

# 為黃竹坑、香港仔海濱及 鴨脷洲北地區增添活力的 行人環境及交通改善－ 可行性研究

Pedestrian Environment and Traffic Improvements  
to Bring Vibrancy to the Wong Chuk Hang,  
Aberdeen Waterfront and Ap Lei Chau North Areas –  
Feasibility Study

摘要 EXECUTIVE SUMMARY





# 1. 背景 Background

1.1 《2020 年施政報告》宣布「躍動港島南」計劃，旨在將南區打造成一個充滿活力、魄力、勁力，適合工作、居住、創意及消閒玩樂的地區。躍動港島南辦事處制定了涵蓋「躍動港島南」重點地區（即黃竹坑、香港仔及鴨脷洲一帶）的「概念總綱計劃」，採用了以下四項主要策略：

The 2020 Policy Address announced the Invigorating Island South (IIS) initiative with the policy objective to develop the Southern District into a place full of vibrancy, vigour and velocity for people to work, live, explore new ideas and have fun. The Invigorating Island South Office (IISO) formulated a Conceptual Master Plan (CMP) covering the IIS focus areas, i.e. Wong Chuk Hang (WCH), Aberdeen and Ap Lei Chau (ALC), which has adopted the following four broad strategies:



加強連繫及易行  
Enhance Connectivity  
and Walkability



改善城市環境  
Improve Urban  
Environment



釋放發展潛力  
Unleash Development  
Potential



激發地區活力  
Enliven the District

1.2 配合推展概念總綱計劃內各項建議的力度，包括快見成效措施，躍動港島南辦事處於 2021 年 12 月委託艾奕康有限公司展開「為黃竹坑、香港仔海濱及鴨脷洲北地區增添活力的行人環境及交通改善—可行性研究」（下稱本研究）。

In concert with the efforts on taking forward the various proposals including the quick-win measures in the CMP, IISO commissioned AECOM (the Consultant) in December 2021 to carry out a feasibility study on Pedestrian Environment and Traffic Improvements to Bring Vibrancy to the WCH, Aberdeen Waterfront and ALC North Areas – Feasibility Study (the Study).

# 2. 研究目的 Objectives of the Study

2.1 本研究的主要目的是評估和制定研究範圍內全面的行人環境和交通改善建議，以及休憩空間及環境美化建議，以確保「躍動港島南」計劃下擬議項目和措施不會對道路及行人交通造成不可接受的影響，同時為研究範圍提供新動力。（圖 1）

The main objective of the Study is to assess and formulate comprehensive pedestrian environment and traffic improvement as well as open space and facelifting proposals for the Study Area to ensure the proposed projects and measures under the IIS initiative will not cause unacceptable impacts to the road and pedestrian traffic while providing new impetus to the Study Area. (Figure 1)

2.2 此外，本研究亦從截至 2036 年設計年份的行人及車輛交通流量影響角度，就研究範圍內有發展潛力的政府用地於不同發展情況進行評估，及建議可行的發展方案，當中包括應對相關發展／重建所需的改善建議。

Moreover, different development scenarios are assessed for potential government sites in the Study Area from the perspective of implications to pedestrian and vehicular traffic flows in design year up to 2036, with feasible development options recommended including any necessary improvement proposals to cope with the development/redevelopment.

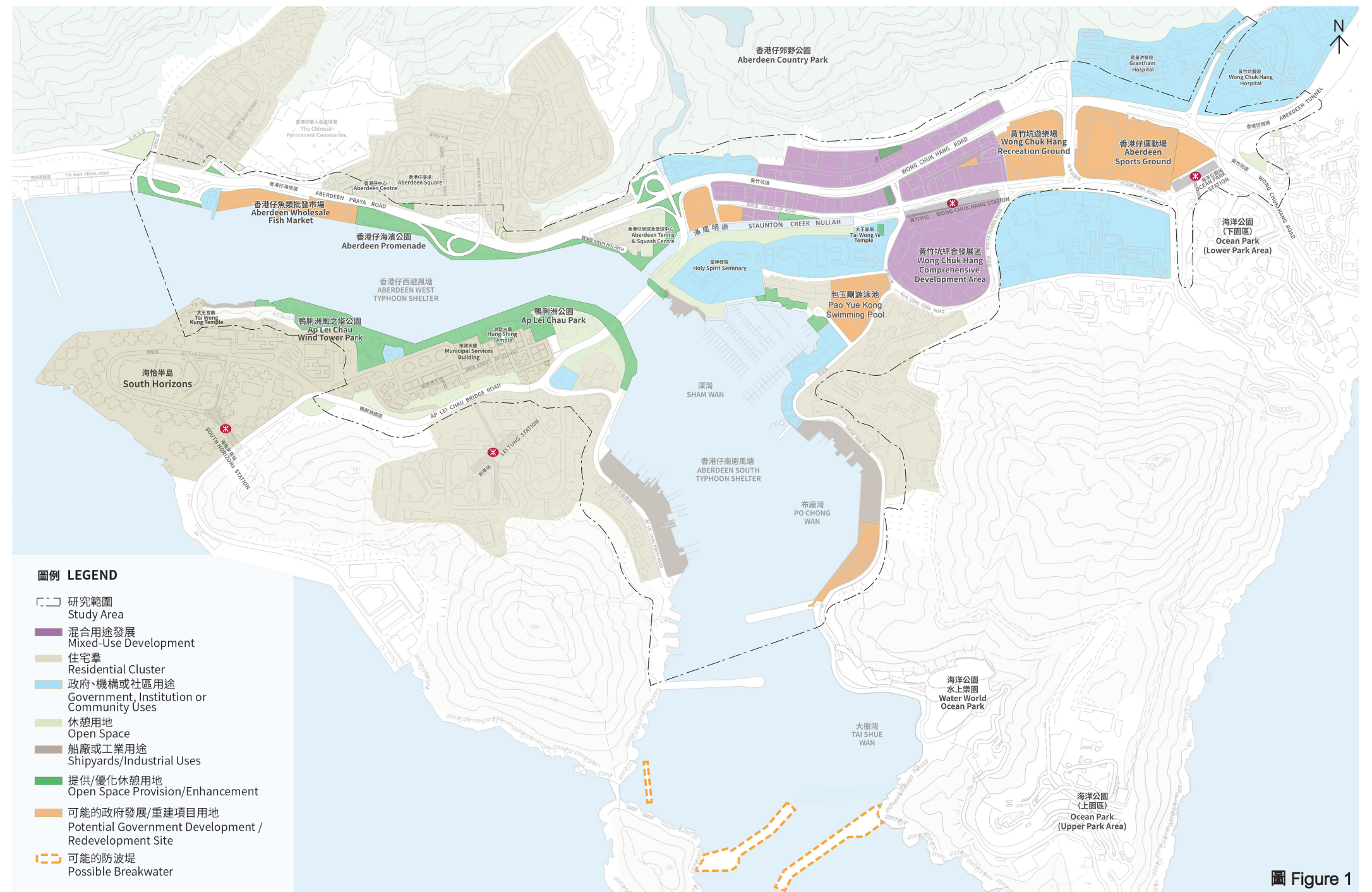


圖 Figure 1



### 3. 公眾參與 Public Engagement

3.1 在 2022 年 11 月中旬至 12 月底期間透過發布公眾參與摘要、簡介會、巡迴展覽和公眾論壇，就改善建議進行了公眾參與活動。這些建議得到公眾普遍支持。考慮了公眾參與活動期間收到的公眾意見，以及於 2023 年年中及 2024 年初就鴨洲北的一些建議進行的進一步地區諮詢，其後完善了部分建議。

A public engagement exercise on the improvement proposals was conducted between mid-November and end-December 2022 through publication of a public engagement digest, briefings, roving exhibitions and a public forum. The proposals were generally supported by the public, which have then been refined to take into account the public comments received during the public engagement exercise as well as further local consultations undertaken on some proposals for ALC North in mid-2023 and early 2024.



### 4. 規劃及設計原則 Planning and Design Principles

4.1 本研究採用的主要規劃及設計原則為：

Major planning and design principles adopted in the Study are –

- 依循「概念總綱計劃」內的四項主要策略；  
to follow the four broad strategies of the CMP;
- 利用研究範圍的優勢和資源，包括獨特天然藍綠景致、文化、社會和經濟發展的豐富歷史，以及與主要康樂旅遊地標映襯；  
to leverage the strengths and assets of the Study Area, including the unique natural blue-green landscape, rich history of cultural, social and economic developments as well as having key recreational and tourism landmarks as its backdrop;
- 通過探討整合及重建公共設施以推動「一地多用」，釋放研究範圍內政府用地的發展潛力；及  
to promote "single site, multiple use" through exploring consolidation and redevelopment of public facilities with a view to releasing the development potential of the government sites in the Study Area; and
- 尊重並與現有都市環境相協調。  
to respect and harmonise with existing urban context.

4.2 倡導研究範圍以「行人友善、藍綠互融」為框架（圖 2），通過建立舒適、連貫並便捷的網絡，連接區內各節點和多模式公共交通設施，以增添活力。目的如下：

A pedestrian-friendly blue-green interlink framework (Figure 2) for the Study Area through creation of comfortable, continuous and convenient networks linking up key nodes and multi-modal public transport facilities to bring more vibrancy is advocated, which aims are:

- 建立互相連繫的公共空間，糅合藍綠自然景色，提升連繫性和易行度；  
to establish interconnected public realm with integration of blue-green features to enhance connectivity and walkability;
- 改善行人連繫和交通流通；  
to improve pedestrian connectivity and traffic circulation;
- 優化公共休憩空間和海濱地帶；  
to enhance public open spaces and the waterfront areas;
- 支持現有和計劃的發展項目；及  
to support existing and planned developments; and
- 加強地區特色。  
to reinforce district identity.

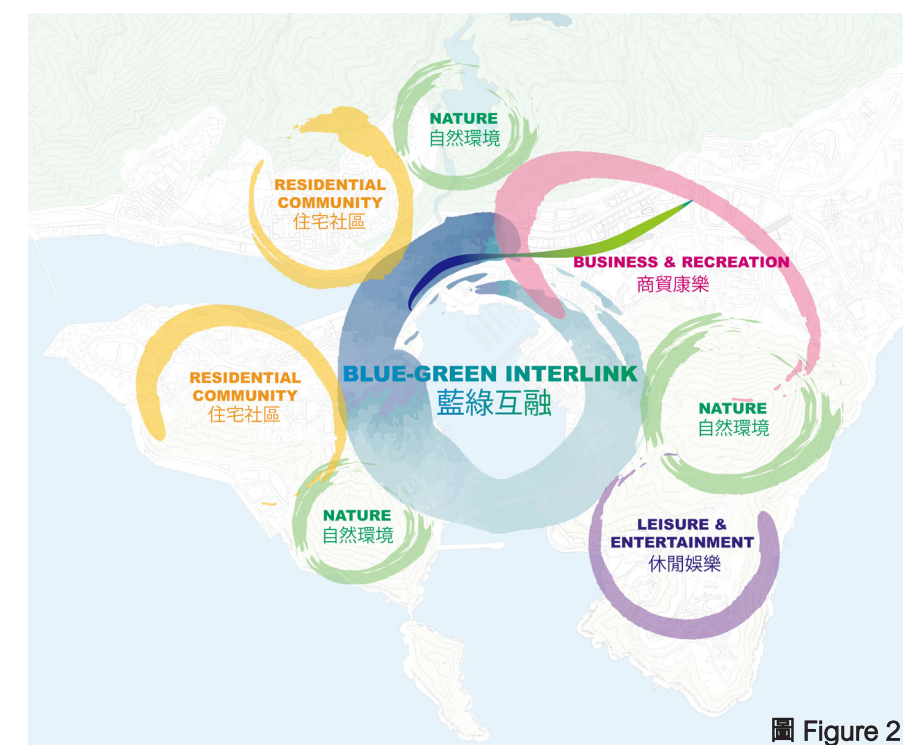


圖 Figure 2



## 5. 數據收集及現時交通和行人狀況

### Data Collection and Existing Traffic and Pedestrian Conditions

5.1 本研究就主要路口及道路進行了評估（圖 3）。於 2022 年 1 月的典型平日早晚通勤時段，即上午 7 時至 9 時 30 分及下午 5 時至 7 時 30 分，在主要路口和道路進行了交通流量調查，並於 2022 年 8 月進行了補充調查。此外，亦考慮了學校的繁忙時段以及週末／公眾假期的繁忙時段，並在相關繁忙時段及位置進行了調查。調查結果顯示平日的早晚交通繁忙時段分別為上午 7 時 30 分至 8 時 30 分和下午 5 時 30 分至 6 時 30 分。

The key junctions and road links were identified for assessment (Figure 3). Traffic count surveys were conducted at the key junctions and road links during the typical commuting morning and evening peaks, i.e. 0700 – 0930 and 1700 – 1930, on typical weekdays in January 2022 and supplementary surveys in August 2022. School peaks and weekend/public holiday peaks were also considered and surveyed as necessary according to their typical peaks and associated locations. The vehicular morning and evening peak hours for a typical weekday were identified as 0730 – 0830 and 1730 – 1830 respectively.

5.2 在研究範圍內的行人通道亦同樣地進行了行人流量調查。調查結果顯示平日的早晚行人繁忙時段分別為上午 7 時 55 分至 8 時 55 分和下午 5 時 20 分至 6 時 20 分。而當中最繁忙的 15 分鐘時段則為上午 8 時 10 分至 8 時 25 分和下午 6 時至 6 時 15 分。

Pedestrian count surveys were similarly conducted at the pedestrian links in the Study Area. The pedestrian morning and evening peak hours for a typical weekday were identified as 0755 – 0855 and 1720 – 1820 respectively, while the peak-15 minutes during the peaks were 0810 – 0825 and 1800 – 1815.

