城市地下空間發展：策略性地區先導研究

Pilot Study on UNDERGROUND SPACE DEVELOPMENT in Selected Strategic Urban Areas

第一階段公眾參與摘要

Stage 1 Public Engagement Digest



CEDD 土木工程拓展署 Civil Engineering and Development Department

規劃署 Planning Department

AECOM

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1.1 發展市區地下空間的願景及目標 The Vision and Goals for Urban Underground Space Development

願景 Vision

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

目標 Goals

加強地下行人網絡的連接性，以紓緩地面擠塞情況，並提供全天候舒適的步行環境

To Enhance Underground Pedestrian Connectivity to Alleviate Street Level Congestion and Provide Comfortable & All-weather Walking Environment

發展地下空間，創造吸引宜人的公共領域，讓市民步行、聚會與消閒

To Create an Attractive Underground Public Realm for People to Walk, Gather and Play

創造空間，以善用香港珍貴的土地資源

To Create Space to Optimise the Use of Valuable Land Resource in Hong Kong

背景 Background

在香港，不少已發展地區經常出現大量的人流和車流，導致市區街道環境日趨擠迫，加上稠密的建築和有限的土地資源，限制了市區的持續發展以滿足社會需求。

In many densely developed urban areas, Hong Kong is experiencing heavy pedestrian and traffic flows leading to a congested street environment. Besides, the densely built environment and limited land resources have limited the scope for further development of the urban areas to satisfy long-term community needs.

政府於2015年6月開展「城市地下空間發展：策略性地區先導研究」（下稱「本研究」）。研究範圍包括四個策略性地區，即尖沙咀西、銅鑼灣及跑馬地，以及金鐘／灣仔。研究旨在辨識上述四個策略性地區內發展地下空間的潛力，及制定地下空間總綱圖為未來地下空間發展作出指引。

In June 2015, the Government commissioned the "Pilot Study on Underground Space Development in Selected Strategic Urban Areas" (the Study) covering four selected Strategic Urban Areas (SUAs), namely Tsim Sha Tsui West, Causeway Bay and Happy Valley, and Admiralty/Wan Chai. The Study aims to identify the potential for underground space developments in each of these areas, and to formulate Underground Master Plans to guide the future underground space development.

香港地下空間發展的歷史 The History of Underground Space Development in Hong Kong

香港在利用地下空間建設公共及商業設施方面有著悠久的歷史。然而，我們的地下空間發展主要來自個別項目，包括商業地庫、道路／鐵路隧道、港鐵站及地下公用設施等。儘管香港的地下空間發展歷史悠久，這些個別項目往往缺乏橫向及縱向的整體規劃和融合，使地下空間發展的潛力尚未得到全面發揮。

Hong Kong has a long history of using underground spaces for public and commercial facilities. These are primarily standalone projects such as commercial basements, road/railway tunnels, MTR stations, underground utilities, etc. Despite the long history, holistic lateral and vertical planning and integration of these developments have not been achieved. As such, the potential of underground space development is yet to be fully optimised.

連接地下購物街、公共交通交匯處以及主要目的地
Connecting Underground Shopping Streets, Public Transport Interchanges (PTI) and Key Destination Nodes

參考世界各地的例子，有助我們發掘這四個策略性地區的地下空間發展潛力

Making reference to examples in different parts of the world may provide inspirations for identifying the potential of underground space developments in the four SUAs

東京、大阪及名古屋地下購物街
TOKYO, OSAKA & NAGOYA UNDERGROUND SHOPPING STREETS

日本大多數的地下空間發展均與鐵路或公共交通交匯處連接及融合。此外，有效的公私營合作模式亦有助推動日本的地下空間發展。成功例子包括佔地約7萬平方米的東京八重洲地下街、約3萬平方米的大阪梅田地下街以及約3萬平方米的名古屋 Oasis 21。

Most of the underground space developments in Japan are connected to and well integrated with railways or Public Transport Interchanges (PTIs). Besides, collaboration of public and private sectors facilitates the implementation of underground space development in Japan. Successful examples include Yaesu Chikagai in Tokyo with about 70,000 sqm floor space, Umeda underground shopping street in Osaka with about 30,000 sqm floor space and Oasis 21 in Nagoya with about 30,000 sqm floor space.



東京
Tokyo



名古屋
Nagoya

台北地下購物街
TAIPEI UNDERGROUND SHOPPING STREET

台北的地下空間發展主要由政府主導，以解決各項城市問題，例如交通擠塞和市區缺乏可發展空間等。目前在台北的地下空間發展大多集中在鐵路站，包括台北車站及中山捷運站附近的地下購物街。

The underground space developments in Taipei were mainly piloted by the government with a view to resolving urban issues such as traffic congestion, lack of developable spaces in urban areas, etc. At present, a vast majority of these developments are the underground shopping streets concentrated within close proximity to railway stations including Taipei Main Station, Zhongshan Metro Station, etc.

蒙特利爾地下城
MONTRÉAL UNDERGROUND CITY

蒙特利爾地下城，佔地約200公頃，行人通道全長約32公里，是世界上最完善的室內行人網絡之一。該行人網絡由隧道、走廊和中庭等組成，連接多達66個商住綜合項目。現時每日均有50多萬人次使用該行人網絡，連接市中心內約80%的辦公室空間及35%的零售空間。

Montréal Underground City is one of the most extensive indoor pedestrian networks in the world, covering an area of 200 hectares in the city's downtown and extending for about 32 km. The network consists of tunnels, corridors and atriums connecting 66 commercial and residential complexes. Used by more than 500,000 pedestrians daily, the network connects approximately 80% of office spaces and 35% of retail spaces in the downtown.


台北車站
Taipei Main Station






中山捷運站
Zhongshan Metro Station




蒙特利爾地下城
Montréal Underground City

融合休憩用地與地下交通設施，以及人車分流

Integration of Open Space & Underground Transport Facilities and Segregation of Pedestrian & Vehicular Traffic

巴黎拉德芳斯商業區
BUSINESS DISTRICT OF LA DÉFENSE, PARIS

拉德芳斯是巴黎市西面的核心商業區，每日人流多達18萬。該區採用現代化的城市設計，利用地下空間進行多層發展，與地鐵站及區域鐵路站連接，並令人車有效分隔。透過將車流遷往地底，整個地面變成寬闊的行人專用平台（約1.6平方公里），既可提供大型的戶外場地，舉辦文娛、康樂及展覽等活動，亦將附近的發展連接起來。

La Défense is the core business district west of Paris with a daily pedestrian flow of up to 180,000. By adopting a modern urban design concept of making use of multi-level underground space development connecting to metro and regional railway stations, vehicle-pedestrian segregation is effectively achieved. By relocating the traffic to underground, the entire above-ground space can be used as a spacious open deck (about 1.6 sqkm) for various uses such as cultural, recreational, exhibition and other activities, as well as connection to the developments in its proximity.

廣州市珠江新城花城匯
MALL OF THE WORLD, ZHUJIANG NEW TOWN, GUANGZHOU

位於珠江新城內的「花城匯」是世界上規模最大的地下空間綜合發展項目之一。花城匯包括三層地下空間發展，共提供約50萬平方米的樓面面積作零售、餐飲和娛樂設施等用途。花城匯連接地鐵站及旅客自動輸送系統，並提供超過3千個泊車位。地面空間則發展為綠化地帶及公眾休憩用地，連接周邊39棟商業辦公大樓和公共文化建築，達至人車分隔。

Mall of the World, located in Zhujiang New Town, is one of the world's largest comprehensive underground space developments. Comprising 3 levels of basement, it provides a total of about 500,000 sqm floor space for retail, dining and entertainments uses. It also connects to a metro station and an automated people mover (APM) system, and provides more than 3,000 parking spaces. The above-ground space is developed for green areas and public open space, which are connected to 39 commercial buildings and civic & cultural buildings in its periphery leading to vehicle-pedestrian segregation.







拉德芳斯
La Défense


花城匯
Mall of the World

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

哥本哈根校園地下體育館

UNDERGROUND GL. HELLERUP GYMNASIUM, COPENHAGEN

位於丹麥哥本哈根的GL. Hellerup Gymnasium是Old Hellerup中學的地下體育館。該場館位處校園中心庭園5米之下，提供約1,100平方米的多用途地下空間，成為學生進行運動、畢業典禮及社交活動的場所。

GL. Hellerup Gymnasium, situated in Copenhagen of Denmark, is an underground sports hall of Old Hellerup High School. Placed 5m below ground in the centre of the school's central courtyard, the sports hall comprises an underground space of about 1,100 sqm, which provides a multi-functional venue for sports, graduation ceremonies and social events.

首爾梨花女子大學

EWHA WOMANS UNIVERSITY, SEOUL

梨花女子大學是韓國首個女子教育機構，每年吸引大量遊客慕名到訪。其綜合校園區是韓國最大的地下校園，約有6萬平方米的樓面面積。綜合校園區包括六層地庫，提供圖書館、書店、體育館、劇院、咖啡室及其他文化設施。

Ewha Womans University is Korea's first educational institute for women and it attracts a lot of visitors all year round. Its campus complex is Korea's largest underground campus with approximately 60,000 sqm floor area for a 6-level basement, with library, bookstore, sports stadium, theatre, cafe, and other cultural facilities.





GL. Hellerup Gymnasium



梨花女子大學
Ewha Womans University

(圖片來源 Source: BIG-Bjarke Ingels Group)

1.3 發展地下空間帶來的機遇
Opportunities from Underground Space Development

以上海外成功的例子顯示在稠密的市區環境，只要發揮創意及制定合適的空間策略，地下空間可幫助解決當區問題及促進社區發展。

These successful overseas examples demonstrate that with creativity and suitable spatial strategies, underground space can help resolve local issues and promote social development in a densely developed urban environment.

優化行人連接性
Improving Pedestrian Connectivity

連接建築物和發展項目的地下空間，可提供額外行人通道、紓緩地面擠迫的人流和交通負荷，以及提供全天候和無障礙的行人連接通道。

Underground spaces connecting buildings and developments create additional passageways to relieve the congested pedestrian and traffic situation at above-ground as well as provide all-weather and seamless pedestrian connections.

