the area, providing facilities for football and basketball activities. The usage rate is extremely high. Separately, the Wan Chai Sports Ground is located to the north of Gloucester Road. The venue is heavily used by local schools and other athletic organisations.



地區現狀及地下環境現狀  
District Baseline Condition and Underground Context

### 不協調的公共用途

#### Incompatible Public Use

現有盧押道垃圾收集站位於灣仔核心地區。

The existing Luard Road Refuse Collection Point is located at the Wan Chai core area.



- 金鐘/灣仔策略性地區  
Admiralty / Wan Chai SUA Boundary
- 政府用地  
Government Land
- 私人用地  
Private Land
- 文物建築  
Built Heritage
- 現有港鐵站  
Existing MTR Station
- 現有港鐵走線  
Existing MTR Alignment
- 興建中的港鐵站  
MTR Station Under Construction
- 興建中的港鐵走線  
MTR Alignment Under Construction
- 擬建的北港島線 (示意性)  
Proposed North Island Line (Indicative)
- 中環灣仔繞道 (興建中)  
Central Wan Chai Bypass (Under Construction)
- 現有的地下空間  
Existing Underground Space
- 盧押道垃圾收集站  
Luard Road Refuse Collection Point
- 現有擁擠的行人通道  
Existing Congested Pedestrian Corridor
- 現有箱形暗渠  
Existing Box Culvert
- 現有的行人隧道  
Existing Pedestrian Subway
- 現有的行人天橋  
Existing Elevated Walkway
- 現有的主要穿越建築物的架空連接  
Major Existing Elevated Connections Through Buildings
- 現有的主要穿越建築物的地下連接  
Major Existing Underground Connections Through Buildings
- 興建中的行人隧道  
Planned Pedestrian Subway (Under Construction)
- 已規劃的行人天橋  
Planned Elevated Walkway
- 已規劃的景觀平台  
Planned Landscape Deck