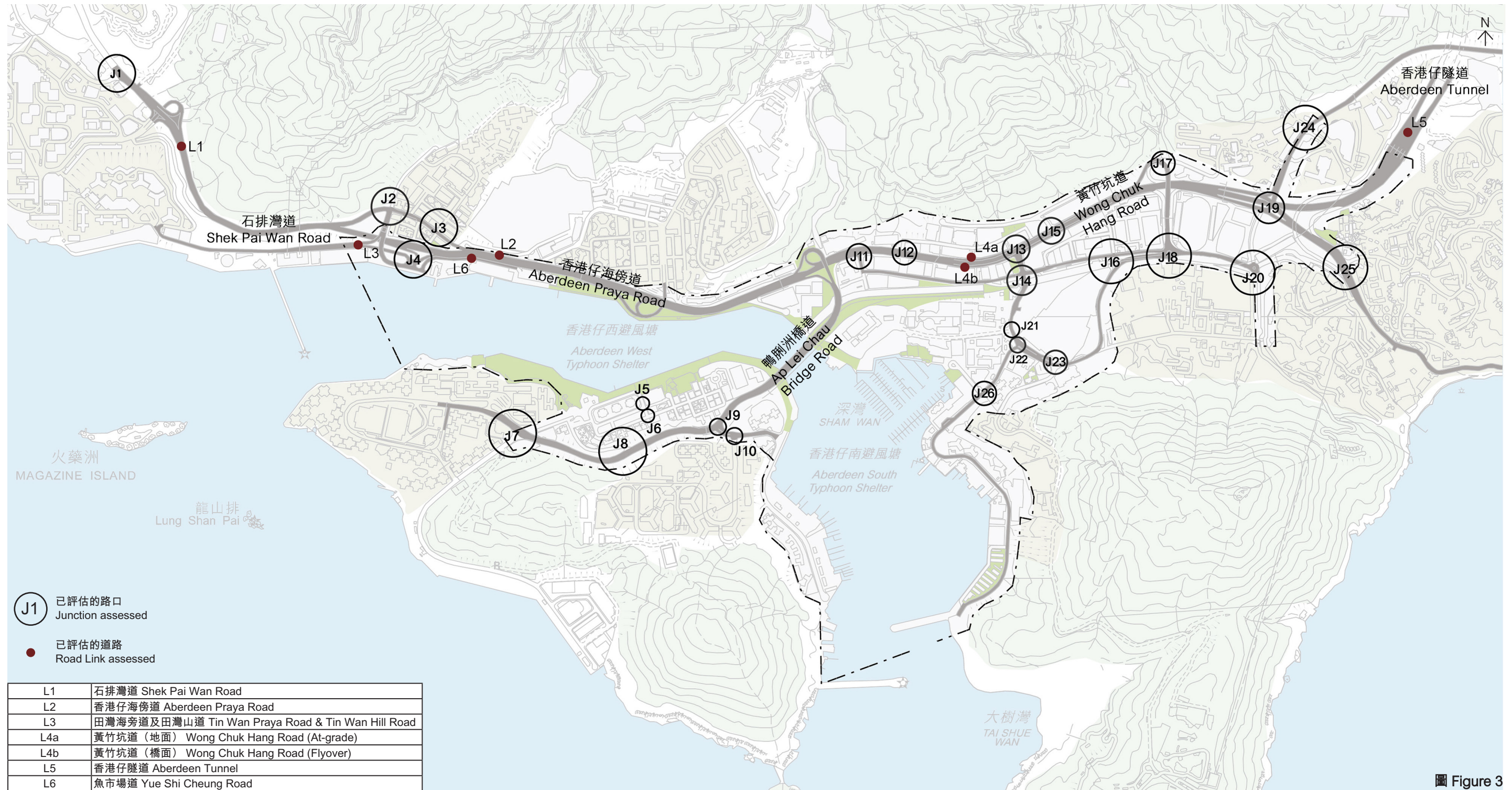


圖 Figure 3



## 6. 具發展／重建潛力的政府用地的評估 Assessment for Government Sites with Development / Redevelopment Potential

6.1 交通和行人流量預測已考慮了研究範圍內具發展／重建潛力的政府用地（見圖 1）。這些用地包括由政府提出的建議及由顧問提出的可能土地用途方案及發展參數的用地建議。

A number of government sites with development/redevelopment potential (see Figure 1) in the Study Area were taken into account in the traffic and pedestrian forecasts. They include sites with proposals from the Government and sites with possible land use scenarios and development parameters recommended by the Consultant.

6.2 交通和行人的流量預測亦已考慮黃竹坑商貿區內具重建潛力的用地<sup>1</sup>。

Sites in the WCH Business Area (WCHBA) identified with redevelopment potential<sup>1</sup> were also included in the traffic and pedestrian forecasts.



<sup>1</sup> 於黃竹坑商貿區內樓齡達 30 年或以上及業主人數為 16 位或以下的地段均被視為具發展潛力用地。本研究已在適當設計年份中考慮了這些用地可能帶來的交通流量。

Lots with building age of 30 years or more and number of owners at 16 or less were identified as potential redevelopment sites in the WCHBA. The traffic generations of these sites were taken into account in appropriate design years under the Study.

## 7. 建立地區交通與行人模型 Development of Local Area Traffic and Pedestrian Model

7.1 本研究採用兩層建模方式，以達致可靠的交通預測。上層為策略性交通模型，而下層為地區交通模型及地區行人模型。

A two-tier modelling approach was adopted to produce robust traffic forecasts for the Study. It comprises a Strategic Transport Model (STM) in the upper tier, and a Local Area Transport Model (LATM) and a Local Area Pedestrian Model (LAPM) in the lower tier.

7.2 基於已認證的交通模型及相關假設，就 2026 年、2031 年和 2036 年的設計年份進行了交通預測，當中已考慮所有潛在發展／重建政府用地以及於黃竹坑商貿區內具重建潛力的地段。

Based on the validated traffic model and associated assumptions, traffic forecasts for the Study Area were prepared for the design years of 2026, 2031 and 2036, taking into account all the potential government development/redevelopment sites and the potential redevelopment sites in the WCHBA.

7.3 交通預測結果顯示，在所有設計年份中，只有三個路口，即 J11（黃竹坑道／香葉道）、J12（黃竹坑道／業勤街）及 J19（黃竹坑道／南風道）至少於一個設計年份中超出負荷。另有一個路口，即 J8（鴨脷洲橋道／利枝道），在至少一個設計年份中趨近路口交通容量。而所有其他路口在所有設計年份均表現理想。此外，預計所有主要道路的交通流量在所有設計年份均在容量之內運作。

From the assessment results of the traffic forecasts, only three junctions, namely J11 (WCH Road/Heung Yip Road), J12 (WCH Road/Yip Kan Street) and J19 (WCH Road/Nam Fung Road) would be operating over capacity in at least one of the design years. Another junction, namely J8 (ALC Bridge Road/Lee Chi Road), would approach its capacity in at least one of the design years. All other junctions would operate satisfactorily in all design years. Moreover, all road links are anticipated to be operating within the capacity threshold in all design years.

7.4 為解決四個關鍵路口出現容車量不足的情況，建議了交通改善措施（即建議 T8, T9, T14 及 T20）。若採納本研究建議的交通改善措施，相關路口情況將會緩解。

Traffic improvement measures are proposed to address the insufficient capacity at the four critical road junctions identified (i.e. Proposals T8, T9, T14 and T20). Taking into account the traffic improvement proposals recommended under the Study, these junctions would be relieved.





## 8. 行人環境及交通改善建議

### Pedestrian Environment and Traffic Improvement Proposals

8.1 為實現「行人友善、藍綠互融」框架，制定了全面的行人環境和交通改善建議。這些建議分為短期建議（預計約3年內完成）及中長期建議（預計在5年或以上完成），並根據優次和工程規模以小型工程或工務工程項目推展。所有行人環境及交通改善建議的位置見圖4。

Comprehensive pedestrian environment and traffic improvement proposals are formulated to realise the pedestrian-friendly blue-green interlink framework. These proposals are categorised into short-term proposals (expected to be completed within about 3 years) and medium to long-term proposals (expected to be completed in 5 years or more) for implementation by way of minor works or public works projects in order of priority and project scale. The locations of all pedestrian environment and traffic improvement proposals are shown in Figure 4.