改善生活環境
Enhancing Living Environment

地下空間可重置現時地面上的設施，以騰出寶貴的地面作其他更具效益及協調的土地用途。

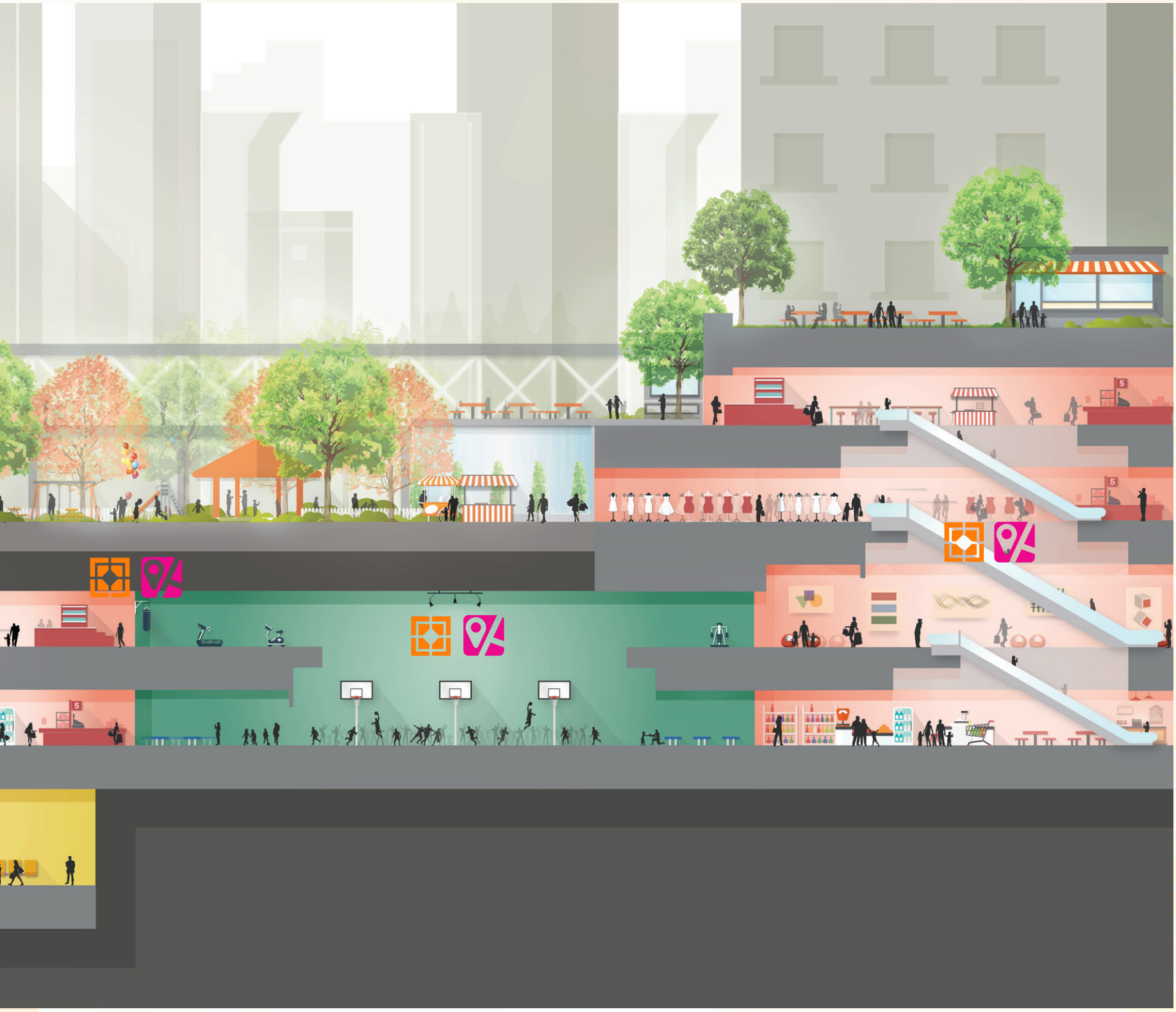
Underground spaces can be used to relocate existing above-ground facilities, thereby releasing the valuable surface land for more beneficial and compatible land uses.

創建空間
Creating Space

地下空間發展提供機遇構建空間作有利民生的用途，如商業、文娛康樂、藝術及社區設施等。

Underground space developments offer good opportunities to create new spaces for uses beneficial to the community such as commercial, recreational, art and community facilities, etc.





1.4 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

在評估地下空間發展的可行性時，會對現時的地面狀況、建築物地基、雨水／污水管道、食水管道、箱形暗渠等作充分考慮。

Due consideration will have to be given to the existing ground conditions, foundations of structures, drainage / sewage pipes, water mains, box culverts, etc, in assessing the feasibility of underground space development.



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

將地下空間發展連接至港鐵站及現有建築物地庫，可提供地面行人網絡以外的選擇。然而，在不影響鐵路運作的前提下，有些鐵路設施（包括港鐵站及隧道）會在某程度上限制地下空間的設計。同時，我們亦須考慮相關港鐵站的容量及因地下空間發展而帶來的額外人流，以免港鐵站不勝負荷。

Connecting underground space developments with MTR stations and basement of existing buildings could provide an alternative routing to the above-ground pedestrian network. Nevertheless, on the basis that railway operation should not be affected, some railway facilities (including MTR stations and tunnels) will impose constraints on the design of underground spaces to a certain extent. At the same time, the capacity of relevant MTR stations and the additional pedestrian flow should also be taken into consideration, to avoid imposing unacceptable burden on the MTR stations.



消防安全
Fire Safety

消防安全極為重要。我們必須確保地下空間有足夠的通風設備及走火通道，以符合技術及相關法定要求。然而，有關設施亦可能佔用地面空間，對現有地面設施有一定程度影響。

Fire safety is of paramount concerns. Adequate air ventilation and means of escape / access must be provided to satisfy the technical and statutory requirements. However, the associated facilities may also take up some above-ground space, which may affect the existing ground facilities to a certain extent.



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

財務可行性是一個重要的考慮因素。雖然地下空間發展可創造額外空間，但由於需要克服不少工程上的挑戰，一般而言，開發地下空間的成本會較為昂貴。當中建設成本、營運及維修費用、以及地下空間發展所產生的直接收益或間接經濟利益均是重要的考慮因素。而巨額的前期投資及較長的回本期亦是關注要點。

Financial viability is an important consideration. While underground space development will create additional space, with the need to overcome a series of technical constraints, the development cost for underground space would generally be higher. Construction costs, operation and maintenance expenses, as well as the direct revenues or indirect economic benefits that may be generated from the developments are crucial considerations. The likely very large upfront investment and long financial recovery period are key concerns.

業權及城市規劃事宜
Land Ownership and Town Planning Issues

要推行全面綜合的地下網絡可能涉及不同的土地用途和土地分層，及與公私營項目的銜接問題。我們會充分考慮所有潛在的影響，包括土地規劃、土地業權、物業管理、規劃及樓宇管制等。

The implementation of comprehensive and integrated underground network may involve various land uses at different land stratum and interface with public and private projects. The potential implications in respect of land use planning, land ownership, property management, planning and building control, etc. are subjects for consideration.



執行安排
Implementation Arrangement

在考慮地下空間的用途、財務可行性和土地業權的同時，我們必須小心決定執行安排（公營、私營或是公私營合作模式）的事宜。在平衡公眾利益的大前提下，我們可能要引入強制性要求及／或提供誘因，鼓勵私營機構參與地下空間發展以構建全面綜合的地下空間。

Taking into consideration the nature of the use of underground spaces, financial viability and land ownership pattern, the implementation arrangement, be it public, private, or public-private partnership, has to be carefully decided. Balancing the public interest, some mandatory requirements and/or incentives schemes may have to be introduced to encourage private sector participation with a view to creating a comprehensive and integrated underground space.



（圖片來源 Source: JCCAC）

地下空間發展對地面設施／活動的影響
Impact to Above-ground Facilities/Activities

地下空間發展可能會影響地面的設施及活動（例如樹木及公園內舉行的大型活動），但我們會盡力避免對公園內的成熟樹木及所舉行的活動造成影響。地下空間發展所帶來的額外車輛流量亦可能加劇當區的道路負荷。至於地下停車場（特別是用作停泊旅遊車）的出入斜路亦可能無可避免地對一些地面設施帶來影響。

Underground space development may affect the above-ground facilities and activities, e.g. trees and major events held in the parks. However, we will avoid the impacts on mature trees and events held within the parks as far as possible. Additional traffic induced by the underground space development may also aggravate the congested road conditions of the areas. For the underground car parks, in particular coach parking, the access ramp may inevitably affect some above-ground facilities.



在施工期間帶來的交通及社會影響
Traffic and Social Impacts during Construction Stage

透過分期進行工程及創新的施工技術雖然可減低工程對社區的影響，但施工期間對使用地面設施的影響及可能引致的長時間封路則無法避免，地下空間一般以明挖方法建造，因應市區地面的複雜環境，有些地方可採用地底挖掘方法，以減低對地面設施的影響。然而，這方法仍需在地面開挖工作坑，亦需要較長的施工時間。

Although phasing of works and innovative construction technologies could be adopted to minimise the impact to the community, the disruption to the usage of above-ground facilities and potentially long road closure during construction stage cannot be avoided. Underground space is normally constructed by the open-cut method. Constrained by the complicated at-grade urban setting, the underground mining method can be adopted in some areas to minimise the impact to the surface facilities. However, excavation of pits at ground level will still be required with a longer construction period.



1.5 研究範疇 Scope of Study



本研究旨在評估在四個策略性地區（包括尖沙咀西、銅鑼灣及跑馬地，以及金鐘／灣仔）發展地下空間的機遇和挑戰。我們會透過以「地區為本」的策略，探討區內的發展限制和機遇，並物色合適的地下空間發展，以進行初步規劃及技術評估。研究亦會制定地下空間總綱圖。

The Study aims to evaluate the overall opportunities and challenges of underground space development in the four SUAs including Tsim Sha Tsui West, Causeway Bay and Happy Valley, and Admiralty/Wan Chai. Through examination of the development opportunities and challenges in the SUAs based on "area-based" spatial strategies, suitable underground space developments will be identified for preliminary planning and technical assessments. The Study will also formulate a master plan for underground space.

研究展開
Study Commenced

物色具潛力發展地下空間的位置
Identify potential underground space locations

審視在四個策略性地區
發展地下空間的機遇及挑戰
Examine opportunities and challenges related to underground space development in the four Strategic Urban Areas

審視地下空間內的可行用途
Examine possible uses for the potential underground spaces

第一階段 公眾參與
Stage 1 Public Engagement

收集公眾對地下空間發展的意見
Solicit Public Views on Underground Space Development

我們在此
We are Here

物色合適的地下空間發展
Identify suitable underground space developments

進行技術評估
Undertake technical assessments

擬備概念方案
Prepare Conceptual Schemes

擬備初步地下空間總綱圖
Prepare Preliminary Underground Master Plans

第二階段 公眾參與
Stage 2 Public Engagement

收集公眾對概念方案及初步地下空間總綱圖的意見
Seek Public Comments on Conceptual Schemes & Preliminary Underground Master Plans

優化概念方案及地下空間總綱圖
Refinement of Conceptual Schemes & Underground Master Plans

2.1 策略性地區 (一) 尖沙咀西：地區及地下環境現狀
Strategic Urban Area (1) Tsim Sha Tsui West: District Baseline Condition and Underground Context

尖沙咀位於九龍半島的心臟地帶，是主要旅遊、商業、餐飲和娛樂中心，亦有坐擁維多利亞港綺麗風光的海濱長廊。與此同時，尖沙咀是個重要的交通樞紐，有多條港鐵線提供服務。此外，多項新發展項目（包括西九文化區及高鐵西九龍總站）亦進一步加強該地區的吸引力。

尖沙咀毗鄰四個港鐵站，包括柯士甸站、佐敦站、尖沙咀站及尖東站。其中，尖沙咀站及尖東站現時已有完善的地下通道連接，而柯士甸站亦已規劃行人通道連接至西九文化區。尖沙咀的南部現時亦有完善的地下行人網絡，連接港鐵站及主要建築物。此外，一些商業發展亦設有獨立的地庫商場。

目前興建中的西九龍總站及西九文化區亦包括地下空間發展，其中西九文化區的地下空間發展主要用作道路設施。

Tsim Sha Tsui, located at the heart of Kowloon Peninsula, is a major tourism, commercial, food & beverage and entertainment hub. It occupies an extensive harbourfront promenade with spectacular views. The area is also a major transportation hub well served by the MTR network. The ongoing new projects of the West Kowloon Cultural District (WKCD) and the West Kowloon Terminus (WKT) of the Express Rail Link (XRL) all contribute to increasing the attractiveness of the area.