### 主幹道分隔海濱和內區的連接

#### Segregation of Waterfront and Hinterland by Trunk Roads

多年來的填海發展將海岸線推離內區。其中，東西行車主幹道包括軒尼詩道及告士打道均限制行人通往海濱的暢達性。

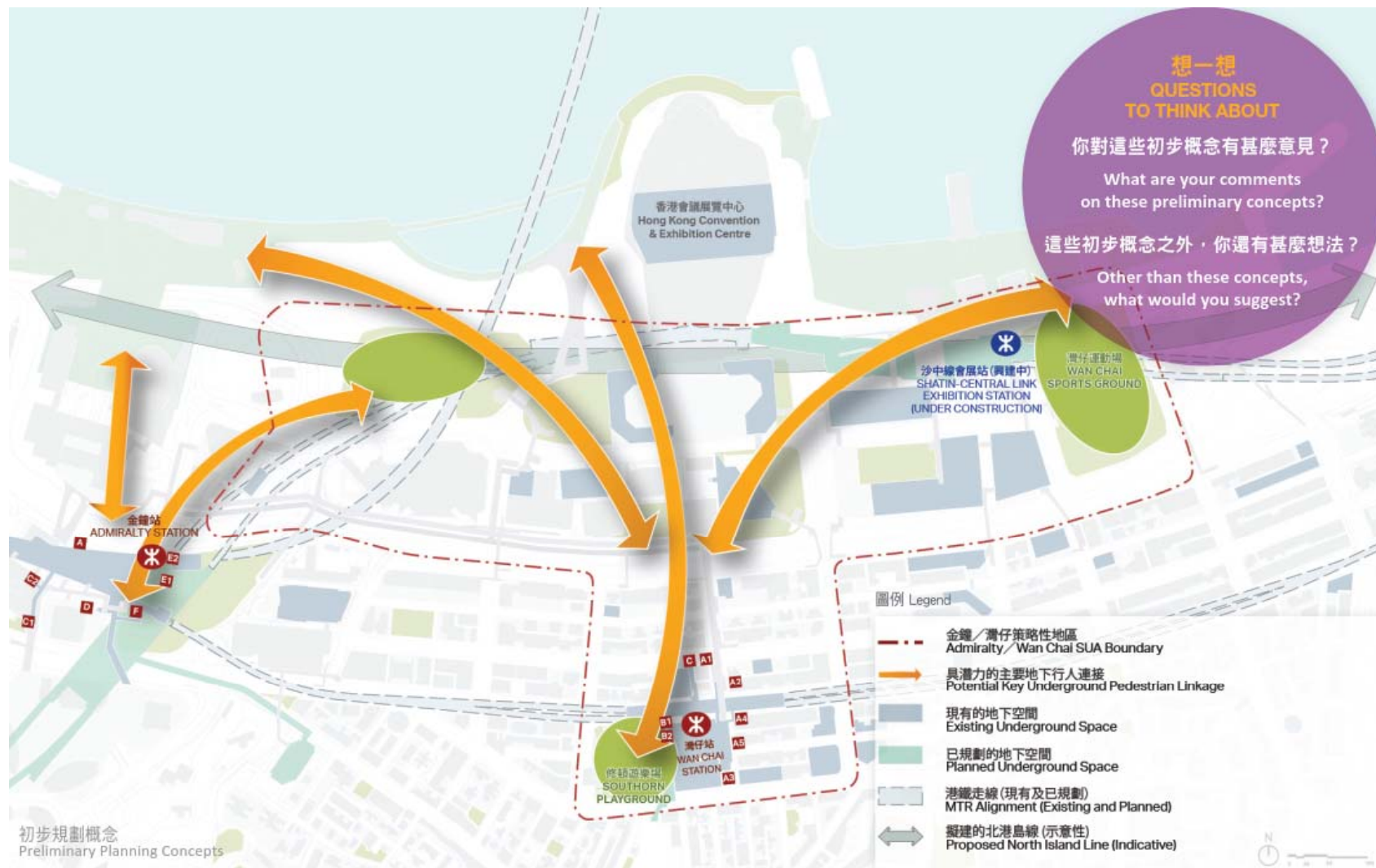


Reclamation over the years has pushed the shoreline away from the inner city. The east-west trunk roads including Hennessy Road and Gloucester Road constrained the pedestrian accessibility to the waterfront.



# 金鐘/灣仔 Admiralty / Wan Chai

## 初步規劃概念 Preliminary Planning Concepts





## 金鐘/灣仔 Admiralty / Wan Chai

### 修頓遊樂場具潛力發展地下空間及行人連接的區域

### Potential Areas for Developing Underground Space and Connections beneath Southorn Playground



#### 圖例 Legend

- 金鐘 / 灣仔策略性地區  
Admiralty / Wan Chai SUA Boundary
- 興建中的行人隧道  
Pedestrian Subway Under Construction
- 港鐵通風口  
MTR Ventilation Shafts
- 具潛力發展地下空間的區域 (地面範圍) (示意性)  
Potential Area for Developing Underground Space  
(At-grade Footprint) (Indicative)
- 具潛力的主要地下行人連接 (示意性)  
Potential Key Underground Pedestrian Linkage  
(Indicative)
- 現有的地下空間  
Existing Underground Space
- 已規劃的地下空間  
Planned Underground Space