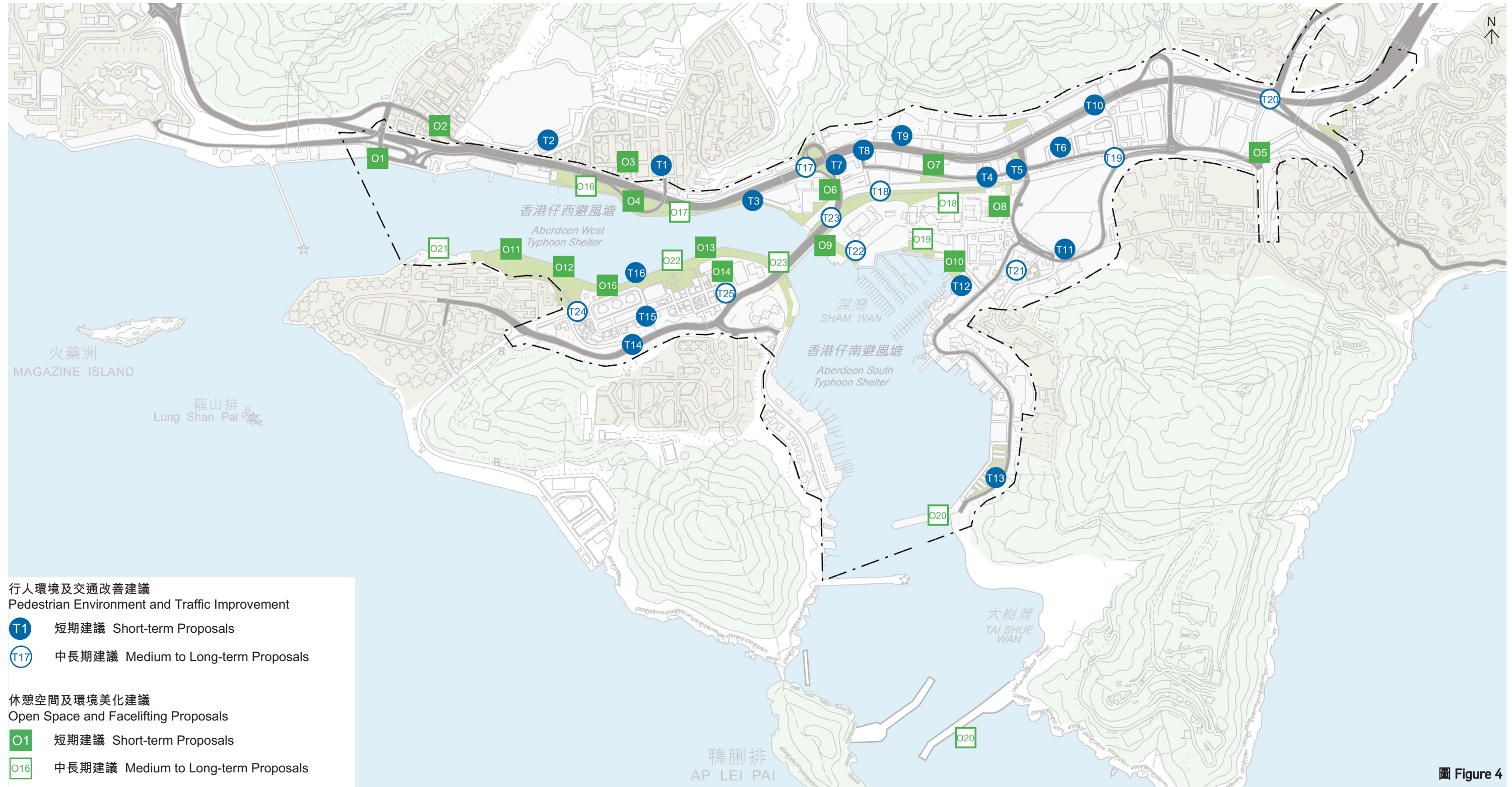


圖 Figure 4







**T2 香港仔大道近南灣御園增設行人過路處**  
**Provision of Pedestrian Crossing at Aberdeen Main Road near Jadewater**

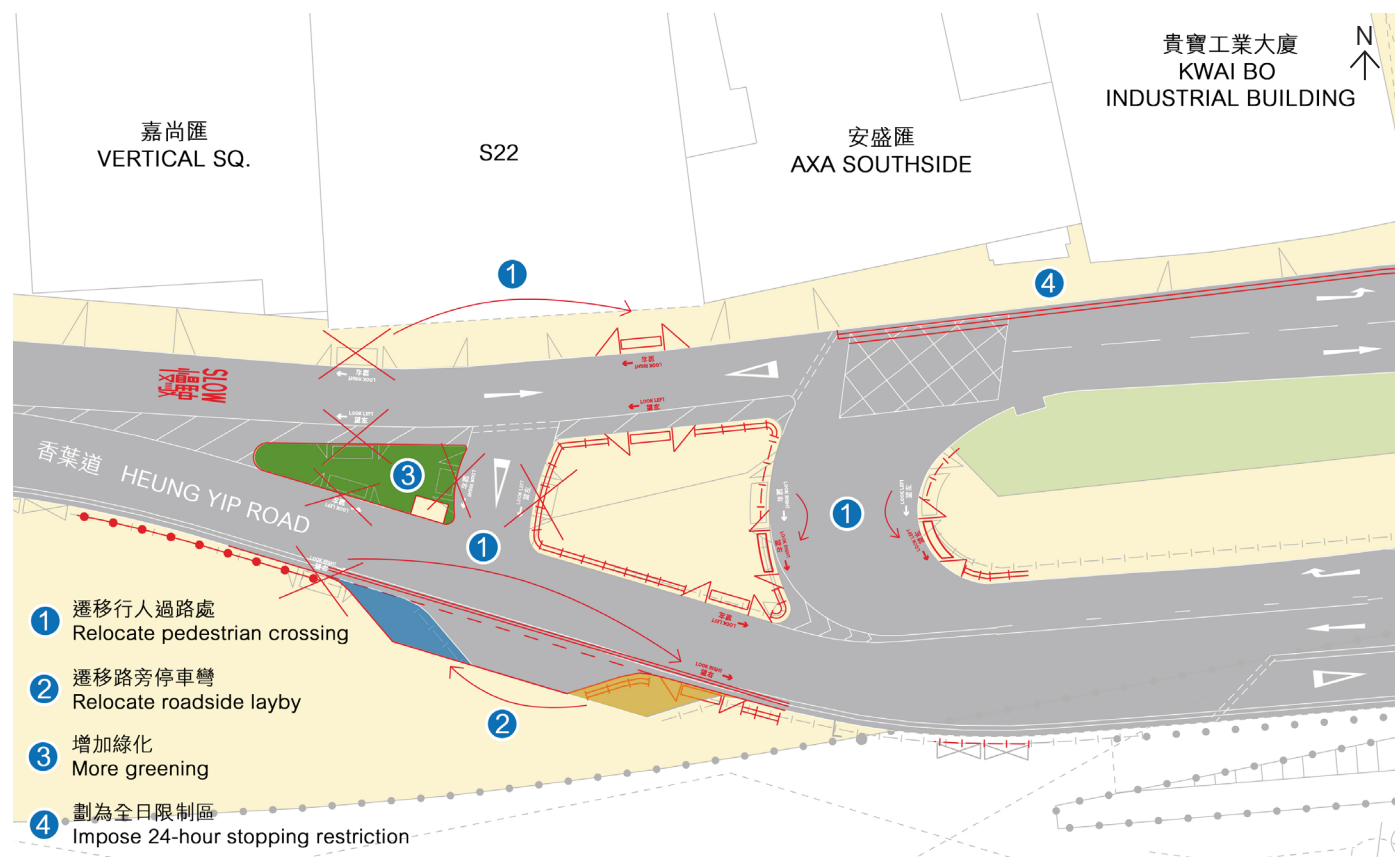
- 修改此行人過路處和路口布局，以避免行人於田灣與香港仔之間的香港仔海傍道不必要地繞道而行。  
 This pedestrian crossing and the junction layout would be modified to reduce unnecessary detour for pedestrians walking along Aberdeen Praya Road between Tin Wan and Aberdeen.

**T3 修改觀海徑安全島**  
**Modification of Traffic Island at Kwun Hoi Path**

- 修改交通安全島及加設指示牌，以改善空間識別度及便利行人導向。  
 The traffic island would be modified with provision of signage to improve both spatial legibility and facilitate wayfinding.

**T4 改善近大王爺廟的行人過路處**  
**Improvement of Pedestrian Crossings near Tai Wong Ye Temple**

- 遷移近大王爺廟的行人過路處，配合理想的行人走線，從而改善易行度及減少亂過馬路的情況。  
 Relocating the crossings near Tai Wong Ye Temple to suit the desired line of pedestrian movement, thereby improving walkability and minimising jaywalking.



**T5 香葉道一部分路段實施全日限制區**  
**Implementation of 24-hour Stopping Restriction along a section of Heung Yip Road**

- 已把近安盛匯及貴賓工業大廈的一段香葉道東行線劃為全日限制區，防止路旁活動以改善毗鄰路口容量。  
 A 24-hour stopping restriction has been imposed along a section of the Heung Yip Road eastbound nearside lane near AXA Southside and Kwai Bo Industrial Building to avoid kerbside activities so as to improve junction capacity nearby.

**T6 增設／改善業發街一帶的行人過路處**  
**Provision/Improvement of Pedestrian Crossings in the Yip Fat Street Area**

- 建議在業發街及香葉道的合適位置局部擴闊行人路，以縮短行人過路距離；並增設行人過路處改善行人連繫。  
 Shortened crossing width through footpath build-outs and new crossings are proposed at suitable locations along Yip Fat Street and Heung Yip Road to improve pedestrian connectivity.



**T7 改善鴨洲橋道上行斜路的行人過路處**  
**Improvement to Pedestrian Crossing near Up-ramp of ALC Bridge Road**

- 為改善此過路處的行人能見度，將修整並向東移過路處。  
 To improve pedestrian visibility at this crossing, the crossing would be reconfigured and shifted eastward.

**T8 調節黃竹坑道／香葉道交界的交通燈號時間以改善路口容量**  
**Adjustment to Traffic Signal Timing at Junction of WCH Road/Heung Yip Road to Improve Junction Capacity**

- 調節這路口於早晚繁忙時段的交通燈號時間，以改善路口容量。  
 The existing traffic signal timing for this junction during both morning and evening peaks would be adjusted to improve junction capacity.

**T9 黃竹坑道東行慢線近業勤街路口增設虛實白線以改善路口容量**  
**Proposed Solid-Cum-Broken Line at Slow Lane of WCH Road Eastbound near Its Junction with Yip Kan Street to Improve Junction Capacity**

- 黃竹坑道東行慢線近業勤街路口將增設虛實白線，以規管車輛轉線，以助車輛駛出業勤街。  
 Solid-cum-broken line would be imposed at the slow lane of WCH Road eastbound near its junction with Yip Kan Street to regulate traffic weaving movements, to facilitate vehicles coming out from Yip Kan Street.

**T10 黃竹坑道近科達設計中心增設行人過路處**  
**New Pedestrian Crossing at WCH Road near Coda Design Centre**

- 在近黃竹坑道天橋東邊橋台已完成增設行人過路處，照顧行人過路需要。  
 This additional crossing near the eastern abutment of WCH Road Flyover to cater for pedestrians' crossing needs has been completed.



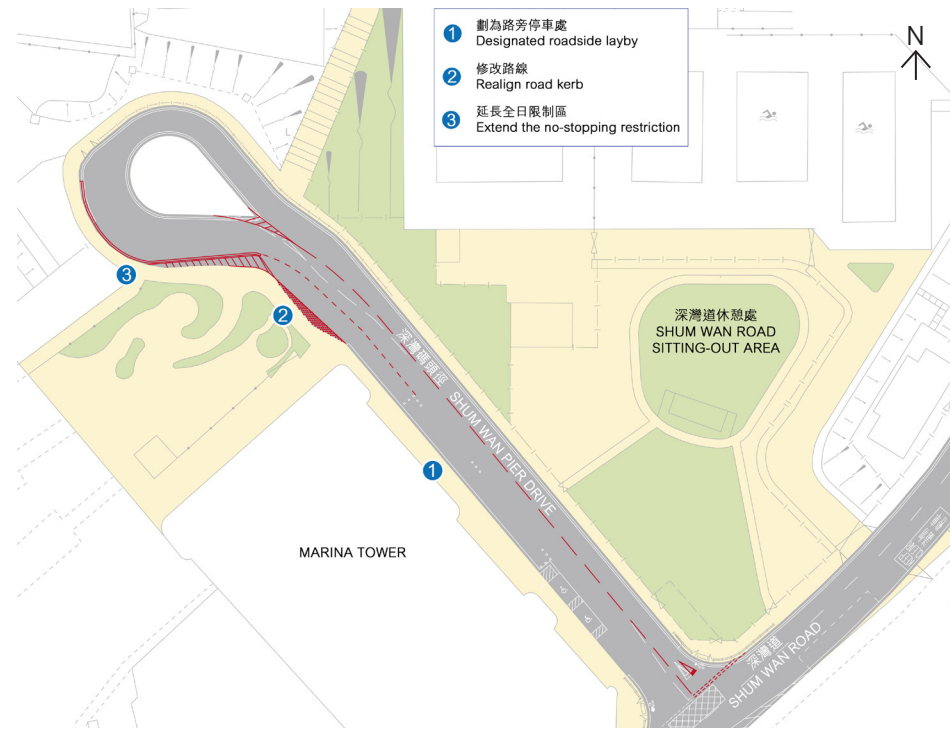
**T11 警校道增設指定上落客點**  
**Provision of Designated Pick-up/drop-off Point at Police School Road**

- 把警校道劃為全日限制區及增設指定上落客點，達致更佳交通管理，已經實施。  
 24-hour stopping restriction with the provision of a designated pick-up/drop-off point at Police School Road for better traffic management has already been implemented.



**T12 在深灣碼頭徑增設上落客處**  
**Provision of Pick-up/Drop-off Layby at Shum Wan Pier Drive**

- 建議把深灣碼頭徑通往盡頭路的西行慢線劃為路旁停車處。在盡頭路的現有全日限制區將會延長，並會修改深灣碼頭徑的西側路緣，以避免阻塞。
- The westbound nearside lane along Shum Wan Pier Drive leading to the cul-de-sac is proposed to be designated into a roadside layby for pick-up/drop-off and loading/unloading activities. The existing no-stopping restriction at the cul-de-sac would be extended and a section of the western road kerb would be realigned to avoid blockage.



**T13 擴闊深灣道的行人路**  
**Footpath Widening along Shum Wan Road**

- 將後移深灣及布廠灣臨時工業區，以及醫院管理局深灣洗衣工場的現有圍欄，以擴闊及重鋪毗鄰的行人路，並在可能位置加設花槽及園境美化，改善步行環境。
- The existing boundary fences along Shum Wan Road fronting Shum Wan and Po Chong Wan Temporary Industrial Areas and Hospital Authority Shum Wan Laundry will be set back with a view to widening the adjoining footpath and facelifting the walking environment through repaving the footpath, provision of planters and landscaping where possible.



**T14 調節鴨洲橋道/利枝道交界的交通燈號時間以改善路口容量**  
**Adjustment to Traffic Signal Timing at Junction of ALC Bridge Road/Lee Chi Road to Improve Junction Capacity**

- 為了改善路口容量，建議調節利枝道行人過路處在早上繁忙時段的綠燈時間，以增加離開利枝道的交通綠燈時間。To improve the junction capacity, it is proposed to assign more green time to the traffic movements from Lee Chi Road by adjusting the green time of pedestrian crossing at Lee Chi Road in the morning peak.

**T15 改善鴨洲大街的易行度**  
**Walkability Improvements at Main Street, ALC**

- 改善大街一帶步行環境的措施包括：Measures to improve the walking environment in the Main Street area include:
  - 增設時速 30 公里限速區，起點設於悅海街，而終點則設於大街；  
a 30 km/hour low speed limit zone starting at Yuet Hoi Street and ending at Main Street;
  - 於悅海街、大街和惠風街新增行人過路處；  
new pedestrian crossings along Yuet Hoi Street, Main Street and Wai Fung Street;
  - 擴闊大街與華庭街交界的現有行人過路處；  
widening of existing pedestrian crossings at the junctions of Main Street with Wah Ting Street;
  - 在悅海街及大街現有及新增的行人過路處繫上顏色；  
colour dressings for existing and new pedestrian crossings at Yuet Hoi Street and Main Street;
  - 擴闊悅海街近順利大廈的行人路；及  
footpath build-outs on Yuet Hoi Street near Shun Lee Building; and
  - 移除不必要的欄杆、擋柱及路標，以騰出更多空間供行人使用。  
decluttering of unnecessary railings, bollards and signposts to reclaim space for pedestrians.

將於悅海街增設電單車泊位，以滿足地區需要及有助減少進入大街的電單車數目。  
 Additional motorcycle parking spaces would be provided along Yuet Hoi Street to cater for the local demand and help reduce the number of motorcycles entering the Main Street area.



- 時速30公里限速區  
30km / hour speed limit zone
- 新增行人過路處  
New pedestrian crossings
- 增設電單車泊位  
Additional motorcycle parking spaces
- 在行人過路處繫上顏色  
Colour dressings for pedestrian crossings
- 擴闊行人過路處  
Widen pedestrian crossings
- 雙程行車路改為單程  
Two-way road converted to one-way
- 擴闊行人路  
Footpath build-outs



**T16 延伸毗鄰鴨洲市政大廈的公眾停車場**  
**Extension of Public Car Park next to ALC Municipal Services Building**

- 位於華庭街的現有臨時停車場將會向東延伸，以增加約 10 個泊車位。

The existing temporary car park at Wah Ting Street would be extended eastwards to provide about 10 more parking spaces.



**中長期建議**  
**Medium to Long-term Proposals**

8.3 中長期的行人環境及交通改善建議共有 9 項，當中一些建議需要在未來作檢討。

A total of 9 medium to long-term pedestrian environment and traffic improvement proposals are recommended. Some of these proposals are subject to future review.

**T17 加強黃竹坑道近鴨洲橋的行人連繫**  
**Enhancement to Pedestrian Connectivity at WCH Road near ALC Bridge**

- 視乎未來的行人流量，建議興建高架行人道連接黃竹坑道的兩道現有行人天橋，並為鴨洲橋道旁的一道天橋增設升降機，改善黃竹坑與香港仔之間的行人連繫。  
 Subject to future pedestrian flows, an elevated walkway is proposed to connect the two existing footbridges at WCH Road, and elevators to be retrofitted to the one adjoining ALC Bridge Road to improve pedestrian connectivity between WCH and Aberdeen.

**T18 涌尾明渠行人板道**  
**Boardwalk along Staunton Creek Nullah**

- 建議沿明渠北岸下游興建行人板道，加強黃竹坑商貿區與海濱之間的行人連繫及改善行人環境。  
 A boardwalk is proposed along the northern bank in the downstream section of the nullah to enhance pedestrian connectivity between WCHBA and the waterfront and improve the walking environment.