Four MTR stations including Austin, Jordan, Tsim Sha Tsui and East Tsim Sha Tsui Stations are in the vicinity of Tsim Sha Tsui. Both Tsim Sha Tsui and East Tsim Sha Tsui Stations are connected underground, while Austin Station is planned to connect with the WKCD. An extensive and well-connected pedestrian subway network is also provided in the southern portion of Tsim Sha Tsui, and essentially allows pedestrians to travel from MTR stations to some major developments. There are also a number of commercial developments with standalone underground spaces, mainly as retail use.

The WKT and WKCD currently under construction will both consist of underground space development, with the WKCD basement designed mainly for vehicular facilities.

主要地標景點
Key Landmarks and Attraction Nodes



廣東道 - 主要商業購物街
Canton Road - Major Shopping Street



尖沙咀海旁
Tsim Sha Tsui Promenade

主要休憩用地及歷史建築物
Major Open Space and Heritage Node

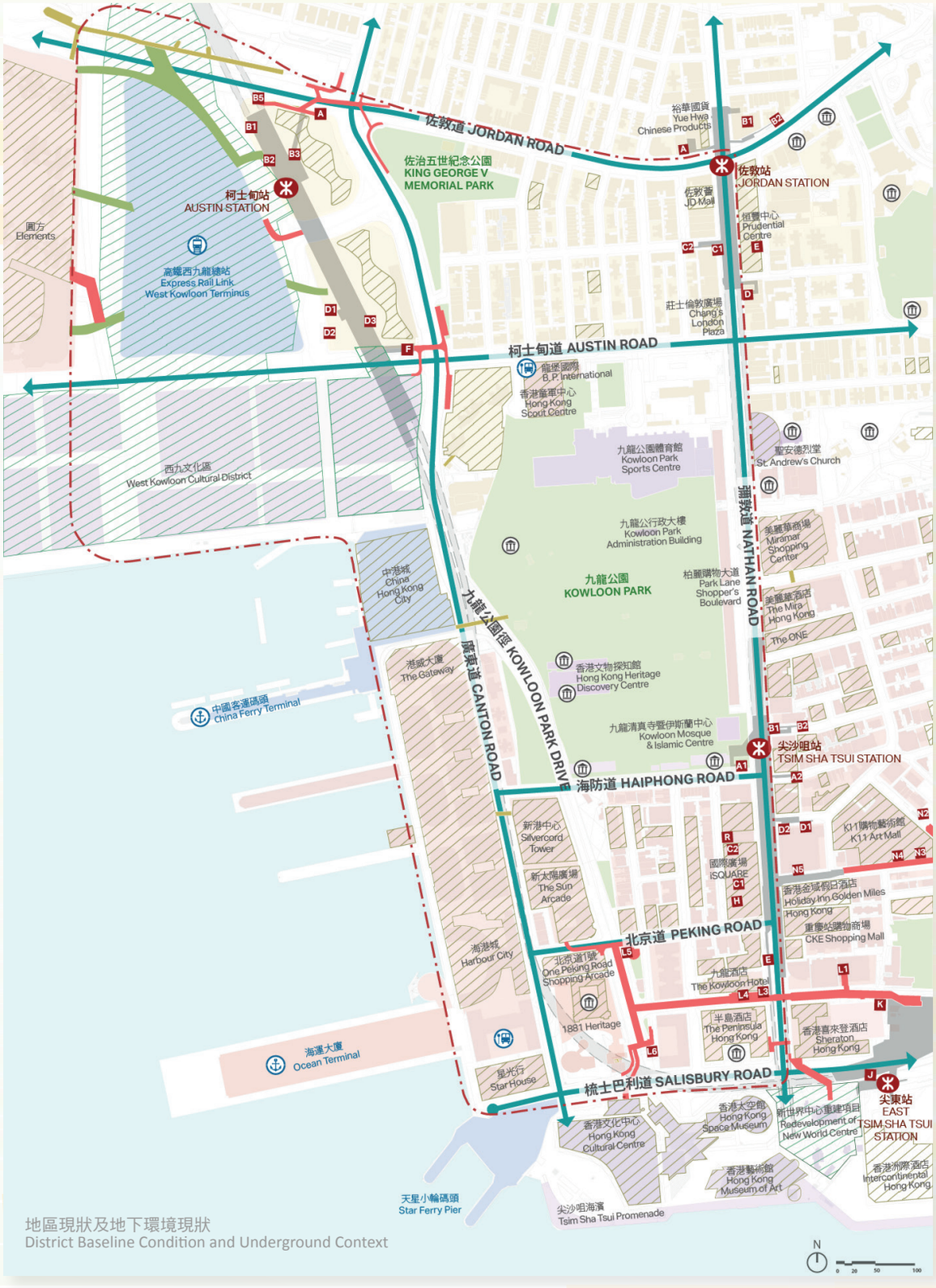

香港文物探知館
Hong Kong Heritage Discovery Centre


九龍公園
Kowloon Park

興建中的主要新發展
Major New Developments Under Construction


西九文化區
West Kowloon Cultural District


西九龍總站
West Kowloon Terminus



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

現有港鐵及行人隧道網絡
Existing MTR Stations and Pedestrian Subway Networks



連接港鐵站出口的商場地庫
Commercial Basement Connecting to MTR Station Exits



連接地下行人隧道的商場地庫
Commercial Basement Connecting to Pedestrian Subways

圖例 Legend

- 尖沙咀西策略性地區 Tsim Sha Tsui West SUA Boundary
- 現有商業區 Existing Commercial Clusters
- 現有住宅區 Existing Residential Communities
- 其他用途 (包括社區,文化及旅遊) Other Uses (including Community, Cultural & Tourism)
- 現有及已規劃的公共交通樞紐 Existing & Planned Transportation Node
- 主要公園及休憩用地 Existing Park & Open Space
- 主要地面車輛/行人連接 Major At-Grade Vehicular & Pedestrian Linkage
- 文物建築 Built Heritage
- 過境巴士總站 Cross Boundary Bus Terminus
- 客運碼頭 Ferry Pier
- 鐵路總站 Railway Terminus
- 現有的地下空間 Existing Underground Space
- 已規劃的地下空間 Planned Underground Space
- 港鐵站及其線路設施 MTR Station and Railway Infrastructure
- 現有的行人隧道 Existing Pedestrian Subway
- 現有的行人天橋 Existing Elevated Walkway
- 已規劃的行人天橋 Planned Elevated Walkway

2.2 主要課題 Key Issues

整體而言，尖沙咀發展成熟，但缺乏新土地供應以改善社區環境，亦有需要加強各個現有及新發展地區的連繫。區內有些主要課題可以透過發展地下空間解決：

In general, Tsim Sha Tsui is well developed but there is a lack of new land supply to improve the urban environment and there is a need to better connect the existing and new developments. Underground space development may help address the following key district 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.



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.

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.

2.3 發展限制 Development Constraints

- 區內大部分土地屬私人業權，對地下空間發展的整體性帶來挑戰
  Large extent of private land within the area poses challenges for comprehensive underground space development
- 密集的城市發展及現存建築物的地基及結構
  Dense urban development and presence of foundations and structures of existing buildings
- 現有的港鐵站、鐵路走線以及其他地下設施
  Existing MTR stations, railway alignments and other underground utilities
- 地面的考慮因素，包括古樹名木、園境資源、文物建築、現有用途及設施
  Above-ground considerations such as preservation of Old and Valuable Trees, landscape resources, built heritage, existing uses and facilities
- 位於九龍公園內的廢置防空隧道
  Presence of disused air-raid tunnels within Kowloon Park



主要課題及發展限制
Key Issues and Development Constraints

想一想
QUESTIONS TO THINK ABOUT

你認為尖沙咀還有甚麼需要關注的議題？

Are there other issues that need addressing in Tsim Sha Tsui?

有那些議題需要優先處理？

What are the priorities?

圖例 Legend

- 尖沙咀西策略性地區 Tsim Sha Tsui West 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
- 防空隧道 Air-Raid Tunnels
- 古樹名木 Old & Valuable Tree
- 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
- 已規劃的行人天橋 Planned Elevated Walkway
- 現有擁擠的行人通道 Existing Congested Pedestrian Corridor
- 現有架空行車道路 Existing Elevated Vehicular Road
- 因地形原因缺乏與地面連接的公園邊界 Inaccessible Park Edge due to Existing Topography
- 現有的地下空間 Existing Underground Space
- 已規劃的地下空間 Planned Underground Space
- +8 現時標高 Existing Site Level

2.4 初步規劃概念 Preliminary Planning Concepts

基於對地區環境的了解及配合社區提出的期望，本研究制定了以下的初步規劃概念：

Based on the understanding of district context and community aspirations, preliminary planning concepts are formulated as below:

加強與新發展區的連接性
Enhance Connectivity to New Development Areas

提供無障礙的行人連接系統連接至未來的西九文化區及高鐵西九龍總站，加強與尖沙咀中部的連繫

Providing barrier-free pedestrian network to connect the future WKCD and the WKT for enhancing connectivity with the central Tsim Sha Tsui area

構建空間作額外的社區設施
Create Space for Additional Community Facilities

構建空間作文化藝術表演、手工藝檔攤、街頭藝術、室內運動場地、兒童和社區服務設施、商業等用途

Creating spaces for arts and cultural performance, handmade art vendors, street art, indoor sports, children and community service facilities, commercial uses, etc.