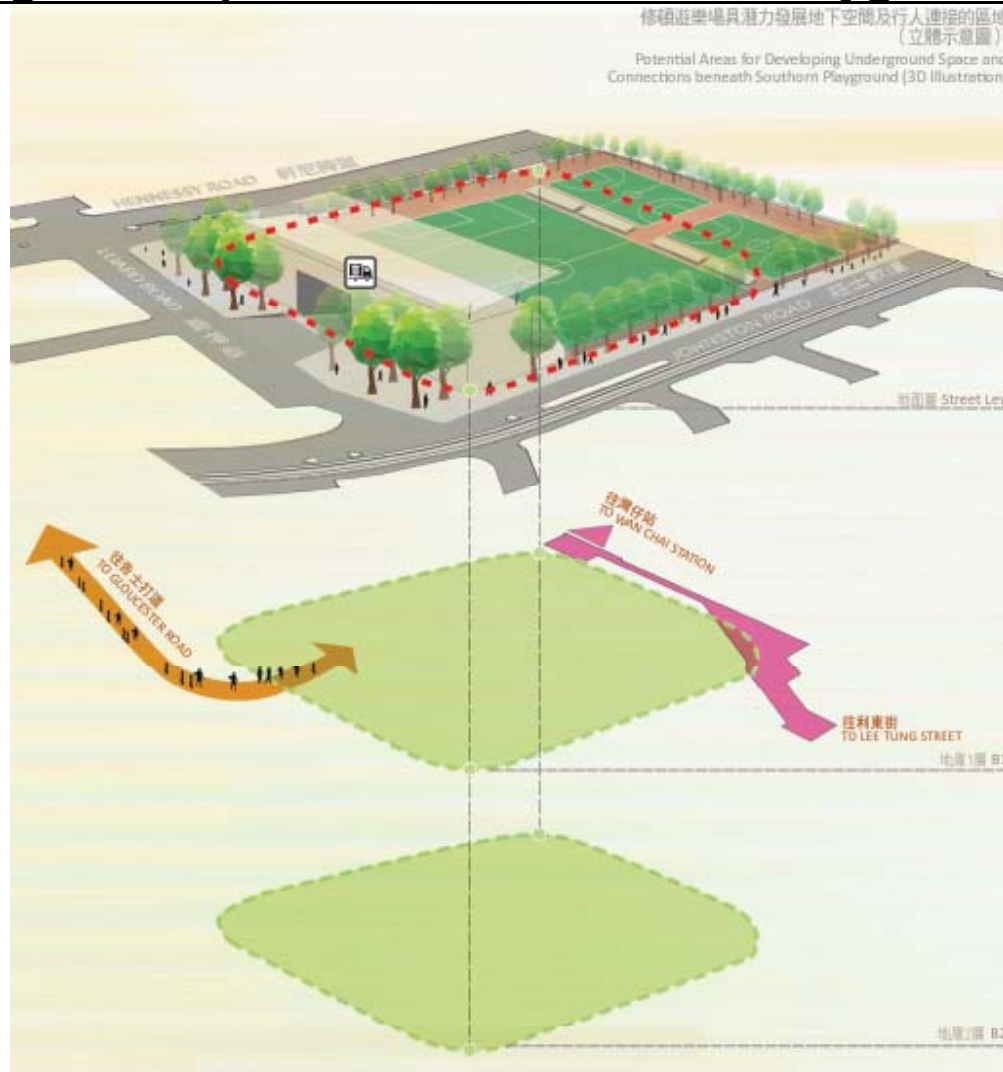
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# 金鐘/灣仔 Admiralty / Wan Chai

## 修頓遊樂場地下空間(立體示意圖)

### Underground Space beneath Southern Playground (3D Illustration)



#### 圖例 Legend

- 具發展地下空間潛力的區域 (地面範圍) (示意性)  
Potential Area for Developing Underground Space  
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Potential Area for Developing Underground Space (Indicative Only)
- 具潛力的主要地下行人連接 (示意性)  
Potential Key Underground Pedestrian Linkage (Indicative Only)
- 興建中的行人隧道  
Pedestrian Subway Under Construction
- 可能重置的盧押道垃圾收集站  
Possible Relocation of the Luard Road Refuse Collection Point

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# 發展地下空間的考慮重點

## Key Considerations for Underground Space Development



土力、結構和基礎設施的限制

Geotechnical, structural and infrastructural constraints



業權及城市規劃事宜  
Land ownership and town planning issues



與現有地下設施的連接（包括地庫、港鐵站及隧道等）

Interface with existing underground uses including basements, MTR stations and tunnels



執行安排  
Implementation arrangement



消防安全  
Fire safety



地下空間發展對地面設施/活動的影響  
Impact to above-ground facilities/activities



財務可行性：建設、營運和保養成本及投資回報期

Financial viability: construction, operation and maintenance costs and recovery period