**T19 連接港鐵黃竹坑站至重建及優化黃竹坑康體設施項目第一期用地的行人天橋**  
**Footbridge Connection between MTR WCH Station and Phase 1 Site of Redevelopment and Enhancement of Recreation and Sports Facilities in WCH Project**

- 視乎南港島線（西段）的規劃，建議興建一條高架行人道連接重建及優化黃竹坑康體設施項目的第一期用地至港鐵黃竹坑站，以加強連繫。  
 An elevated walkway between the Phase 1 site of the Redevelopment and Enhancement of Recreation and Sports Facilities in WCH project and MTR WCH Station is proposed to enhance connectivity, subject to the planning of the South Island Line (West) project.

**T20 橫跨黃竹坑道和南風道的行人天橋**  
**Footbridge across WCH Road and Nam Fung Road**

- 視乎葛量洪醫院重建計劃第二期，會有機遇提供一道橫跨黃竹坑道的行人天橋，改善南風道一帶與港鐵海洋公園站之間的行人連繫。  
 Subject to Phase 2 redevelopment of Grantham Hospital, there would be opportunity for providing a footbridge across WCH Road to improve pedestrian connectivity between the Nam Fung Road area and MTR Ocean Park Station.

**T21 擴闊近包玉剛游泳池的一段深灣道**  
**Widening of a section of Shum Wan Road near Pao Yue Kong Swimming Pool**

- 建議利用包玉剛游泳池用地的重建機遇，提供橫跨南朗山道及深灣碼頭徑的行人天橋，以連接港鐵黃竹坑車廠上蓋綜合發展區的商場、游泳池用地的未來重建以及深灣海濱。此外，建議在深灣道北行增加一條行車線，以改善南朗山道／深灣道交界路口表現。  
 Capitalising on the redevelopment opportunity of the Pao Yue Kong Swimming Pool site, footbridge connections across Nam Long Shan Road and Shum Wan Pier Drive are proposed to link up the shopping mall at the comprehensive development above MTR WCH Depot, the future redevelopment at the swimming pool site and the Sham Wan waterfront. Moreover, an additional northbound traffic lane is proposed at Shum Wan Road northbound to improve the performance of the junction of Nam Long Shan Road/Shum Wan Road.



**T22 鴨洲大橋旁船廠後方興建高架行人板道及改善海濱步道**  
**Elevated Boardwalk behind Shipyards near ALC Bridge, and Improvement to Waterfront Walkway**

- 建議在三間現有船廠後方興建行人板道，駁通深灣海濱欠缺的行人連繫；另建議改善通往深灣遊艇會的現有海濱步道，包括新欄桿及種植灌木。  
 A boardwalk is proposed behind the three existing shipyards to complete the missing pedestrian link at Sham Wan waterfront, and improvements including new railings and shrub planting are suggested for the existing waterfront walkway leading to Aberdeen Marina Club.



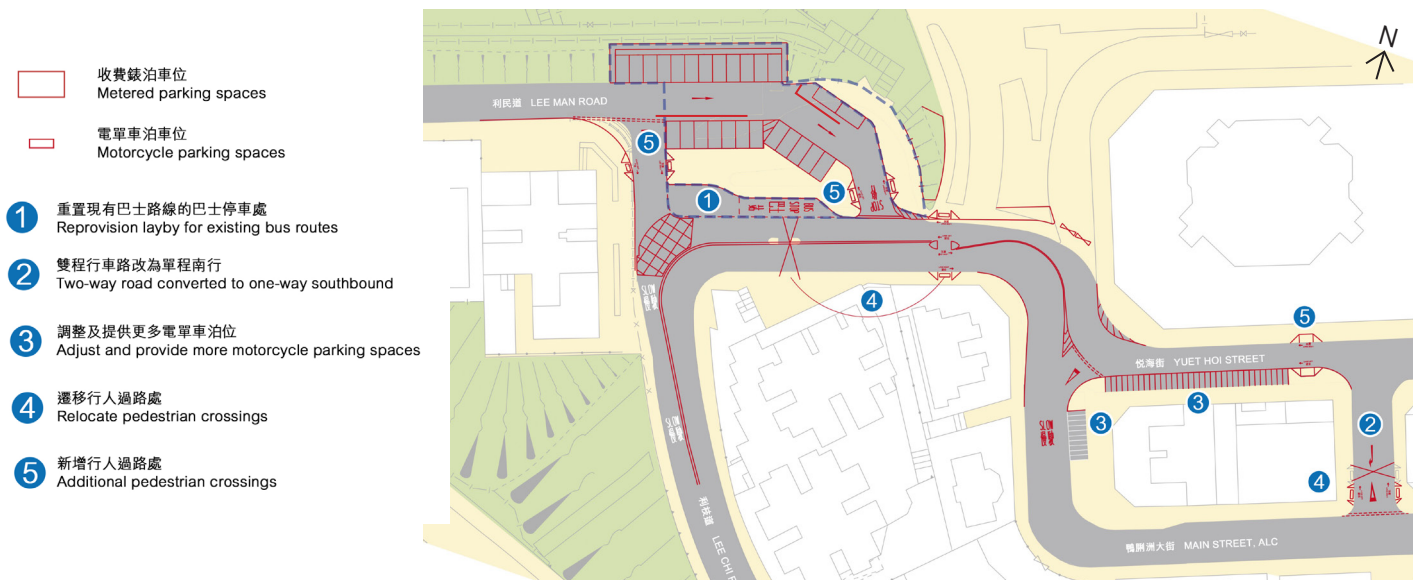


**T23 在香港徑加設升降機塔**  
**Lift Tower at Heung Yip Path**

- 在鴨脷洲大街東端現設有升降機連接鴨脷洲橋道及鴨脷洲公園，在大橋的另一端的高架行人道則通往較內陸地方。為加強鴨脷洲與黃竹坑／香港仔之間的連繫及易行度，建議在香港徑西端增設一座升降機塔。  
There is an existing lift at the eastern end of the Main Street, ALC area connecting ALC Bridge Road with ALC Park. On the other side of the bridge, the elevated footpaths lead to the more inland area. To enhance connectivity and walkability between ALC and WCH/Aberdeen, a lift tower is proposed at the western end of Heung Yip Path.

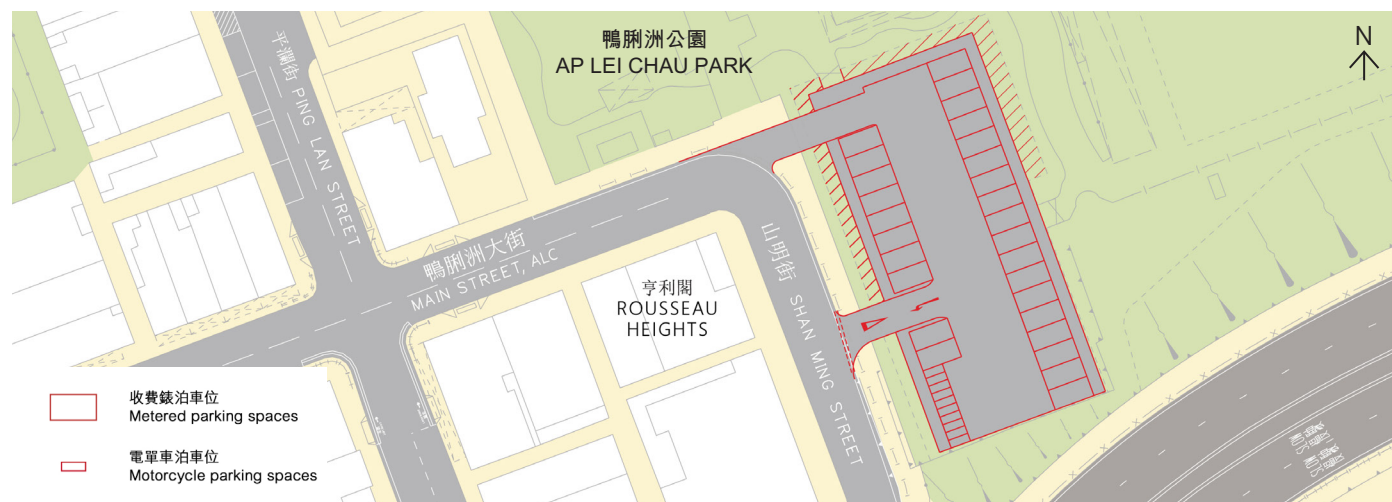
**T24 在利民道巴士總站用地增設收費錶停車場**  
**Metered Car Park at Lee Man Road Bus Terminus Site**

- 為應對地區泊車需求，建議將利民道巴士總站改建為收費錶停車場，以提供約 25 個泊車位。將於利枝道東行為現有專營巴士路線重置路旁巴士停車處。介乎悅海街與鴨脷洲大街之間的未命名道路將會由雙程行車改為單程南行，以便利因收費錶停車場建議而需要實施的巴士改道。  
The bus terminus site is proposed to be turned into a metered car park to provide about 25 parking spaces to cater for local parking demand. The existing franchised bus routes would be accommodated by a new roadside bus layby to be re-provisioned at Lee Chi Road eastbound. The existing two-way unnamed road between Yuet Hoi Street and Main Street, ALC would be converted into one-way southbound to facilitate bus re-routing arising from the metered car park proposal.



**T25 在現有門球場用地增設收費錶停車場**  
**Metered Car Park at Existing Gateball Court Site**

- 建議把鴨脷洲公園近山明街的兩個門球場遷移至附近海濱的更佳位置。待遷移後，騰空的用地將增設另一收費錶停車場，提供約 25 個泊車位。  
The two gateball courts at ALC Park near Shan Ming Street are proposed to be relocated to a better site on the nearby waterfront. Subject to the relocation, the site so vacated would be used to provide another metered car park with about 25 parking spaces.



8.4 短期和中長期行人環境及交通改善建議詳列如下。  
A list of the short-term and medium to long-term pedestrian environment and traffic improvement proposals are shown below.

建議編號 Proposal No.	名稱 Title
<b>短期建議 Short-term Proposals</b>	
T1	改善香港仔巴士總站 Improvements to Aberdeen Bus Terminus
T2	香港仔大道近南灣御園增設行人過路處 Provision of Pedestrian Crossing at Aberdeen Main Road near Jadewater
T3	修改觀海徑安全島 Modification of Traffic Island at Kwun Hoi Path
T4	改善近大王爺廟的行人過路處 Improvement of Pedestrian Crossings near Tai Wong Ye Temple
T5	香葉道一部分路段實施全日限制區 (已實施) Implementation of 24-hour Stopping Restriction along a section of Heung Yip Road (Implemented)
T6	增設／改善業發街一帶的行人過路處 Provision/Improvement of Pedestrian Crossings in the Yip Fat Street Area
T7	改善鴨脷洲橋道上行斜路的行人過路處 Improvement to Pedestrian Crossing near Up-ramp of ALC Bridge Road
T8	調節黃竹坑道／香葉道交界的交通燈號時間以改善路口容量 Adjustment to Traffic Signal Timing at Junction of WCH Road/Heung Yip Road to Improve Junction Capacity
T9	黃竹坑道近業勤街路口增設虛實白線以改善路口容量 Proposed Solid-Cum-Broken Line at Slow Lane of WCH Road Eastbound near Its Junction with Yip Kan Street to Improve Junction Capacity
T10	黃竹坑道近科達設計中心增設行人過路處 (已完成) New Pedestrian Crossing at WCH Road near Coda Design Centre (Completed)
T11	警校道增設指定上落客點 (已實施) Provision of Designated Pick-up/drop-off Point at Police School Road (Implemented)
T12	在深灣碼頭徑增設上落客處 Provision of Pick-up/Drop-off Layby at Shum Wan Pier Drive
T13	擴闊深灣道的行人路 Footpath Widening along Shum Wan Road
T14	調節鴨脷洲橋道／利枝道交界的交通燈號時間以改善路口容量 Adjustment to Traffic Signal Timing at Junction of ALC Bridge Road/Lee Chi Road to Improve Junction Capacity
T15	改善鴨脷洲大街的易行度 Walkability Improvements at Main Street, ALC
T16	延伸毗鄰鴨脷洲市政大廈的公眾停車場 Extension of Public Car Park next to ALC Municipal Services Building
<b>中長期建議 Medium to Long-term Proposals</b>	
T17	加強黃竹坑道近鴨脷洲橋的行人連繫 Enhancement to Pedestrian Connectivity at WCH Road near ALC Bridge
T18	涌尾明渠行人板道 Boardwalk along Staunton Creek Nullah
T19	連接港鐵黃竹坑站至重建及優化黃竹坑康體設施項目第一期用地的行人天橋 Footbridge Connection between MTR WCH Station and Phase 1 Site of Redevelopment and Enhancement of Recreation and Sports Facilities in WCH Project
T20	橫跨黃竹坑道和南風道的行人天橋 Footbridge across WCH Road and Nam Fung Road
T21	擴闊近包玉剛游泳池的一段深灣道 Widening of a section of Shum Wan Road near Pao Yue Kong Swimming Pool
T22	鴨脷洲大橋旁船廠後方興建高架行人板道及改善海濱步道 Elevated Boardwalk behind Shipyards near ALC Bridge, and Improvement to Waterfront Walkway
T23	在香港徑加設升降機塔 Lift Tower at Heung Yip Path
T24	在利民道巴士總站用地增設收費錶停車場 Metered Car Park at Lee Man Road Bus Terminus Site
T25	在現有門球場用地增設收費錶停車場 Metered Car Park at Existing Gateball Court Site



## 9. 休憩空間及環境美化建議 Open Space and Facelifting Proposals

9.1 在分析研究範圍內公共／休憩空間和海濱地帶的現況後，本研究制定了園景概念總圖（圖5）。它闡述了改善及提供休憩空間的策略，以園景走廊把休憩空間連繫成一個休憩空間系統，並結合行人網絡。此外，以涵蓋不同主題區的設計框架為基礎，本研究就改善海濱地帶提出了全面建議。主題區見圖6。

Built upon analyses of the existing conditions of public/open spaces and waterfront areas in the Study Area, an Overall Landscape Concept Plan has been prepared (Figure 5). It articulates strategies to improve and provide open spaces, linking them up by landscape corridors to form an open space system, and integrating with the pedestrian network. Moreover, comprehensive proposals for enhancing the waterfront areas based on a design framework covering different themed zones have been formulated. The themed zones are shown in Figure 6.