增強尖沙咀區作為主要國際商業旅遊中心的吸引力
Enhance Tsim Sha Tsui's Appeal as an Internationally Renowned Commercial and Tourism Destination

為本地市民及旅客提供多元化用途（包括商業、文化、娛樂及餐飲設施等），以進一步加強尖沙咀作為國際商業旅遊中心的角色

Providing a diversity of uses including commercial, cultural, recreational and food & beverage facilities for the local population and tourists to further strengthen Tsim Sha Tsui as an internationally renowned commercial and tourist destination

加強東西及南北向的行人連接性
Enhance East-West and North-South Pedestrian Connectivity

設置東西及南北向的地下行人走廊，為行人提供快捷方便、富有活力的連接

Providing east-west and north-south underground pedestrian corridors to enable easy, convenient and vibrant connections

提升行人環境的吸引力
Enhance Attractiveness of Pedestrian Environment

疏導地面人流，提供全天候的地下行人暨購物通道

Relieving at-grade pedestrian congestion by providing all-weather pedestrian-cum-retail underground connections




LUSH








佐治五世紀念公園
KING GEORGE V
MEMORIAL PARK
柯士甸站
AUSTIN STATION
佐敦站
JORDAN STATION
高鐵西九龍總站
Express Rail Link
West Kowloon Terminus
西九文化區
West Kowloon Cultural District
九龍公園
KOWLOON PARK
尖沙咀站
TSIM SHA TSUI STATION
尖東站
EAST
TSIM SHA TSUI
STATION
想一想
QUESTIONS
TO THINK ABOUT
你對這些初步概念有甚麼意見？
What are your comments
on these preliminary concepts?
這些初步概念之外，你還有甚麼想法？
Other than these concepts,
what would you suggest?
圖例 Legend
尖沙咀西策略性地區
Tsim Sha Tsui West SUA Boundary
具潛力的主要地下行人連接
Potential Key Underground Pedestrian Linkage
現有的地下空間
Existing Underground Space
規劃中的地下空間
Underground Space Under Planning
港鐵走線
MTR Alignment
初步規劃概念
Preliminary Planning Concepts
N







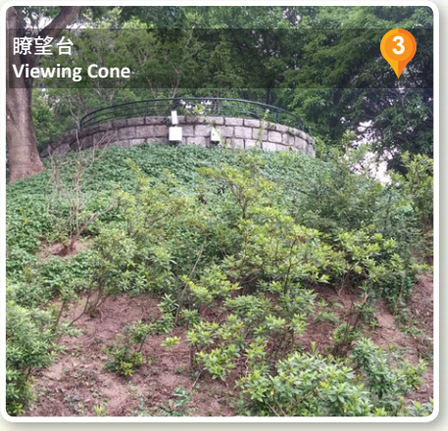


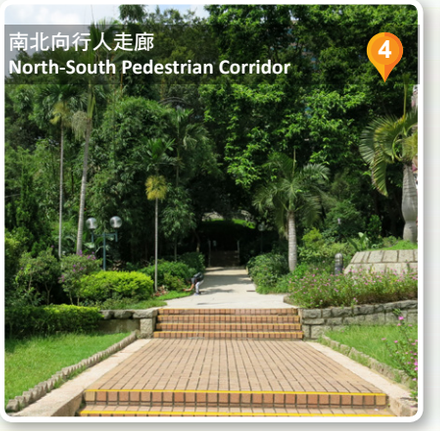


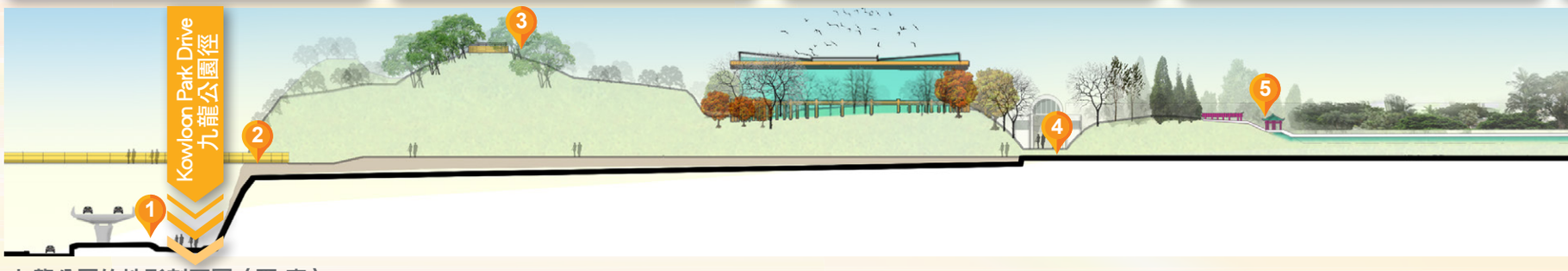
九龍公園的地形剖面圖（南-北）
Existing Sectional Profile of Kowloon Park (South - North)







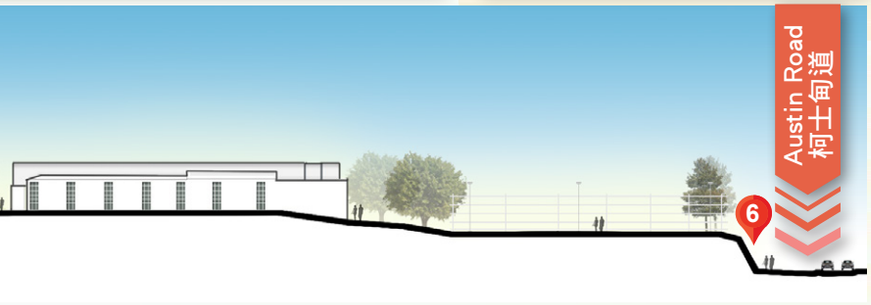




九龍公園的地形剖面圖（西-東）
Existing Sectional Profile of Kowloon Park (West - East)



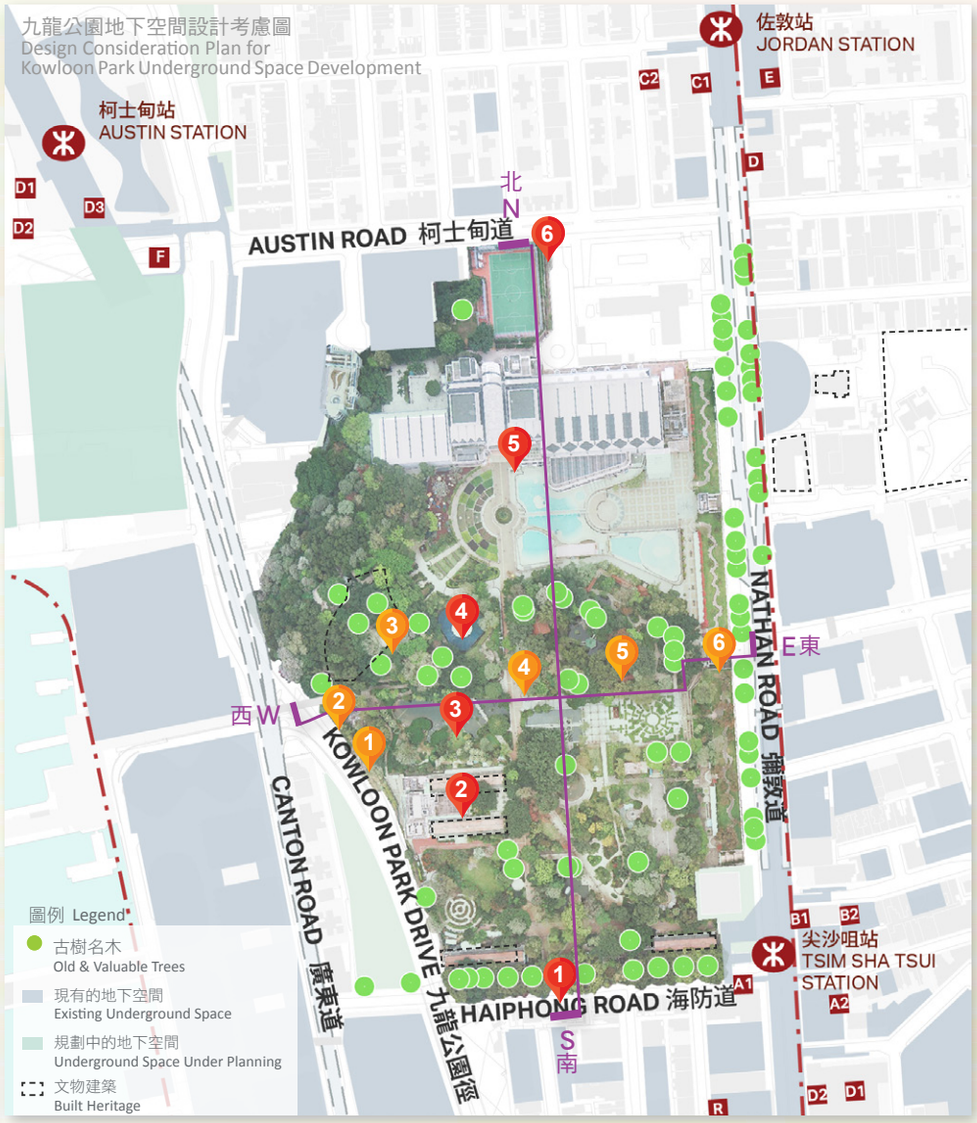












九龍公園是尖沙咀區內最大規模的公眾休憩用地，並位於區內中心點，因此於公園之下發展地下空間具有一定潛力及好處。

為免公園內的設施受到影響，現有文物建築、古樹名木、茂密樹木區及文娛康樂設施的範圍將不會用作發展地下空間。

Kowloon Park is the largest, most prominent public open space in Tsim Sha Tsui. Located at the focal point of the area, there are potential and benefits to develop underground space underneath the park.

In order to prevent adverse impact to the park, the areas occupied by built heritage, Old and Valuable Trees, densely vegetated areas and recreational facilities will be excluded from the planning of underground space development.

2.6 九龍公園地下空間 Underground Space beneath Kowloon Park

九龍公園地底有條件發展一個全天候的地下行人網絡，連接尖沙咀不同地域，接通尖沙咀站與區內各處景點及新發展的地區，例如尖沙咀海旁、尖沙咀東、西九文化區及高鐵西九龍總站等。

全天候的地下行人網絡可容納不同類型活動的設施（例如零售、飲食、社區、休閒、文化用途等）。這些活動能有效地帶動地下行人網絡的人流，令地下行人環境更添活力和吸引力。

在右圖的示意性概念構思中，九龍公園可發展三個具發展地下空間潛力的區域及最多四層的地下空間。主要南北方向行人通道可於地庫1層連接尖沙咀站及區內現有地下行人網絡。主要東西方向行人通道設於街道水平連接彌敦道及九龍公園徑，方便行人進出地下空間。此外，在地面上層亦可發展地下空間，以連接通往西九文化區的擬議行人通道。擬議發展可設垂直行人連接（扶手電梯及升降機），讓行人從地下不同樓層前往九龍公園地面。

An all-weather pedestrian subway system can be provided underneath Kowloon Park. The system offers an easy access to different directions in the area. It will connect the Tsim Sha Tsui Station as well as various attraction nodes including new development areas, such as Tsim Sha Tsui waterfront promenade, Tsim Sha Tsui East, WKCD and WKT, etc.