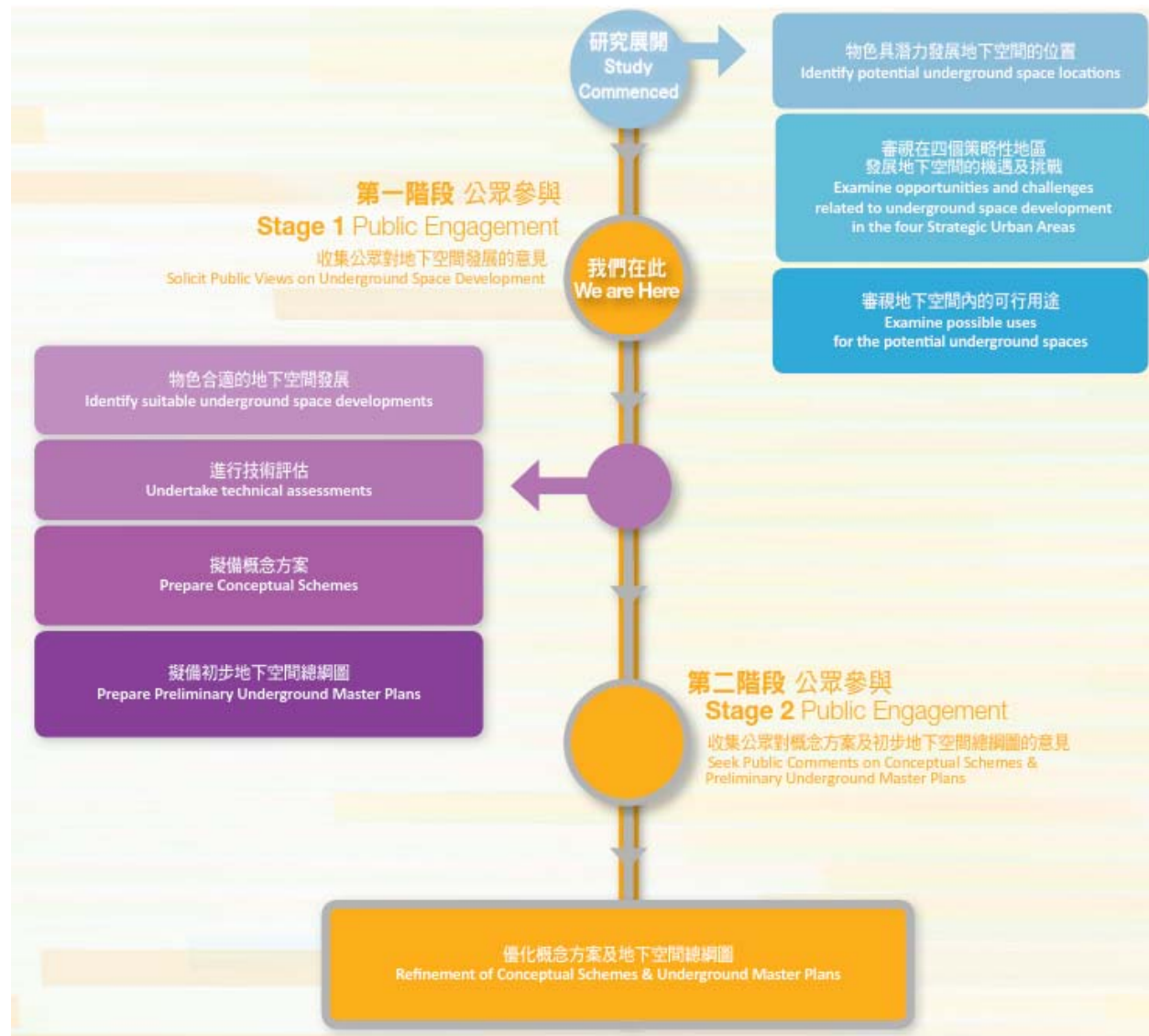


在施工期間帶來的交通及社會影響  
Traffic and social impacts during construction stage



# 研究過程

## Study Process



# 第一階段公眾參與

## Stage 1 Public Engagement

第一階段公眾參與有兩個主要目的：

Two key objectives of Stage 1 Public Engagement:

- 討論在四個策略性地區發展地下空間可帶來的機遇和主要考慮因素  
Discuss the opportunities and key considerations for underground space development in the four strategic urban areas
- 諮詢公眾及持份者就以下議題的意見及／或關注：  
Solicit public and stakeholders' views and /or concerns on:
  - 社區需求  
Community needs
  - 初步規劃概念  
Preliminary Planning Concepts
  - 具潛力地下空間的合適性  
Suitability of the potential underground spaces
  - 地下空間的可能用途  
Possible uses at the underground spaces

請想一想  
Questions to Think About



完  
The End