9.2 所有休憩空間及環境美化建議的位置見圖4。

Please refer to Figure 4 for the locations of all open space and facelifting proposals.

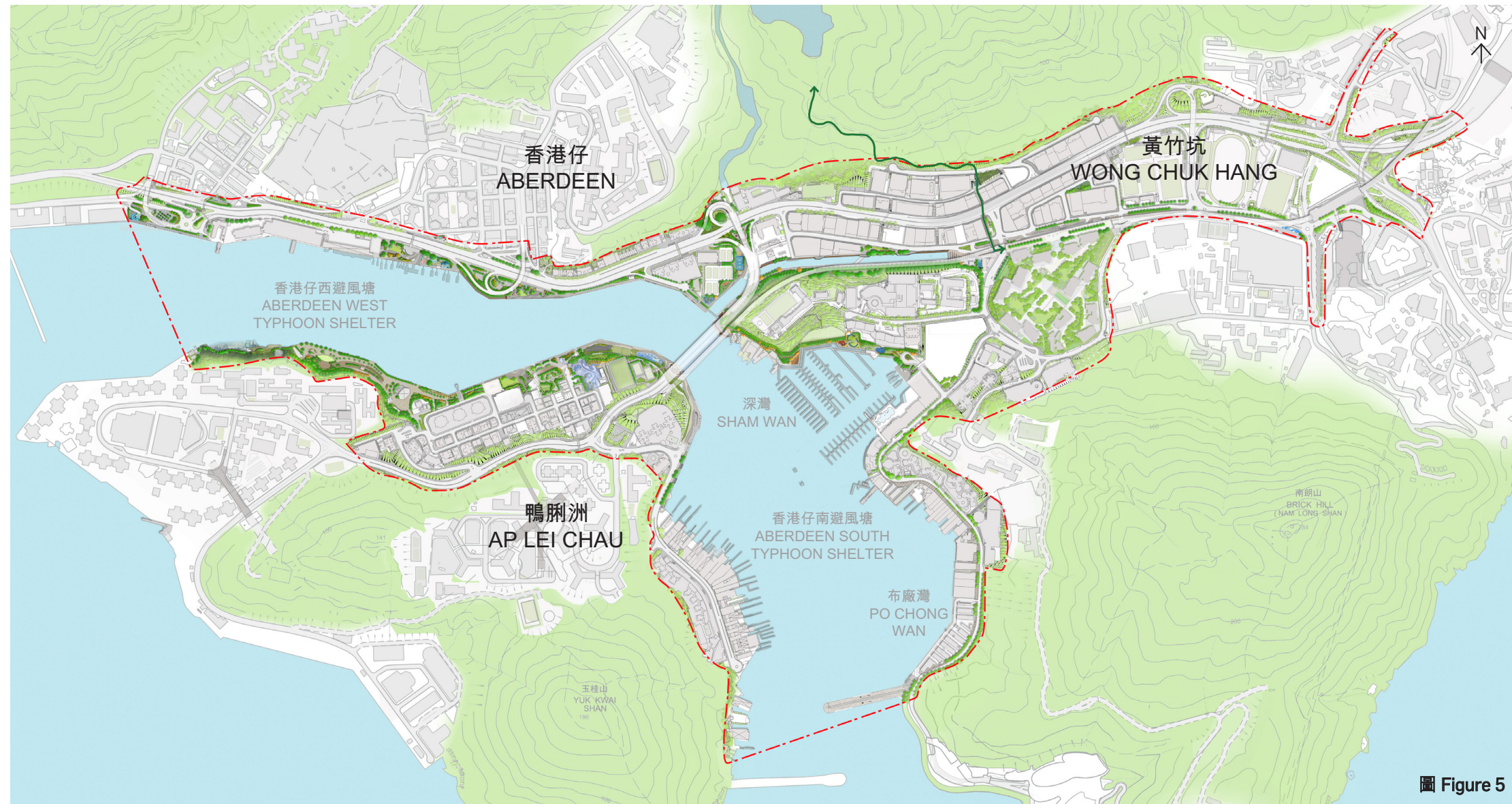


圖 Figure 5

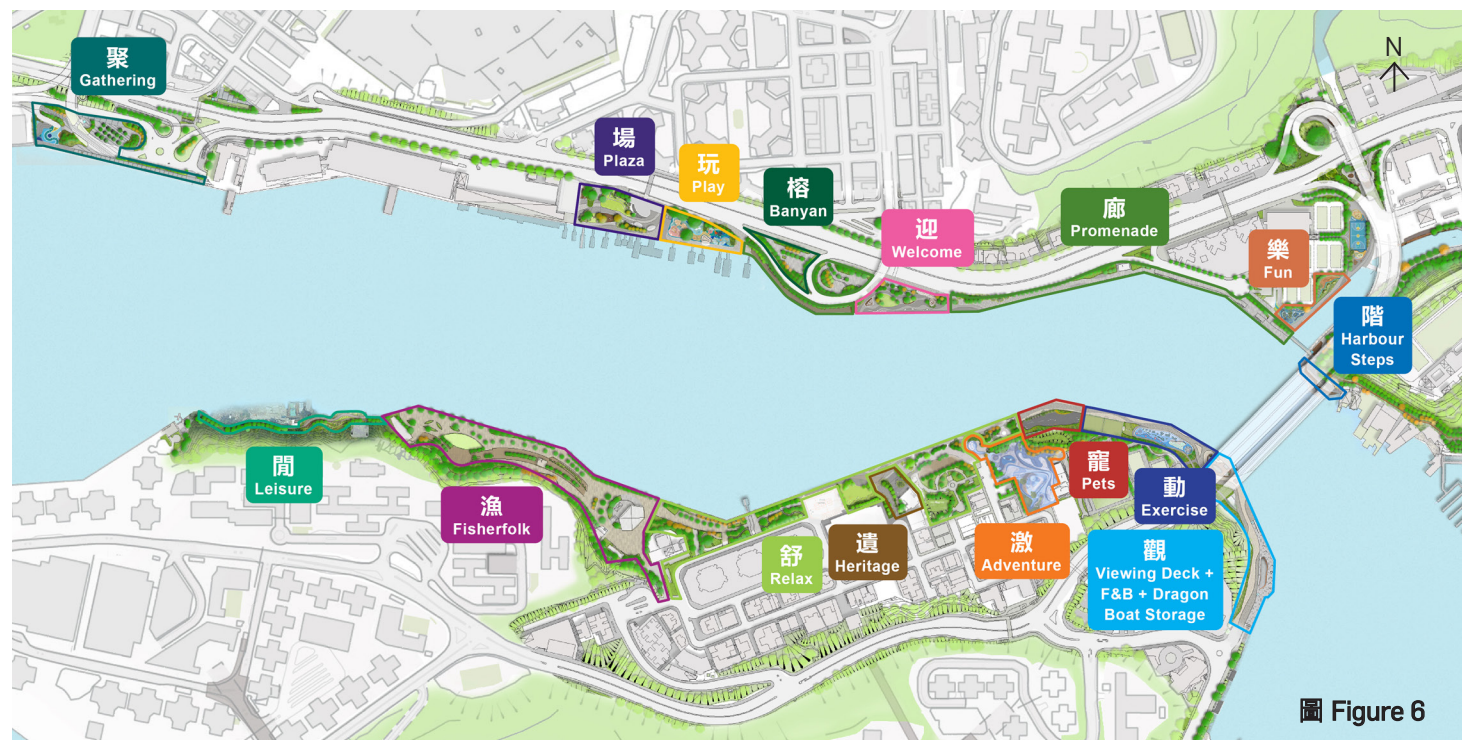


圖 Figure 6



## 短期建議 Short-term Proposals

9.3 本研究共提出 15 項休憩空間及環境美化短期建議。  
A total of 15 open space and facelifting short-term proposals are recommended.

### O1 田灣的多用途海濱休憩空間（「聚」區） Flexible Waterfront Open Space in Tin Wan ("Gathering" Zone)

- 田灣海旁的現有圍封工地將會成為具吸引力的多用途海濱休憩空間，包括加入平面圖案以改善空間感及新設施供公眾使用。  
The existing fenced-off works area near Tin Wan Praya Road would be turned into an attractive flexible waterfront open space, including graphics to improve spatial quality and new furniture for public use.



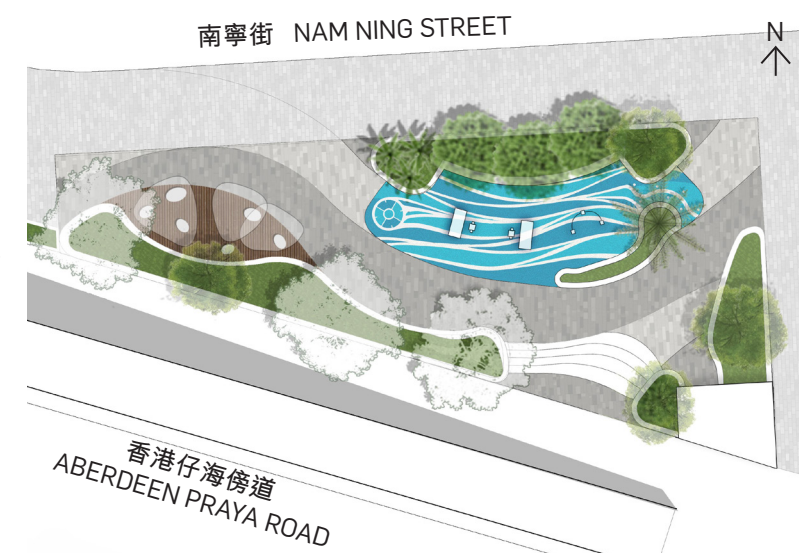
### O2 改善香港仔海傍道休憩處 Improvements to Aberdeen Praya Road Sitting-out Area

- 這休憩處的柵欄和閘門已被拆除，提供更舒適的休憩空間及增加視覺通透度。有蓋座椅亦已翻新。  
The fences and gates of this sitting-out area were removed to provide a more pleasant open space and enhance visual permeability. The sheltered seating have also been refurbished.



### O3 改善南寧街休憩處 Improvements to Nam Ning Street Sitting-out Area

- 建議改善此休憩處，包括改動花槽、重新安排通道及提升設施，以加強此休憩處的舒適度、視覺趣味及使用率。  
Enhancements including modifications to the planter, circulation rearrangement and facilities upgrade are proposed to this sitting-out area to enhance comfort, visual interest and utilisation.



### O4 改善香港仔海濱公園（近香港仔大道天橋）（「榕」區） Improvements to Aberdeen Promenade (near Aberdeen Main Road Flyover) ("Banyan" Zone)

- 已進行小型改善工程，提升該處的整體質素。  
Minor enhancement works have been carried out to improve the overall quality of the area.



### O5 開放涌尾明渠上游的圍封地方 Opening Up an Enclosed Area at Upstream Section of Staunton Creek Nullah

- 過往圍封的明渠維修用地經改善後已開放予公眾使用，提供遮蔭座椅、資訊板及色彩圖案。  
The previously enclosed nullah maintenance area has been improved and opened up for public use with provision of sheltered seating, information board and chromatic graphics.



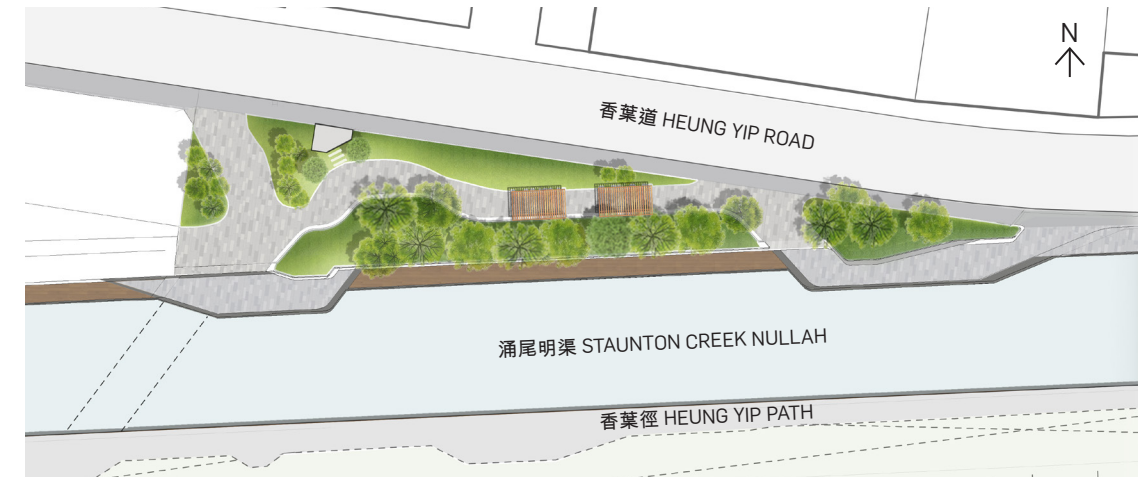
**O6 香港仔網球及壁球中心附近的新兒童遊樂場（「樂」區）及重置籃球場**  
**New Children's Playground near Aberdeen Tennis and Squash Centre ("Fun" Zone) and Relocation of Basketball Court**

- 建議在香港仔網球及壁球中心毗鄰公共空間設地形及雕塑遊樂場的主題遊樂區（「樂」區），連同從香港仔海濱公園重置於該處的籃球場，將成為吸引的焦點。  
 A thematic fun zone with landform and sculptural playgrounds ("Fun" Zone) is proposed next to Aberdeen Tennis and Squash Centre. Together with the relocation of the basketball court at Aberdeen Promenade to this location, an attractive focal point would be formed.
- 附近的鴨脷洲大橋（北端）兒童遊樂場亦建議美化，提升遊樂設施及翻新有蓋座椅。  
 The nearby ALC Bridge (North) Children's Playground is proposed to be facelifted. The play facilities would be upgraded and the sheltered seating would be refurbished.
- 此外，亦將優化香港仔大道／鴨脷洲大橋休憩處，提供更暢達和舒適行人走廊連接香港仔和黃竹坑，以改善行人環境。  
 Moreover, the Aberdeen Main Road/ALC Bridge Flyover Sitting-out Area would also be improved to enhance the pedestrian environment with more accessible and cosy walking corridor connecting Aberdeen and WCH.