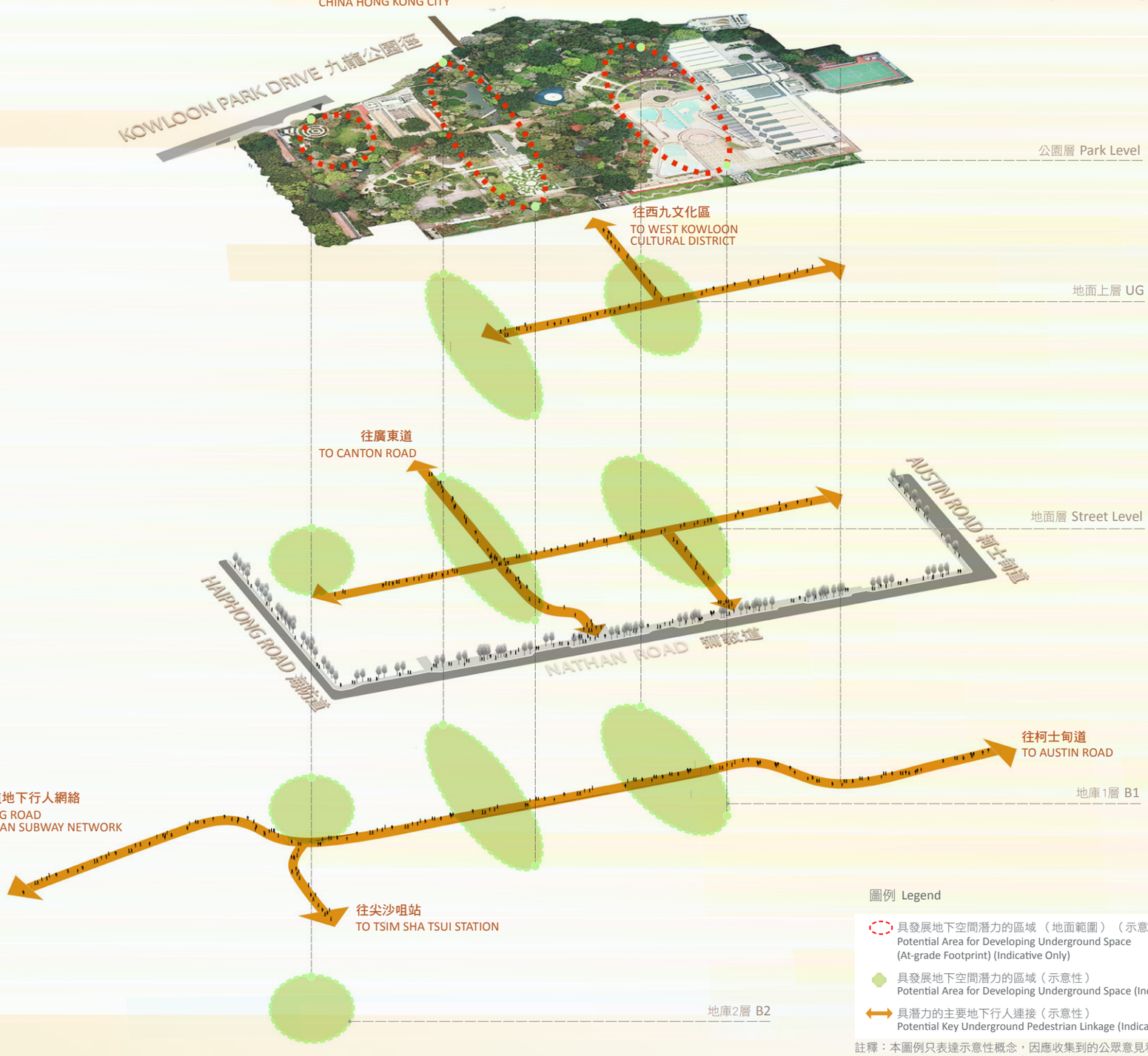
Such a pedestrian subway system can accommodate facilities for a mixture of activities (e.g. retail, food & beverage, community, leisure and cultural, etc.). These activities will improve the vibrancy and attractiveness of the underground pedestrian environment and circulation.

As revealed in the indicative conceptual scheme on the right, three potential areas for developing underground space and a maximum of four levels of underground space are initially proposed underneath Kowloon Park. The major north-south pedestrian spine at B1 Level can connect the underground space development towards Tsim Sha Tsui Station and the existing pedestrian subway network nearby. The proposed major east-west pedestrian linkages can allow direct access between Nathan Road and Kowloon Park Drive, facilitating smooth pedestrian flow to the underground space. More underground space can be provided at UG Level for integrating with the proposed pedestrian connection to WKCD. Vertical connections can be provided in the form of escalators and elevators allowing pedestrians to reach at-grade level of Kowloon Park from the underground space.

九龍公園具潛力發展地下空間及行人連接的區域（平面索引圖）
Potential Areas for Developing Underground Space and Connections beneath Kowloon Park (Key Plan)



九龍公園具潛力發展地下空間及行人連接的區域
（立體示意圖）
Potential Areas for Developing Underground Spaces and Connections beneath Kowloon 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)

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.

3.1 策略性地區 (二及三) 銅鑼灣及跑馬地：地區及地下環境現狀
Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley: District Baseline Condition and Underground Context

銅鑼灣位於港島北的核心地段，是香港著名的零售及娛樂中心，而跑馬地則是以住宅為主的地區。兩區均設有區域性運動休閒設施（跑馬地馬場和香港大球場）及大型休憩用地（維多利亞公園及跑馬地遊樂場），為節奏急促的城市生活提供重要的休憩空間。區內多元化的用途不但為銅鑼灣及跑馬地倍添朝氣，亦吸引來自本港其他地區不同需要及興趣的遊客。

銅鑼灣現時有港鐵港島線覆蓋，透過銅鑼灣站及天后站可前往區內目的地。然而，跑馬地沒有港鐵服務直接覆蓋，區內的交通主要依賴巴士和電車。

現時，區內的地下空間發展，主要集中由銅鑼灣站大堂接駁至周邊主要發展的地下行人網絡。此外，一些商業發展亦設有獨立的地下空間發展，主要用作地庫商場及停車場。

根據《鐵路發展策略2014》，擬議的北港島線可作東涌線及將軍澳線沿港島北岸的延伸，連接添馬、香港會議展覽中心及維多利亞公園附近的地區。（擬議的北港島線目前在初步規劃階段，有關的走線及車站位置仍在檢討中）。

Located at the centre of the northern shore of Hong Kong Island, Causeway Bay is a renowned retail and entertainment node, while Happy Valley is mainly a residential district. There are regional sports and recreational facilities including Happy Valley Racecourse, Hong Kong Stadium and large open spaces, namely Victoria Park and Happy Valley Recreation Ground, in both areas, providing valuable breathing spaces for the hectic city life of Hong Kong. The diverse land uses in these areas ensure vibrancy around the clock and allows a wide-range of activities that attract visitors with different needs and interests from other districts of Hong Kong.

Served by the existing MTR Island Line, different destination nodes in Causeway Bay are accessible through Causeway Bay and Tin Hau Stations. However, Happy Valley is not covered by railway service. Public buses and trams are the major transportation serving the area.

Currently, the underground space developments in the areas are mainly confined to the underground pedestrian network connecting Causeway Bay Station concourses and the adjoining major developments. There are also a number of commercial developments with standalone underground spaces, mainly as retail basements and carparks.

In accordance with the Railway Development Strategy 2014, a proposed North Island Line (NIL) is planned for extending the existing Tung Chung Line and Tseung Kwan O Line for connection to the vicinity of Tamar, Hong Kong Convention and Exhibition Centre and Victoria Park along the northern shore of Hong Kong Island (the alignment and locations of stations are subject to review as the proposed NIL is at preliminary planning stage).

主要地標景點
Key Landmarks and Attraction Nodes


羅素街
Russell Street



怡和街及記利佐治街交界
Junction of Yee Wo Street and Great George Street

主要休憩用地
Major Open Space


維多利亞公園
Victoria Park

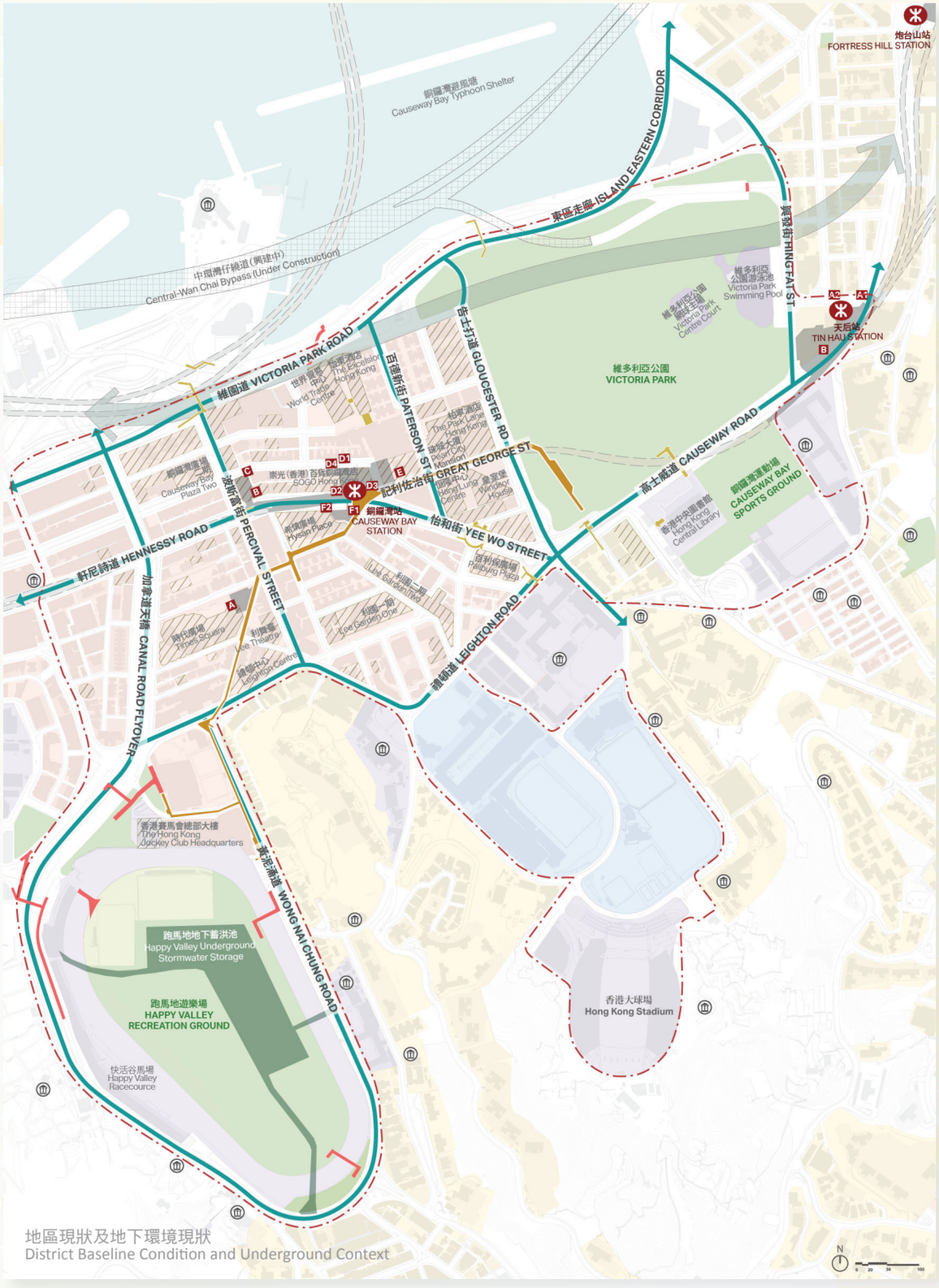

跑馬地遊樂場
Happy Valley Recreation Ground

主要道路
Major Streets


怡和街
Yee Wo Street



波斯富街
Percival Street



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

現有港鐵站及擬議北港島線
Existing MTR Stations and Proposed North Island Line



銅鑼灣站
Causeway Bay Station



擬議北港島線（概念方案）
（摘取自《鐵路發展策略2014》）
Proposed North Island Line (Preliminary Concept)
(extracted from Railway Development Strategy 2014)

圖例 Legend

- 銅鑼灣及跑馬地策略性地區 Causeway Bay & Happy Valley SUA Boundary
- 現有商業區 Existing Commercial Clusters
- 現有住宅區 Existing Residential Communities
- 其他用途 (文化及康樂) Other Uses (Cultural & Recreational)
- 現有的公共設施用地 Existing Government & Institutional Uses
- 主要公園及休憩用地 Existing Park & Open Space
- 主要地面車輛/行人連接 Major At-Grade Vehicular & Pedestrian Linkage
- 文物建築 Built Heritage
- 現有的地下空間 Existing Underground Space
- 港鐵站及其線路設施 MTR Station and Railway Infrastructure
- 擬建的北港島線 (示意性) Proposed North Island Line (Indicative)
- 現有的行人隧道 Existing Pedestrian Subway
- 現有的行人天橋 Existing Elevated Walkway
- 規劃中的行人隧道 Pedestrian Subway Under Planning
- 中環灣仔繞道 (興建中) Central-Wan Chai Bypass (Under Construction)
- 跑馬地地下蓄洪池 Happy Valley Underground Stormwater Storage

3.2 主要課題 Key Issues

整體而言，銅鑼灣及跑馬地的發展成熟，但缺乏新土地供應以改善市區環境及路面擁塞。區內有些主要課題可以透過發展地下空間作進一步改善：

In general, Causeway Bay and Happy Valley are well developed but there is a lack of new land supply to improve the urban environment and street level congestion. Development of underground spaces may help address the following key district issues:



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 .

3.3 發展限制 Development Constraints

- 區內大部分土地屬私人業權，對地下空間發展的整體性帶來相當的挑戰
  Large extent of private land within the areas poses considerable challenges for comprehensive underground space development
- 密集的城市發展及現存建築物的地基及結構
  Dense urban development and presence of foundations and structure of existing buildings
- 擬議的北港島線走線及興建中的中環灣仔繞道的連接路
  The alignment of the proposed North Island Line and the slip road leading to Central-Wan Chai Bypass that is under construction
- 現有的港鐵站、鐵路走線以及其他地下設施
  Existing MTR stations, railway alignment and other underground utilities
- 地面的考慮因素，包括古樹名木、園境資源、現有用途及設施
  Above-ground considerations such as preservation of Old and Valuable Trees, landscape resources, existing uses and facilities
- 經常於維多利亞公園舉行的大型活動
  Frequent events held in Victoria Park
- 位於跑馬地遊樂場地下的蓄洪池
  The Stormwater Storage Tank beneath Happy Valley Recreation Ground



主要課題及發展限制
Key Issues and Development Constraints

想一想 QUESTIONS TO THINK ABOUT

你認為銅鑼灣及跑馬地還有甚麼需要關注的議題？

Are there other issues that need addressing in Causeway Bay and Happy Valley?

有那些議題需要優先處理？

What are the priorities?

圖例 Legend

- 銅鑼灣及跑馬地策略性地區 Causeway Bay & Happy Valley 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
- 已規劃的港鐵站及走線 Planned MTR Station & Alignment
- 擬建的北港島線 (示意性) Proposed North Island Line (Indicative)
- 古樹名木 Old & Valuable Tree
- 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
- 規劃中的行人隧道 Pedestrian Subway Under Planning
- 中環灣仔繞道 (興建中) Central-Wan Chai Bypass (Under Construction)
- 跑馬地地下蓄洪池 Happy Valley Underground Stormwater Storage
- 現有擁擠的行人通道 Existing Congested Pedestrian Corridor
- 現有的地下空間 Existing Underground Space

3.4 初步規劃概念 Preliminary Planning Concepts

基於對地區環境的了解及配合社區提出的期望，本研究制定了以下的初步規劃概念：

Based on the understanding of district context and community aspirations, preliminary planning concepts are formulated as below:

構建空間作交通及停車場設施
Create Space for Transport and Parking Facilities

提供停車場或預留空間作交通設施，以改善交通情況

Providing carparks or reservation of space for transport facilities to improve the traffic condition

構建空間作額外的社區設施
Create Space for Additional Community Facilities

構建空間作社區設施（例如運動及康樂設施等）予不同年齡的使用者

Creating space for community uses, such as sports and recreational facilities for all ages

優化海濱與內區的行人連接
Enhance Pedestrian Connections between Waterfront and Hinterland

提供全天候無縫的行人連接通道，以連接現有／擬議的港鐵站及未來的銅鑼灣海濱長廊

Providing all-weather and seamless pedestrian connections to existing/proposed MTR stations and future Causeway Bay waterfront promenade

優化銅鑼灣區作為主要商業、娛樂及休閒中心的吸引力
Enhance Causeway Bay Area's Appeal as a Major Commercial, Entertainment and Leisure Node

為市民提供多元化用途（包括商業、文化、娛樂及餐飲設施等），以進一步加強銅鑼灣作為主要商業、娛樂及休閒中心的角色

Providing a diversity of uses including commercial, cultural, recreational and food & beverage facilities, to strengthen Causeway Bay's position as a major commercial, entertainment and leisure destination for the public











想一想
QUESTIONS TO THINK ABOUT

你對這些初步概念有甚麼意見？

What are your comments on these preliminary concepts?

這些初步概念之外，你還有甚麼想法？

Other than these concepts, what would you suggest?



初步規劃概念
Preliminary Planning Concepts

3.5 設計考慮 Design Considerations



維多利亞公園是區內最大規模的公眾休憩用地，並鄰近銅鑼灣商業零售區、天后住宅區及未來海濱發展區，於公園之下發展地下空間具有一定潛力及好處。

維園內設有多項設施，提供文化、運動及康樂用途（如游泳池、網球場、足球場等）。同時，不少節日慶典及公眾活動（如農曆年宵、中秋綵燈會、香港花卉展覽等）均在維園舉行，因此這些設施在發展地下空間時必須予以保留，減低對公眾的影響。

在發展地下空間的同時，現有茂密林木區及綠化地方會盡量保留，而受影響的範圍在工程後亦會還原。

Victoria Park is the largest, most prominent public open space in the area. Located in the proximity to the Causeway Bay commercial and retail area, the residential area of Tin Hau and the future harbourfront development, there are potential and benefits to develop underground space underneath the park.

Victoria Park provides cultural, sports and recreational facilities (e.g. swimming pool, tennis courts and soccer pitches, etc.). Many local cultural celebrations and civic functions (e.g. Lunar New Year Fair, Mid-Autumn Lantern Carnival, Hong Kong Flower Show, etc.) are held in Victoria Park as well. Hence, these facilities will be reserved to minimise the impacts to the public.

Further, the existing densely vegetated area and greenery will be retained as far as possible when developing the underground space in the park. The affected area would be reinstated after the construction works.



公園北面樹林
Vegetated Area to the Northern Part of the Park
1



中央草坪
Central Lawn
2



足球場及籃球場
Soccer Pitches and Basketball Courts
3



維多利亞公園的地形剖面圖（北-南）
Existing Sectional Profile of Victoria Park (North - South)



入口廣場
Entry Plaza
4



兒童遊樂場
Children's Playground
5



游泳池
Swimming Pool
6

3.6 維多利亞公園地下空間 Underground Space beneath Victoria Park



為加強銅鑼灣及天后之間的連接性，構思中的行人網絡可連接地下公共交通系統，包括現有的港鐵天后站及銅鑼灣站。同時，亦可探討接駁至擬議的北港島線（擬議的北港島線目前在初步規劃階段，有關的走線及車站位置仍在檢討中）。

全天候地下行人網絡可容納不同類型的活動（例如零售、飲食、社區、休閒、文化用途等）。這些活動將能有效地帶動地下行人網絡的人流，令地下行人環境更添活力和吸引力。

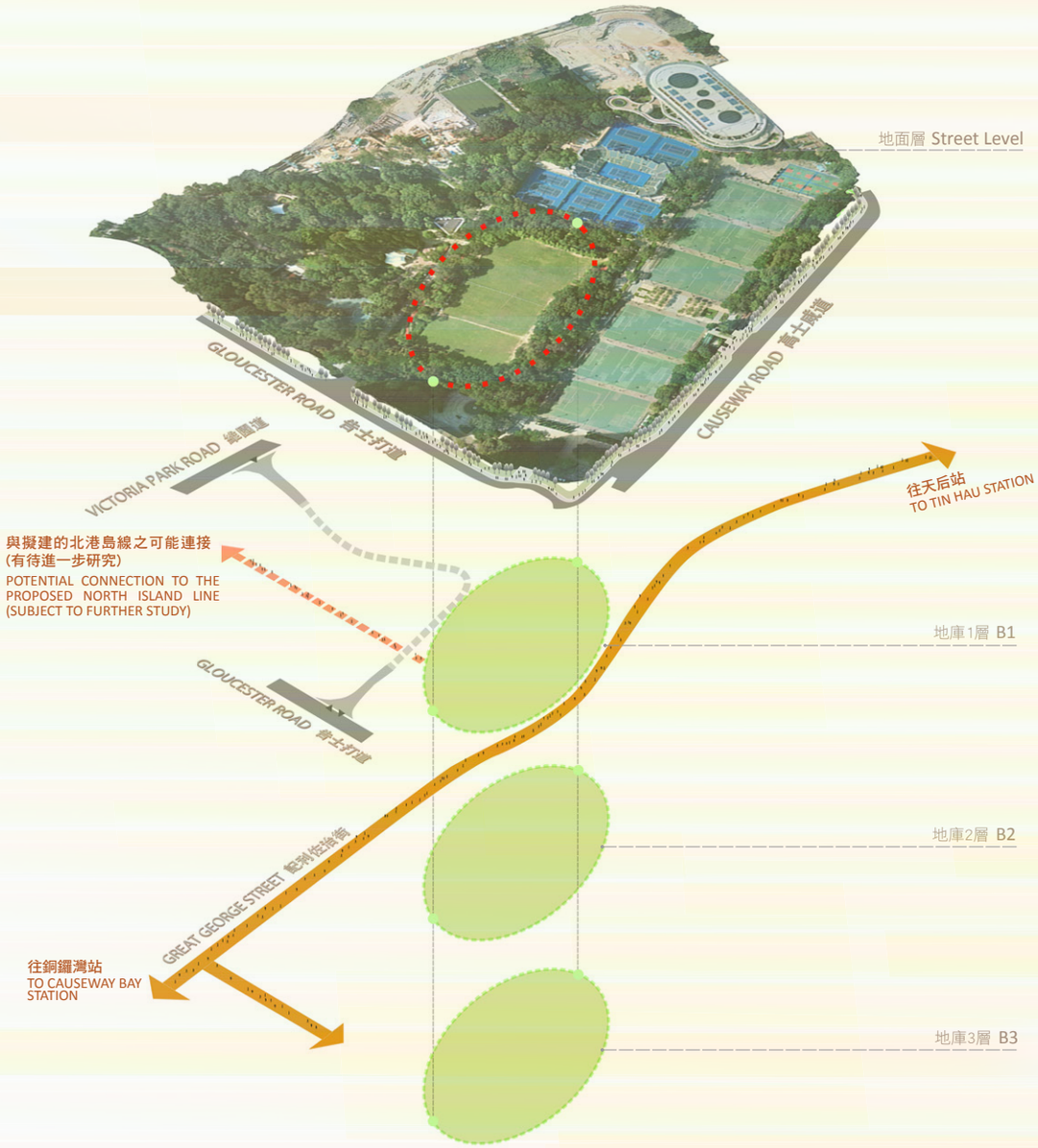
In order to improve the connectivity between Tin Hau and Causeway Bay, the proposed underground pedestrian network can form a convergence of the existing underground transit system of Tin Hau Station and Causeway Bay Station. Opportunities would be explored to make connections to the proposed NIL (the alignment and locations of stations are subject to review as the proposed NIL is at preliminary planning stage).