**O7 改善香葉道休憩處**  
**Improvements to Heung Yip Road Sitting-out Area**

- 為結合涌尾明渠下游北岸的擬建行人板道，此休憩處將進行改善工程包括重新佈置花園及座椅，加強視覺通透度以及便利香葉道及未來行人板道之間的行人流通。  
 To integrate with the proposed boardwalk along the northern bank in the downstream section of Staunton Creek Nullah, improvements would be made to this sitting-out area including reconfiguration of the existing planters and seating to enhance visual permeability and facilitate pedestrian movements between Heung Yip Road and the future boardwalk.



**O8 改善南朗山道兒童遊樂場及休憩花園**  
**Improvements to Nam Long Shan Road Children's Playground and Rest Garden**

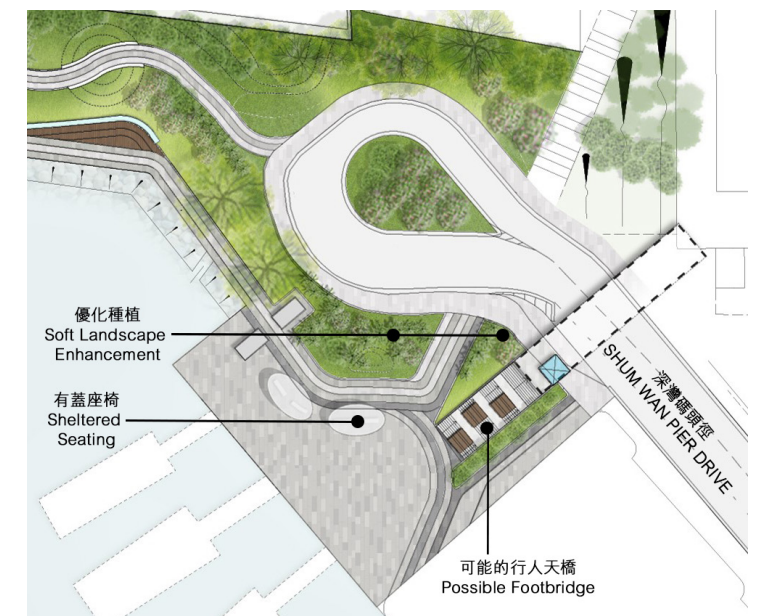
- 南朗山道兒童遊樂場及休憩花園的改善措施包括提升種植及遊樂設施。並將會改善它的視覺通透度及與大王爺廟毗鄰公共空間的連繫。  
 Revamp measures including planting and furniture upgrade are proposed for Nam Long Shan Road Children's Playground and Rest Garden. Visual permeability and connection with the public space next to Tai Wong Ye Temple would also be improved.

**O9 近鴨脷洲大橋的擬議海濱長廊（「階」區）**  
**Proposed Promenade near ALC Bridge ("Harbour Steps" Zone)**

- 建議於鴨脷洲大橋下近香葉徑盡頭的石灘提供梯台座位。座位會採用無欄杆設計，讓市民可以近水欣賞香港仔避風塘的美麗景致。  
 Terrace seating is proposed behind the existing rocky shore beneath ALC Bridge near the end of Heung Yip Path. The seating would adopt a fence-free design to allow the public to enjoy the fine views of Aberdeen Typhoon Shelter close to the waterbody.

**O10 深灣碼頭新休憩用地**  
**New Sitting-out Area at Shum Wan Pier Drive**

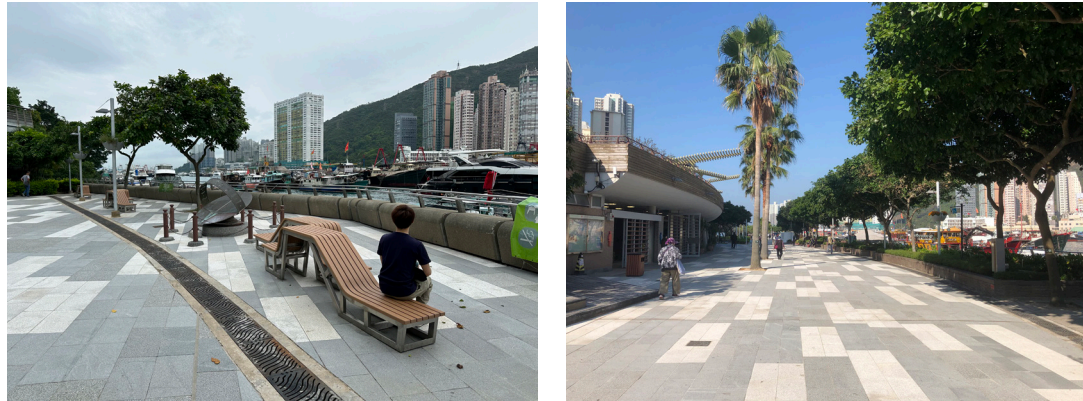
- 建議翻新此公共空間包括優化種植和園境設計，改造成連接黃竹坑及深灣海濱的焦點，亦配合太白海鮮舫的登岸設施。  
 Refurbishment of this public space including hard and soft landscape enhancements is proposed for this new sitting-out area to turn it into a focal point connecting WCH and the Sham Wan waterfront, and to suit the landing point for the Tai Pak Floating Restaurant.





**O11 改善鴨脷洲風之塔公園的海濱（「漁」區）**  
**Improvements to Waterfront Area at ALC Wind Tower Park ("Fisherfolk" Zone)**

- 建議進行環境美化措施，包括更換座椅及重鋪地面，為海濱一帶增添活力。  
 Facelifting measures, including replacement of seating and repaving are proposed to promote vibrancy of the waterfront area.



**O12 鴨脷洲風之塔公園及登岸梯級之間增設通道**  
**New Access between ALC Wind Tower Park and Existing Landing Steps**

- 已增設通道以加強現有登岸梯級與鴨脷洲風之塔公園及以外地方之間的連繫。  
 A new access has been provided to enhance connectivity between the existing landing steps and ALC Wind Tower Park and the area beyond.



**O13 於鴨脷洲海濱提供緊急車輛通道**  
**Provision of emergency vehicular access at ALC Waterfront Promenade**

- 建議在平瀾街與鴨脷洲海濱長廊東端之間提供一條6米寬緊急車輛通道。它不僅可以容許消防車進入該海濱長廊及改善公眾安全，亦在需要時作為緊急車輛前往鴨脷洲大街一帶的替代通道，例如當利枝道受阻。  
 It is proposed to provide a 6-metre wide emergency vehicular access between Ping Lan Street and the eastern end of ALC Waterfront Promenade. It can enable the accessibility of a fire engine to the promenade and improve public safety, and provide an alternative access route for emergency vehicles to ALC Main Street area when necessary, for instance in case Lee Chi Road is blocked.

**O14 改善鴨脷洲公園（「激」區）**  
**Improvements to ALC Park ("Adventure" Zone)**

- 為增強公園的吸引力，已於公園內增加座椅、移除不必要欄杆及更換展覽亭內展板。  
 Provision of additional seating, removal of unnecessary railings and replacement of the panels at the exhibition house have been completed to enhance the appeal of the park.



- 根據公共遊樂空間設計比賽的得獎作品，鴨脷洲公園內的現有兒童遊樂場和毗鄰空間將會改造成一個更具吸引力及挑戰性、共容和好玩的地方。  
 The existing children's playground and its adjoining area in ALC Park will be transformed into a more attractive, challenging, inclusive and fun to play area based on the winning scheme of a design competition for public play spaces.



**O15 移除在鴨脷洲北海濱不必要圍欄及花園**  
**Removal of Excessive Fencing and Planters at ALC North Waterfront**

- 為提高鴨脷洲北海濱的視覺通透度及實質連繫，不必要的圍欄及花園已被移除。  
 To enhance visual permeability and physical connection at ALC North waterfront, excessive fencing and planters have been removed.





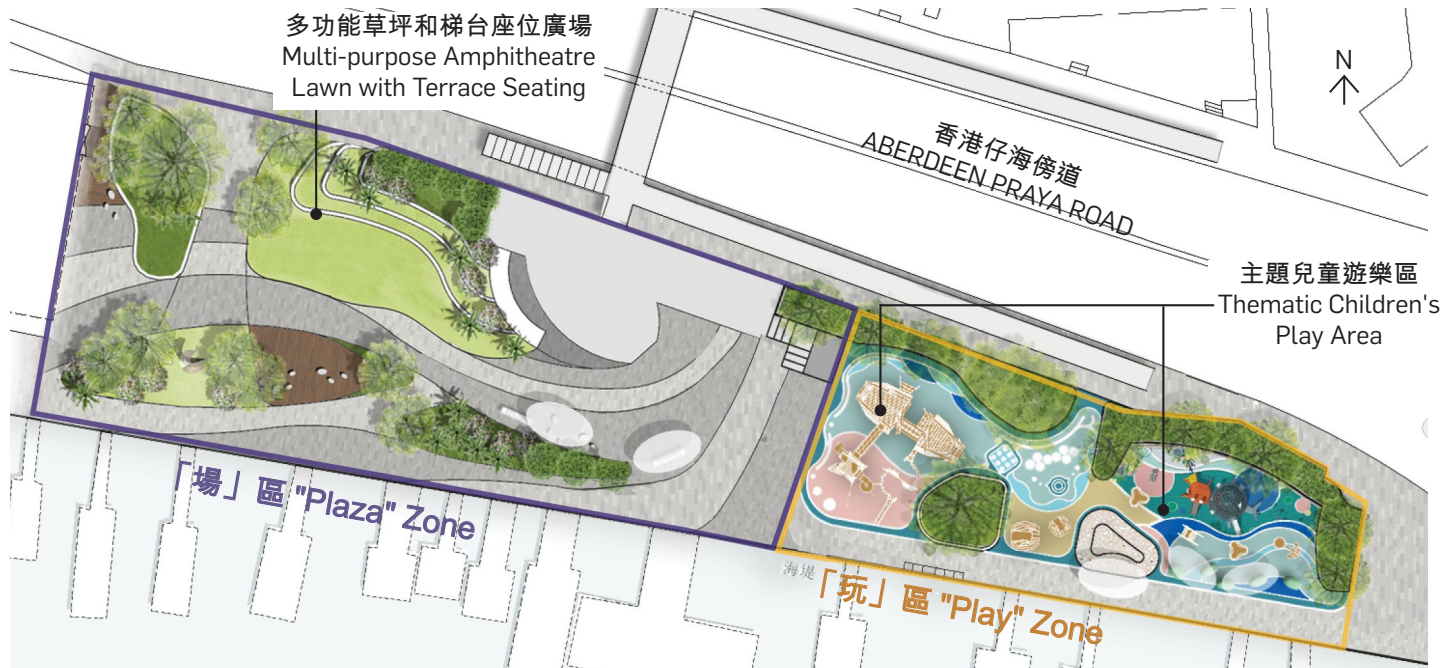
## 中長期建議 Medium to Long-term Proposals

9.4 本研究共提出 8 項中長期休憩空間及環境美化建議。

A total of 8 medium to long-term open space and facelifting improvement proposals are recommended under the Study.

### O16 擴建香港仔海濱公園的兒童遊樂場（「玩」區）及改善香港仔魚類批發市場旁的海濱（「場」區） Extension of Children's Playground at Aberdeen Promenade ("Play" Zone) and Improvement of Waterfront next to Aberdeen Wholesale Fish Market ("Plaza" Zone)

- 現有兒童遊樂場已計劃在「公共遊樂空間改造計劃」下提升，「玩」區旨在提供一個主題兒童遊樂區，進一步增添本地漁業文化色彩。  
The "Play" Zone is aimed at providing a thematic children's play area to complement the local fishery culture further to the already planned upgrade of the existing children's playground under the Transformation of Public Play Spaces.
- 建議在「場」區設多功能草坪和梯台座位廣場，供活動及表演之用，為活化香港仔魚類批發市場項目帶來協同效應。  
On the "Plaza" Zone, a multi-purpose amphitheatre lawn with terrace seating for events and performances are proposed to create synergy with the Revitalisation of Aberdeen Wholesale Fish Market project.

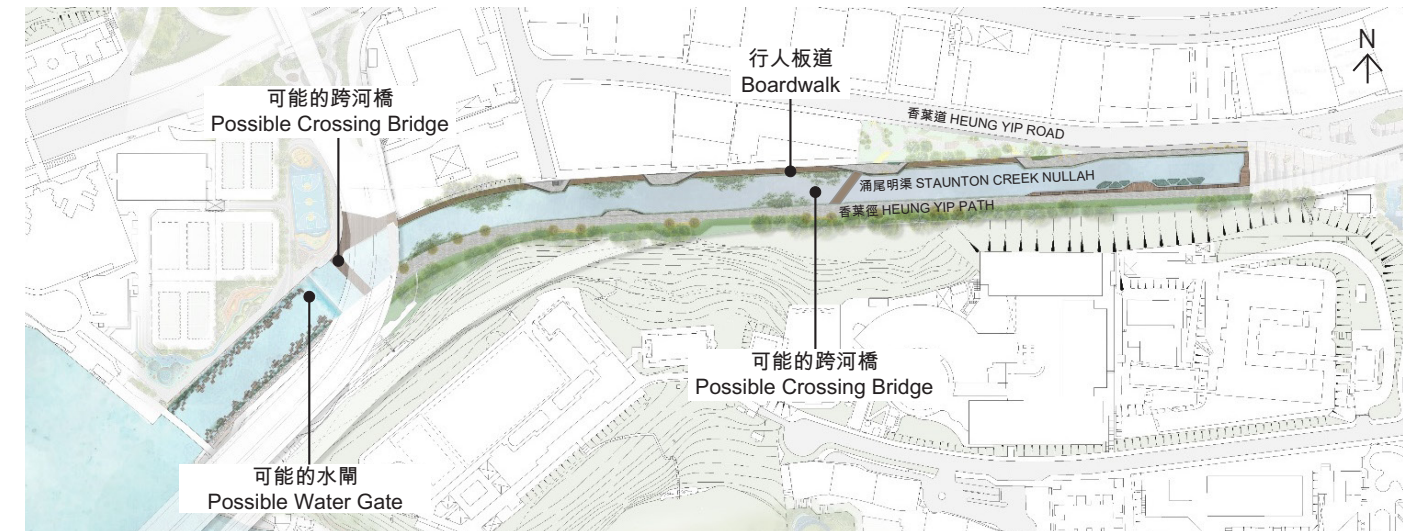


### O17 優化香港仔海傍道及街渡／渡輪之間的公共空間（「迎」區） Enhancement to the Public Realm between Aberdeen Praya Road and Ferry/Kaito Piers ("Welcome" Zone)

- 為加強「迎」區特色，建議在香港仔海濱公園近行人隧道的入口加設特色拱門，以吸引行人前往海濱長廊。擬提供遮蔭亭創造一個舒適空間，亦作為遊人在轉乘巴士／小巴和街渡／渡輪的聚腳點。  
To reinforce the "Welcome" Zone character, a feature arc is proposed at the entrance to Aberdeen Promenade near the pedestrian subway to attract pedestrians to walk towards the promenade. Shading pavilions would be provided to create a comfortable space for users of the open space and serve as a gathering spot for people commuting between buses/minibuses and kaitos/ferries.

### O18 活化涌尾明渠 Revitalisation of Staunton Creek Nullah

- 另一項研究正在制定活化明渠建議，把混凝土明渠重塑成具活力和綠化河道，改善水質及提升生態價值，以促進親水文化；並擬加強跨及沿明渠的連繫及易行度，結合毗鄰公共／休憩空間，成為黃竹坑的焦點。  
Proposals to revitalise the nullah are being formulated under a separate study with the aims of transforming the concrete channel into a vibrant and green river, enhancing the water quality and ecological value to foster water-friendly culture, improving connectivity and walkability across and along the nullah, and integrating with the adjoining public/open spaces to become a focal point in WCH.



### O19 深灣海濱新休憩空間 New Open Space along Sham Wan Waterfront

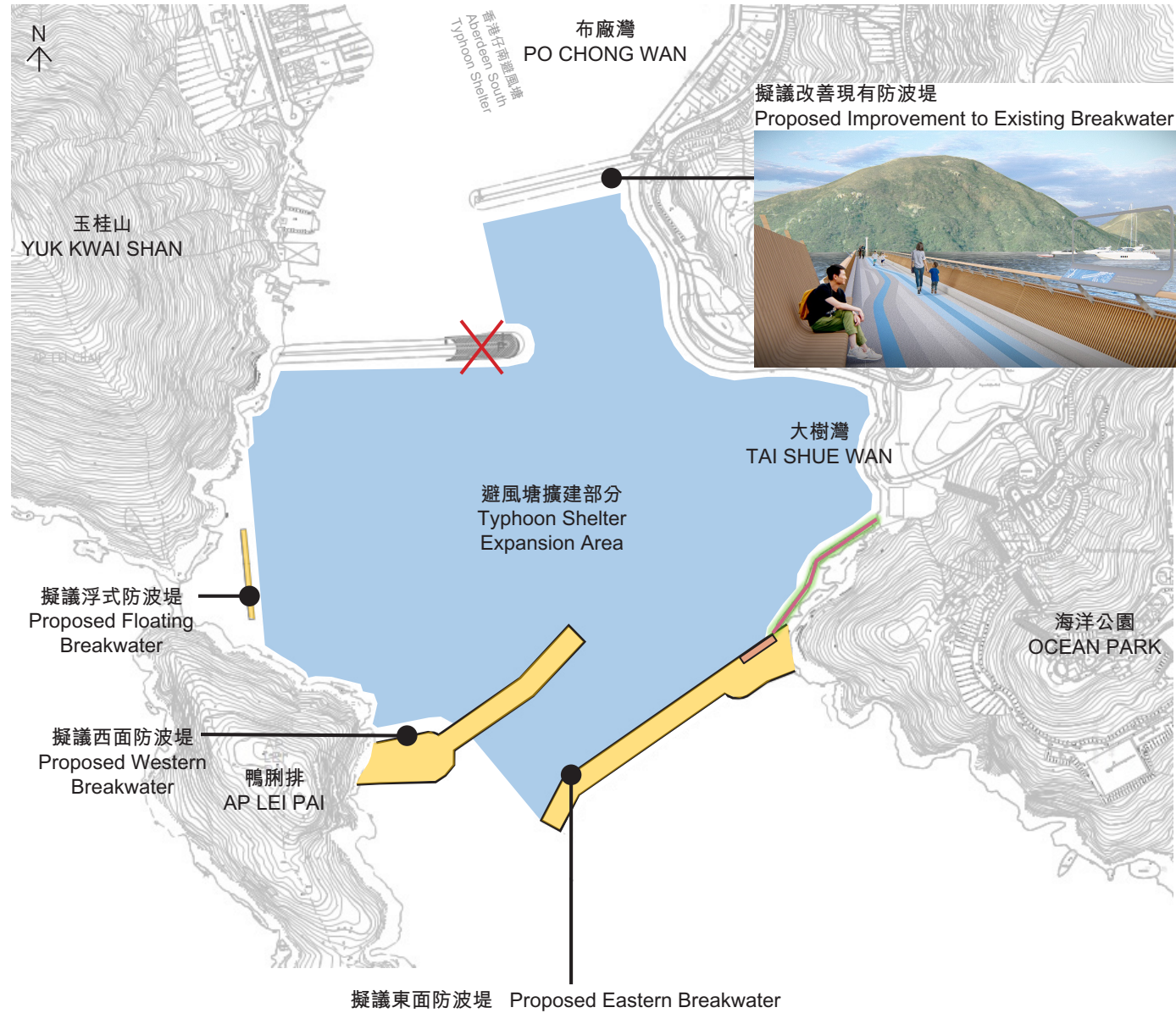
- 當深灣遊艇會及鴨洲橋附近三間船廠的短期租約終止後，可於深灣海濱引入新休閒及康樂設施供公眾享用，以增添活力和推廣健康生活。  
New leisure and recreation facilities for public enjoyment could be introduced along the Sham Wan waterfront to bring vibrancy and promote wellness when the short term tenancies of Aberdeen Marina Club and three shipyards near ALC Bridge could be terminated.





**O20 開放避風塘東面防波堤**  
Opening up Eastern Breakwaters

- 透過擴建香港仔避風塘項目，近布廠灣的現有防波堤及擬建的東面防波堤可開放給公眾使用，成為具吸引力的瞭望點。後者可成為休憩空間與旅遊、休閒和康樂發展產生協同效應。  
Leveraging the Expansion of Aberdeen Typhoon Shelter project, the existing eastern breakwater near Po Chong Wan as well as the proposed new eastern breakwater could be opened up for public access to become attractive lookout points. The latter could become an open space to create synergy with tourism, leisure and recreation developments.



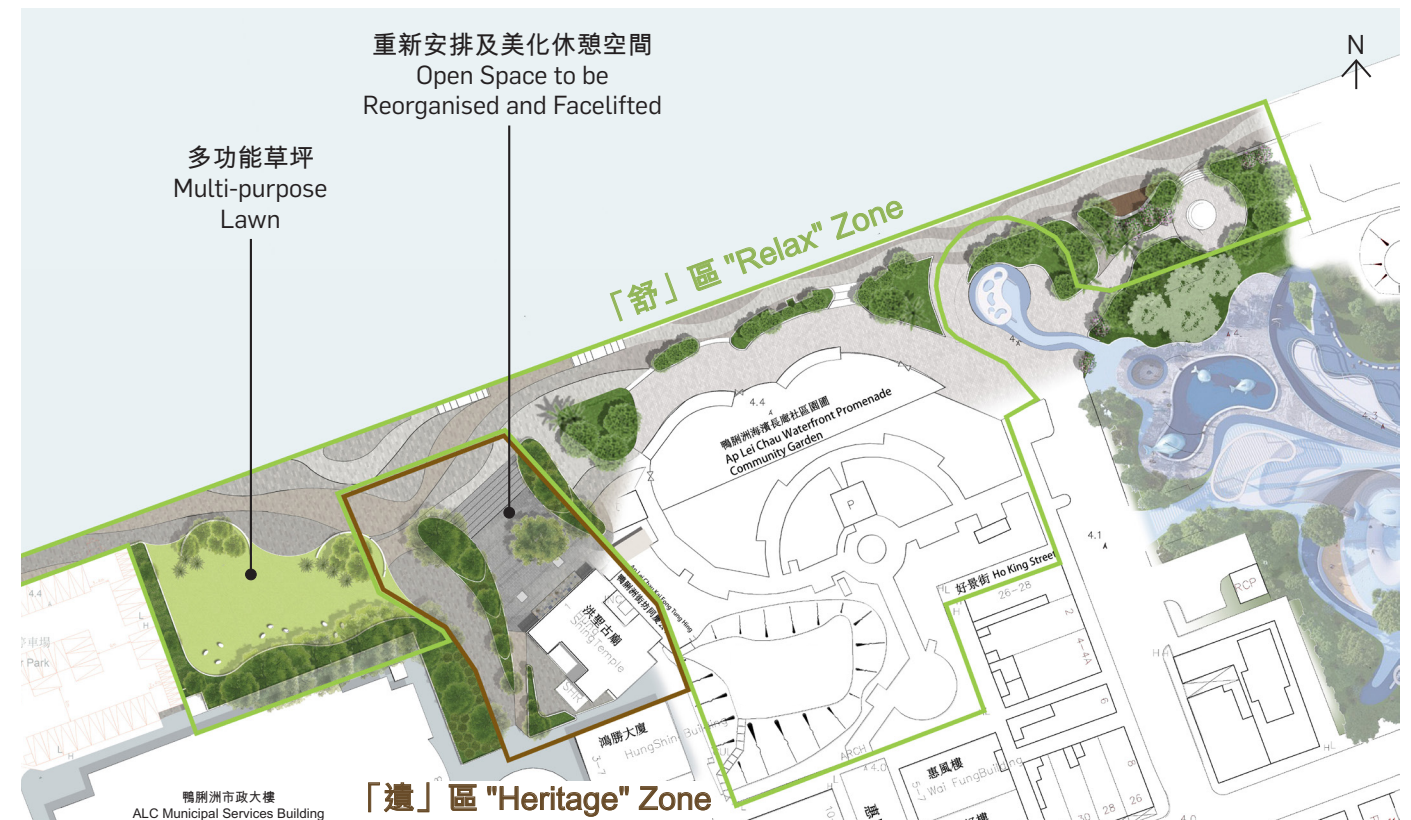
**O21 於鴨脷洲風之塔公園與大王宮廟之間建議的行人步道及休憩空間 (「閒」區)**  
Proposed Walkway and Open Space between ALC Wind Tower Park and Tai Wong Kung Temple ("Leisure" Zone)

- 建議的行人步道連接鴨脷洲風之塔公園及大王宮廟，以便前往此古廟。視乎進一步諮詢，通道或可延伸至接駁海怡半島。  
A walkway is proposed to connect ALC Wind Tower Park and Tai Wong Kung Temple to facilitate access to the historic temple. The walkway might be extended to connect with South Horizons subject to further consultation.



**O22 改善洪聖古廟旁的休憩空間 (「遺」區) 及於鴨脷洲海濱增設多功能草坪 (「舒」區)**  
Improvement to Open Space near Hung Shing Temple ("Heritage" Zone) and New Multi-purpose Lawn at ALC Waterfront ("Relax" Zone)

- 在「遺」區，建議重新改造及美化洪聖古廟旁的休憩空間，以便在該處進行的祭祀和慶祝活動。  
In the "Heritage" zone, the open space fronting Hung Shing Temple is proposed to be modified and facelifted to facilitate ritual and celebration events there.
- 在鴨脷洲市政大廈東北面的「舒」區，現有寵物公園擬遷移至鴨脷洲東北海濱一帶並以多功能草坪替代，供聚會及休閒活動之用。  
In the "Relax" zone to the northeast of ALC Municipal Services Building, the existing pet garden would be relocated to the northeastern waterfront area and replaced by a multi-purpose lawn to facilitate gathering and leisure activities.