Such a pedestrian subway system can accommodate facilities for a mix of activities (e.g. retail, food & beverage, community, leisure and cultural, etc.). These activities can improve the vibrancy and attractiveness of the underground pedestrian environment and circulation.

維多利亞公園具潛力發展地下空間及行人連接的區域
（立體示意圖）
Potential Areas for Developing Underground Space and Connections beneath Victoria Park (3D Illustration)

在右圖的示意性概念構思中的維園地下空間，包括一個具發展地下空間潛力的區域及最多三層的地下空間。主要地下行人通道將於地庫1層連接附近兩個現有的港鐵站，而地庫2層及地庫3層亦可發展更多的地下空間。擬議發展可設垂直行人連接（扶手電梯及升降機），讓行人從地下不同樓層前往維園地面，並可預留空間作交通設施。

As revealed in the indicative conceptual scheme on the right, one potential area for developing underground space with a maximum of three levels of underground space is initially proposed underneath the Victoria Park. The major pedestrian corridors are proposed to connect two existing MTR stations nearby at B1 Level. More potential development spaces could be provided at B2 and B3 Levels. Vertical connections can be arranged in the form of escalators and elevators allowing pedestrians to reach the at-grade level of Victoria Park from the different levels underneath. Space for underground transportation facility may also be reserved.



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.

策略性地區 (四) 金鐘 / 灣仔：地區及地下環境現狀
Strategic Urban Area (4) Admiralty / Wan Chai:
4.1 District Baseline Condition and Underground Context

金鐘／灣仔位於香港島的北面，土地主要由不同階段的填海工程而成。該區已經演變至繁盛的商業中心，扮演展覽及商業樞紐的角色。新鐵路線（沙田至中環線（沙中線））會加強區內的可達性。在完成填海及其交通基建工程後，我們將迎接一個新灣仔北海濱。我們現正細心設計如何加強新海濱與內區的連接。

灣仔區現時有港鐵港島線的灣仔站服務。區內現有的地下空間發展有限，主要位於港鐵站及毗鄰一些發展的地庫。除了香港藝術中心的地庫劇院可供公眾使用外，區內地下空間主要以停車場為主。事實上，與尖沙咀及銅鑼灣相比，金鐘／灣仔的行人連接較依賴從港鐵站通往海濱的行人天橋系統，例如柯布連道天橋。為了更有效地發展灣仔北一帶的地下空間，評估地下環境現狀時必須考慮擬議北港島線的潛在發展機遇。

Admiralty/Wan Chai is mainly located on reclaimed land formed through various phases of reclamation on the northern side of Hong Kong Island. The area has evolved into a major business district and plays an important role as an exhibition and commercial hub. The new railway line (Shatin-Central Link (SCL)) will greatly enhance the accessibility of this area. With the forthcoming completion of the reclamation and associated transport infrastructure works, we are preparing to receive the New Wan Chai North Harbourfront, and connections with the hinterland is being carefully designed.

Wan Chai is currently served by Wan Chai Station of the MTR Island Line. There are limited existing underground spaces which are mainly basements of developments in the vicinity of the MTR station functioning as carparks. The basement theatre at the Hong Kong Arts Centre can be accessed by the public. Unlike Tsim Sha Tsui and Causeway Bay, the pedestrian connection in this area mainly relies on the elevated walkway system leading from the MTR station to the waterfront, such as the O'Brien Road Footbridge. To better serve the Wan Chai North area, the potential development opportunity brought by the proposed NIL should be taken into account in evaluating the existing underground context.

主要地標景點
Key Landmarks and Attraction Nodes


香港會議展覽中心
Hong Kong Convention and Exhibition Centre


灣仔告士打道
Gloucester Road, Wan Chai

主要休憩用地
Major Open Space


灣仔運動場
Wan Chai Sports Ground


修頓遊樂場
Southorn Playground

現有港鐵站及地下空間發展
Existing MTR Stations and Underground Development



灣仔站
Wan Chai Station



香港藝術中心影院
Hong Kong Arts Centre Theatre

(圖片來源 Source: Hong Kong Arts Centre)



圖例 Legend

- 金鐘／灣仔策略性地區 Admiralty／Wan Chai SUA Boundary
- 現有商業區 Existing Commercial Clusters
- 現有商業/住宅混合區 Existing Mixed-Use Clusters
- 其他用途(文化、展覽及機構) Other Uses (Cultural, Exhibition & Institutional)
- 現有及已規劃的公共設施及交通樞紐 Existing & Planned Public Facility & Transportation Node
- 主要公園及休憩用地 Existing Park & Open Space
- 主要地面車輛/行人連接 Major At-Grade Vehicular & Pedestrian Linkage
- 文物建築 Built Heritage
- 現有的地下空間 Existing Underground Space
- 港鐵站及其線路設施(現有及已規劃) MTR Station and Railway Infrastructure (Existing and Planned)
- 擬建的北港島線(示意性) Proposed North Island Line (Indicative)
- 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
- 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
- 中環灣仔繞道(興建中) Central-Wan Chai Bypass (Under Construction)

4.2 主要課題 Key Issues

作為香港人口最稠密的混合用途地區之一，金鐘／灣仔策略性地區有以下的主要課題：

As one of the most densely populated mixed-use areas in Hong Kong, the following key issues have been identified in the Admiralty/Wan Chai SUA:



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，尤其在香港會議展覽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, Southorn 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.

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.

不協調的公共用途

Incompatible Public Use

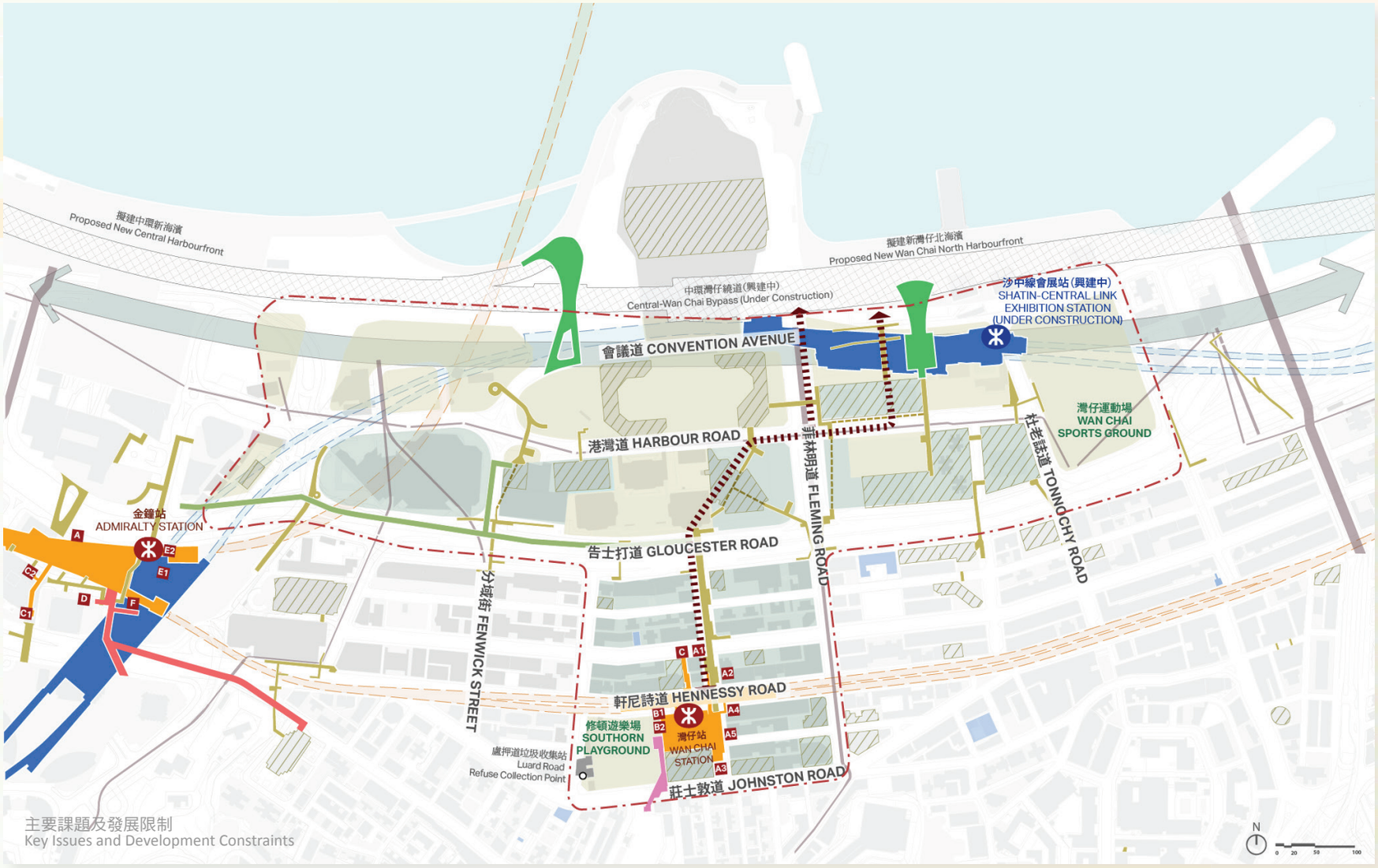
現有盧押道垃圾收集站位於灣仔核心地區。

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



4.3 發展限制 Development Constraints

- 區內大部分土地屬私人業權，對地下空間發展的整體性帶來相當的挑戰
  Large extent of private land within the area poses considerable challenges for comprehensive underground space development
- 密集的城市發展及現存建築物的地基及結構
  Dense urban development and presence of foundations and structure of existing buildings
- 現有的港鐵站、鐵路走線以及其他地下設施
  Existing MTR stations, railway alignment and other underground infrastructure
- 地面的考慮因素，包括園境資源、現有用途及設施
  Above-ground considerations such as landscape resources, existing uses and facilities
- 興建中的沙中線及擬議的北港島線走線
  Proposed alignments of the SCL under construction and the proposed NIL



圖例 Legend

- 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
- 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

想一想
QUESTIONS TO THINK ABOUT

你認為金鐘／灣仔還有甚麼需要關注的議題？

Are there other issues that need addressing in Admiralty / Wan Chai?

有那些議題需要優先處理？

What are the priorities?