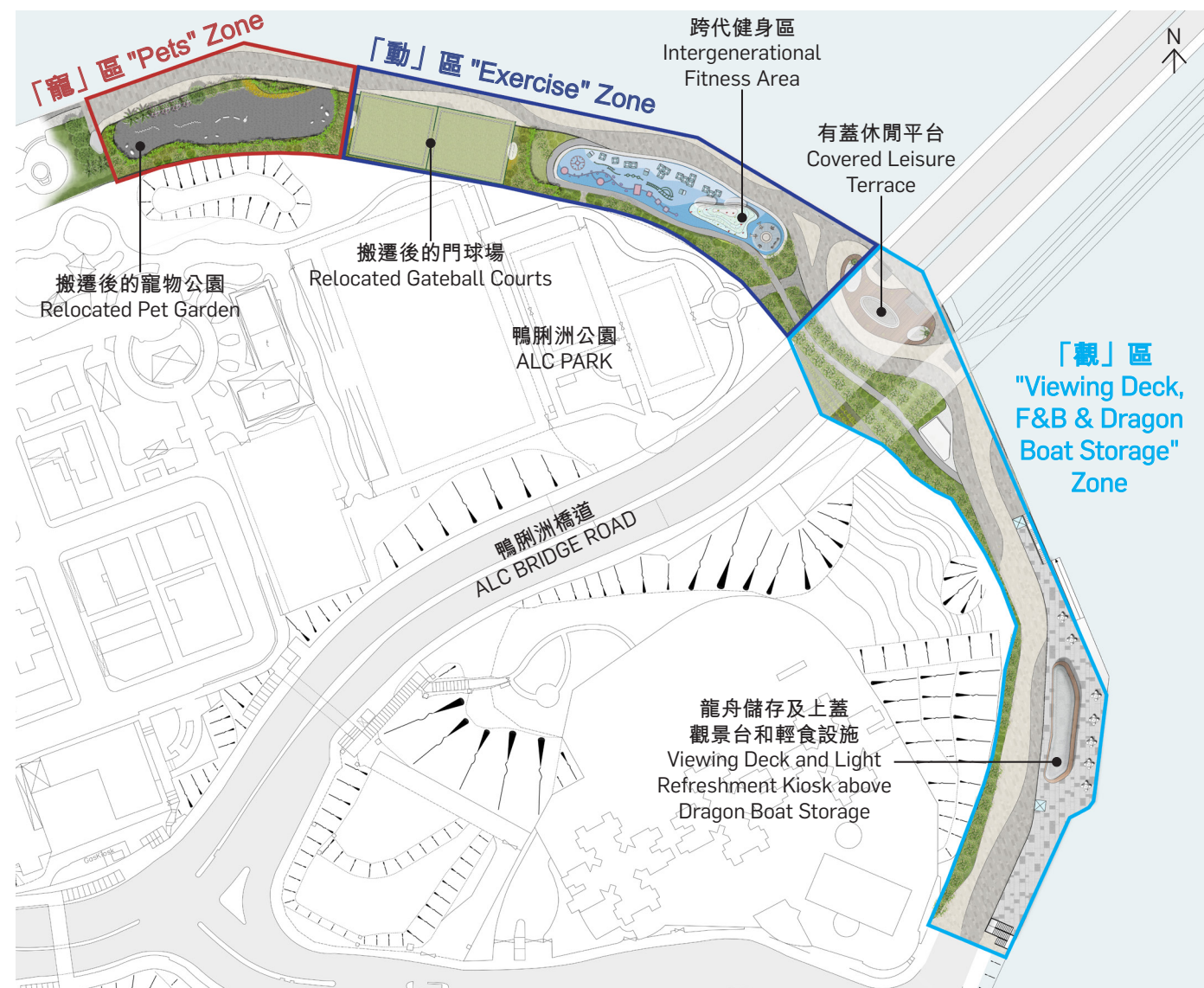


O23 鴨脷洲東北面的新休憩空間（「寵」、「動」及「觀」區）

New open space in ALC Northeast ("Pets", "Exercise" and "Viewing Deck, F&B & Dragon Boat Storage" Zones)

- 建議在該用地設「寵」、「動」及「觀」區，提供多元休閒及活動設施，例如搬遷後的寵物公園及門球場、跨代健身區、有蓋休閒平台、以及龍舟儲存空間上蓋的觀景台和輕食設施。

This site covering the "Pets", "Exercise" and "Viewing Deck, F&B and Dragon Boat Storage" Zones is proposed to include a diverse range of leisure and active facilities, namely the relocated pet garden and gateball courts, intergenerational fitness area, covered leisure terrace, viewing deck and light refreshment kiosk on the roof of the proposed dragon boat storage structure.



9.5 短期和中長期休憩空間及環境美化建議詳列於如下。

A list of the short-term and medium to long-term open space and facelifting proposals are shown in below.

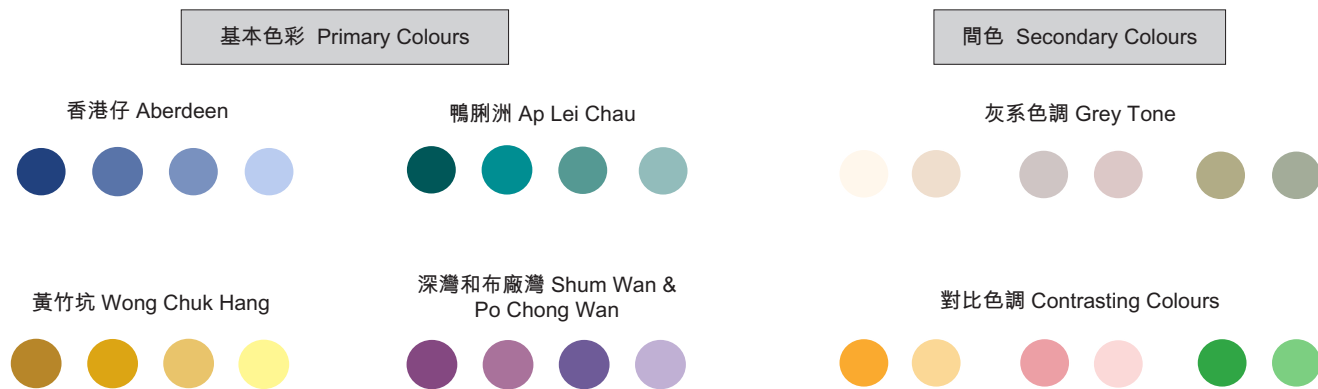
建議編號 Proposal No.	名稱 Title
<b>短期建議 Short-term Proposals</b>	
01	田灣的多用途海濱休憩空間（「聚」區） Flexible Waterfront Open Space in Tin Wan ("Gathering" Zone)
02	改善香港仔海傍道休憩處（已完成） Improvements to Aberdeen Praya Road Sitting-out Area (Completed)
03	改善南寧街休憩處 Improvements to Nam Ning Street Sitting-out Area
04	改善香港仔海濱公園（近香港仔大道天橋）（「榕」區）（已完成） Improvements to Aberdeen Promenade (near Aberdeen Main Road Flyover) ("Banyan" Zone) (Completed)
05	開放涌尾明渠上游的圍封地方（已完成） Opening Up an Enclosed Area at Upstream Section of Staunton Creek Nullah (Completed)
06	香港仔網球及壁球中心附近的新兒童遊樂場（「樂」區）及重置籃球場 New Children's Playground near Aberdeen Tennis and Squash Centre ("Fun" Zone) and Relocation of Basketball Court
07	改善香葉道休憩處 Improvements to Heung Yip Road Sitting-out Area
08	改善南朗山道兒童遊樂場及休憩花園 Improvements to Nam Long Shan Road Children's Playground and Rest Garden
09	近鴨脷洲大橋的擬議海濱長廊（「階」區） Proposed Promenade near ALC Bridge ("Harbour Steps" Zone)
010	深灣碼頭徑新休憩用地 New Sitting-out Area at Shum Wan Pier Drive
011	改善鴨脷洲風之塔公園的海濱（「漁」區） Improvements to Waterfront Area at ALC Wind Tower Park ("Fisherfolk" Zone)
012	鴨脷洲風之塔公園及登岸梯級之間增設通道（已完成） New Access between ALC Wind Tower Park and Existing Landing Steps (Completed)
013	於鴨脷洲海濱提供緊急車輛通道 Provision of emergency vehicular access at ALC Waterfront Promenade
014	改善鴨脷洲公園（「激」區） Improvements to ALC Park ("Adventure" Zone)
015	移除鴨脷洲北海濱不必要的圍欄及花園（已完成） Removal of Excessive Fencing and Planters at ALC North Waterfront (Completed)
<b>中長期建議 Medium to Long-term Proposals</b>	
016	擴建香港仔海濱公園的兒童遊樂場（「玩」區）及改善香港仔魚類批發市場旁的海濱（「場」區） Extension of Children's Playground at Aberdeen Promenade ("Play" Zone) and Improvement of Waterfront next to Aberdeen Wholesale Fish Market ("Plaza" Zone)
017	優化香港仔海傍道及街渡／渡輪之間的公共空間（「迎」區） Enhancement to the Public Realm between Aberdeen Praya Road and Ferry/Kaito Piers ("Welcome" Zone)
018	活化涌尾明渠 Revitalisation of Staunton Creek Nullah
019	深灣海濱新休憩空間 New Open Space along Sham Wan Waterfront
020	開放避風塘東面防波堤 Opening up Eastern Breakwaters
021	於鴨脷洲風之塔公園與大王宮廟之間建議的行人步道及休憩空間（「閒」區） Proposed Walkway and Open Space between ALC Wind Tower Park and Tai Wong Kung Temple ("Leisure" Zone)
022	改善洪聖古廟旁的休憩空間（「遺」區）及於鴨脷洲海濱增設多功能草坪（「舒」區） Improvements to Open Space near Hung Shing Temple ("Heritage" Zone) and New Multi-purpose Lawn at Ap Lei Chau Waterfront ("Relax" Zone)
023	鴨脷洲東北面的新休憩空間（「寵」、「動」及「觀」區） New Open Space in ALC Northeast ("Pets", "Exercise" and "Viewing Deck, F&B & Dragon Boat Storage" Zones)



## 10. 優化街景 Streetscape Enhancement

10.1 為加強地區形象，設計了以下光譜，為香港仔、黃竹坑、鴨脷洲、以及深灣和布廠灣一帶展現各自特色及文化。例如，將按光譜美化香港仔海傍道的三條行人天橋。

To reinforce local branding, the following colour spectrum is developed, showcasing the local identity and culture of the areas, namely Aberdeen, WCH, ALC as well as the Sham Wan and Po Chong Wan area. For instance, three footbridges at Aberdeen Praya Road will be beautified based on the colour spectrum.



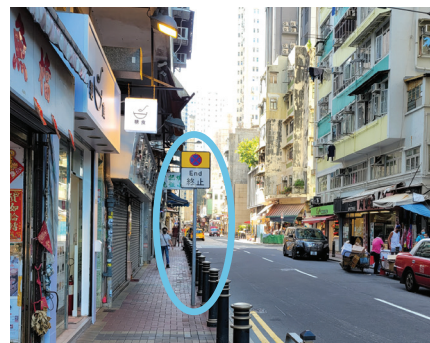
10.2 為促進行人友善環境及提升易行度，建議改善的措施包括：

To foster a pedestrian-friendly environment and to enhance walkability, proposed improvement measures include:

- 移除不必要的「24小時禁止停車限制」路標；  
decluttering of non-essential "24-hour No-stopping Restriction" signage;
- 整合交通路標；及  
consolidation of traffic sign posts, and
- 移除不必要的欄杆／擋柱。  
decluttering of non-essential railings/bollards.

一些例子：

Some examples:



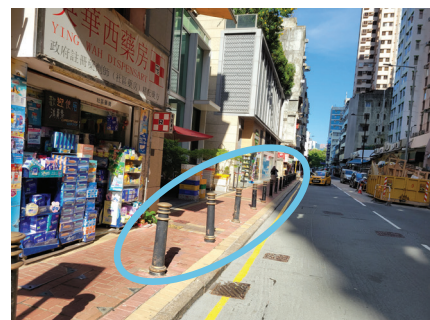
鴨脷洲大街  
Main Street, ALC



香葉道  
Heung Yip Road



葉勤街  
Yip Kan Street



鴨脷洲大街  
Main Street, ALC

## 11. 總結 Conclusion

11.1 就制定全面行人環境和交通改善建議的主要目標，本研究已檢視研究範圍內現有的行人流量及交通狀況，並相應地評估了具發展／重建潛力的政府用地。根據評估結果和概念總綱計劃的主要策略，本研究建議各項改善建議及可行的發展方案。在考慮了交通改善建議後，所有主要路口和道路在 2036 年為止的設計年份均表現理想。研究範圍內的現有及建議行人連接在所有設計年份亦表現理想。

With the main objective to formulate comprehensive pedestrian environment and traffic improvement proposals, the Study has reviewed the existing pedestrian flows and traffic conditions, and assessed government sites with development/redevelopment potential in the Study Area from the relevant perspectives. Based on the review results and the broad strategies in the CMP, various improvement proposals and feasible development options are recommended. After taking into account the traffic improvement proposals, all the key junctions and road links would operate satisfactorily in design years up to 2036. The existing and proposed pedestrian links within the Study Area would also be at satisfactory Level of Service in all design years.

11.2 園景概念總圖闡述了改善和提供休憩空間的策略，以景觀走廊把休憩空間連繫成一個休憩空間系統，並結合行人網絡。本研究亦為研究範圍制定了全面的休憩空間及環境美化建議。

The Overall Landscape Concept Plan articulates strategies to improve and provide open spaces, linking them up by landscape corridors to form an open space system, and integrating with the pedestrian network. Comprehensive open space and facelifting proposals have also been formulated for the Study Area.


11.3 本研究的短期建議已完成或處於不同階段的實施進程。躍動港島南辦事處會繼續與相關政府部門協作，推展在本研究下制定的其他建議。部分中長期建議需因應不同方面的考慮進行檢討，包括未來的行人及交通流量、南港島線（西段）項目的規劃，以及研究範圍內的發展／重建項目。

The short-term proposals recommended under the Study are already completed or in different stages of the implementation process. IISO will continue to collaborate with relevant government departments to take forward the other proposals formulated under the Study. Some of the medium to long-term proposals are subject to review in relation to considerations such as future pedestrian and traffic flows, planning of the South Island Line (West) project, and the development/redevelopment projects in the Study Area.









發展局 躍動港島南辦事處  
艾奕康有限公司

Invigoring Island South Office  
Development Bureau  
AECOM Asia Company Limited

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