4.4 初步規劃概念 Preliminary Planning Concepts

基於對地區環境的了解及配合地區提出的發展期望，本研究制定以下的初步規劃概念：

Based on the understanding of the district context and the community aspirations, preliminary planning concepts are formulated as below:

加強南北向的行人連接性
Enhance North-South Pedestrian Connectivity

提供額外地下行人通道，連接灣仔北及灣仔站，以減輕柯布連道行人天橋的壓力

Providing alternative underground pedestrian linkages connecting the Wan Chai North area with the existing Wan Chai Station to alleviate the pressure on O'Brien Road Footbridge

優化現時環境
Enhance the Existing Environment

考慮重置現時的盧押道垃圾收集站，以減輕對鄰近社區的滋擾

Considering to relocate the existing Luard Road Refuse Collection Point to mitigate the nuisance caused to the neighbourhood

構建空間作額外的社區設施
Create Space for Additional Community Facilities

提供額外的社區設施予各不同年齡的使用者，例如運動及康樂設施等

Providing additional community uses, such as sports and recreational facilities for all ages




想一想
QUESTIONS TO THINK ABOUT
你對這些初步概念有甚麼意見？
What are your comments on these preliminary concepts?
這些初步概念之外，你還有甚麼想法？
Other than these concepts, what would you suggest?
香港會議展覽中心
Hong Kong Convention & Exhibition Centre
金鐘站
ADMIRALTY STATION
沙中線會展站(興建中)
SHATIN-CENTRAL LINK EXHIBITION STATION (UNDER CONSTRUCTION)
灣仔運動場
WAN CHAI SPORTS GROUND
灣仔站
WAN CHAI STATION
修頓遊樂場
SOUTHORN PLAYGROUND
圖例 Legend
金鐘／灣仔策略性地區
Admiralty／Wan Chai SUA Boundary
具潛力的主要地下行人連接
Potential Key Underground Pedestrian Linkage
現有的地下空間
Existing Underground Space
已規劃的地下空間
Planned Underground Space
港鐵走線(現有及已規劃)
MTR Alignment (Existing and Planned)
擬建的北港島線(示意性)
Proposed North Island Line (Indicative)
初步規劃概念
Preliminary Planning Concepts









4.5 設計考慮 Design Considerations



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

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.

修頓遊樂場具潛力發展地下空間及行人連接的區域（平面索引圖）

Potential Areas for Developing Underground Space and Connections beneath Southorn Playground (Key Plan)



修頓遊樂場歷史悠久，自上世紀三十年代一直是灣仔區的主要地標之一，至今亦是區內重要及受歡迎的公眾休憩用地。毗鄰灣仔站及灣仔內區，於遊樂場下發展地下空間具有一定潛力及好處。修頓遊樂場現時設有一個足球場、四個籃球場及一個兒童遊樂場。為免港鐵設施及服務受到影響，港鐵通風口及興建中的行人隧道範圍將不會用作發展地下空間。

As one of the key landmarks in the Wan Chai District since 1930s, Southorn Playground has long been an important and popular public open space in the area. Neighbouring Wan Chai Station and the Wan Chai hinterland, Southorn Playground offers opportunity and benefits for underground space development. At present, Southorn Playground consists of a football field, four basketball courts and a children's playground. In order to avoid adverse impact to the existing facilities and services of the MTR, the areas occupied by MTR ventilation shafts and pedestrian subway currently under construction will be excluded from the planning of underground space development.



灣仔修頓遊樂場的地形剖面圖（西-東）
Existing Sectional Profile of Southorn Playground (West - East)







修頓遊樂場被交通繁忙的主要道路（如軒尼詩道、盧押道及莊士敦道）包圍。於遊樂場下發展地下空間，連接灣仔站、告士打道及利東街，可為行人提供全天候的地下行人網絡，疏導該區前往灣仔各處的人流。此外，構思中的地下空間可容納多項設施，以迎合多元化的活動（例如零售、飲食、社區、休閒、文化用途等），以回應地區需求 。

發展修頓遊樂場地下空間亦可提供機遇，進一步更新及重整遊樂場及周邊的現有設施。位於遊樂場西邊的盧押道垃圾收集站長期為附近環境帶來衞生問題，重整垃圾收集站可望減輕有關設施對鄰近社區的滋擾。此外，日漸老化的遊樂場設施亦可借機翻新，以迎合未來不同體育及公眾活動（如嘉年華會）的需要。

Surrounded by heavily trafficked main roads (e.g. Hennessy Road, Luard Road and Johnston Road), Southorn Playground offers opportunity space for developing an all-weather underground pedestrian network connecting Wan Chai Station, Gloucester Road and Lee Tung Street to enhance the pedestrian circulation in the area. Besides, the potential underground space could accommodate facilities for a mix of activities (e.g. retail, food & beverage, community, leisure and cultural, etc.) to address the community aspirations.

Developing the underground space underneath Southorn Playground also provides an opportunity to further upgrade and reorganise the existing playground and nearby facilities. Located at the western side of Southorn Playground, the Luard Road Refuse Collection Point has long created hygienic problems to the neighbourhood areas. Replanning of the Refuse Collection Point would relieve the environmental nuisance created. Seizing the development opportunity, the ageing playground can also be upgraded to accommodate various sports or civic activities (e.g. carnivals) in the future.

4.6 修頓遊樂場地下空間 Underground Space beneath Southorn Playground

在右圖的示意性概念初步構思中的修頓遊樂場地下空間，包括一個具發展地下空間潛力的區域及最多兩層的地下空間。主要地下行人通道將於地庫1層連接灣仔站、告士打道及利東街，而地庫2層亦有更多的地下發展空間。擬議發展可設垂直行人連接（扶手電梯及升降機），讓行人從地下不同樓層前往遊樂場地面。

As revealed in the indicative conceptual scheme on the right, one potential area for developing underground space with a maximum of two levels of underground space is initially proposed in Southorn Playground. The major pedestrian corridors are proposed to connect Wan Chai station, Gloucester Road and Lee Tung Street at B1 Level. More potential development spaces could be provided at B2 Level. Vertical connections can be arranged in the form of escalators and elevators allowing pedestrians to reach the at-grade level of Southorn Playground from the different levels underneath.

修頓遊樂場具潛力發展地下空間及行人連接的區域（立體示意圖）
Potential Areas for Developing Underground Space and Connections beneath Southorn 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 (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)
- 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

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.

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

1 你認為在四個策略性地區內有什麼重要的社區需要？
What are the major community needs in the four strategic urban areas?

2 你同意在策略性地區可以透過發展地下空間來解決社區需要嗎？
Do you agree the major community needs could be addressed by underground space development in the strategic urban areas?

3 你對地下空間發展有甚麼願景和期望？
What are your vision and expectation of underground space development?

4 你對在四個策略性地區發展地下空間有甚麼關注？
What are your concerns on underground space development in the four strategic urban areas?

5 你對四個策略性地區的地下空間發展還有其他意見嗎？
Do you have other comments on underground space development in the four strategic urban areas?

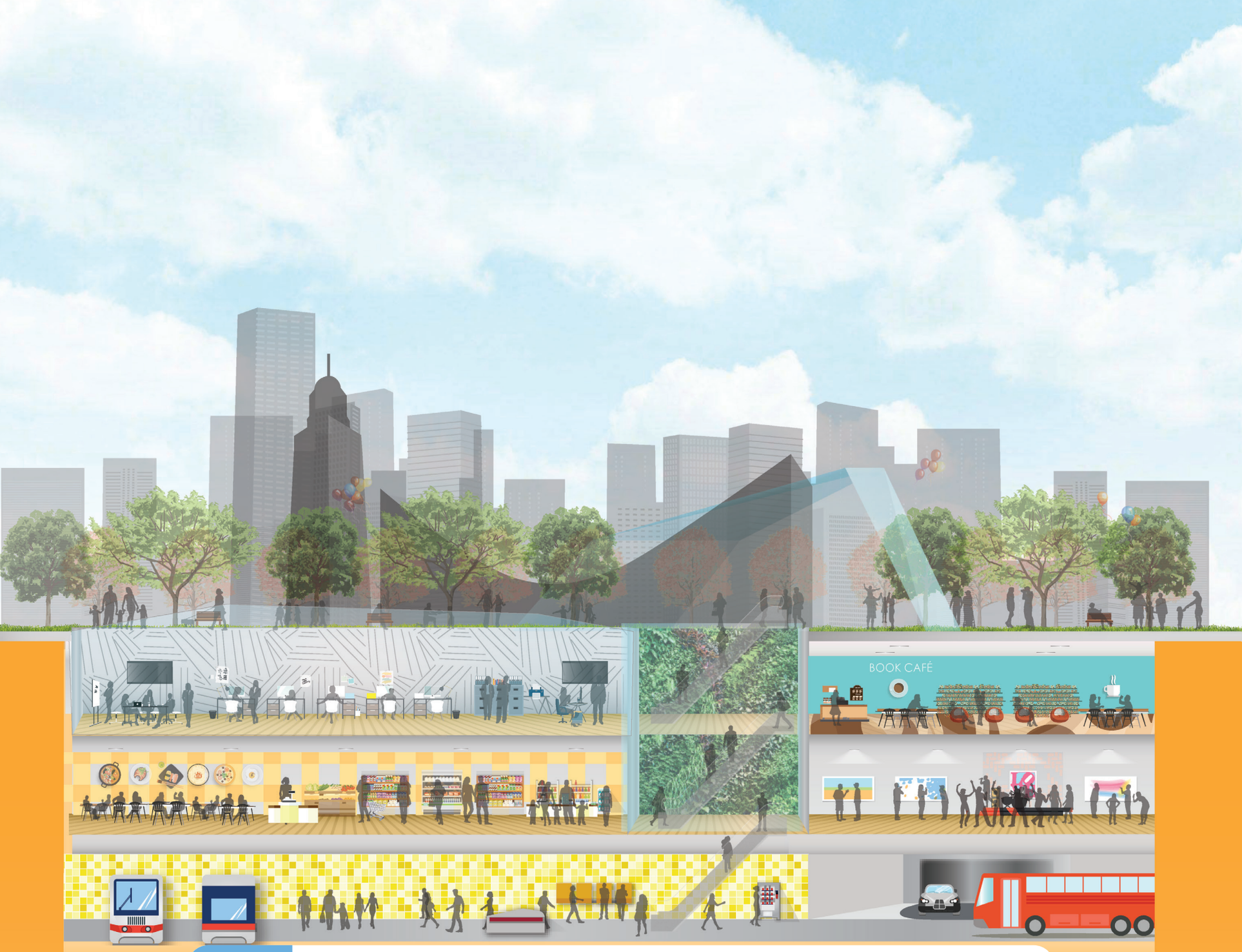


歡迎透過本研究網頁http://www.urbanunderground.gov.hk填寫電子意見表。您亦可透過傳真（2714-0247）或電子郵件（undergroundspace@cedd.gov.hk）提交您的書面建議和意見。請在2017年2月6日前與我們分享您的意見！

An online version of the above questions can be found on the Study website http://www.urbanunderground.gov.hk. You can also provide your suggestions and views and send to us by fax (2714-0247) or email (undergroundspace@cedd.gov.hk). Please share your comments with us before 6 Feburary 2017!

聲明：凡在「城市地下空間發展：策略性地區先導研究」過程中向土木工程拓展署或規劃署提供意見和建議的個人或團體，將被視作同意土木工程拓展署或規劃署可將部分或全部的內容（包括個人姓名及團體名稱，但電話及電郵地址則會保密）公布。如你不同意這個安排，請於提供意見和建議時作出聲明。

Disclaimer : A person or an organisation providing any comments and suggestions to the Civil Engineering and Development Department or the Planning Department on the "Pilot Study on Underground Space Development in Selected Strategic Urban Areas" shall be deemed to have given consent to the Civil Engineering and Development Department or the Planning Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organisations, but the telephone number and email address will be kept confidential). If you do not agree to this arrangement, please state so when providing comments and suggestions.



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