

薄扶林道及西區的中期交通改善措施

1. 目的

1.1 本文件旨在介紹標題所述的中期交通改善措施，包括：

- (甲) 在薄扶林道/摩星嶺道/士美非路路口建一有蓋行人天橋，跨越薄扶林道和士美非路，同時取消現有的地面行人過路設施以增加薄扶林道行車的流量；
- (乙) 在往中環方向的薄扶林道，蒲飛路路口以北增建一巴士路灣；
- (丙) 改善德輔道西與水街路口；和
- (丁) 改善士美非路與蒲飛路路口，及將士美非路至學士台入口一段蒲飛路改為單程往上山方向。

2. 背景

2.1 路政署在 2002 年完成「七號幹線(堅尼地城至香港仔段)選線研究」，該研究除了為七號幹線定線外，亦附帶建議在 2006 年前，實施上述四項中期交通改善工程，以應付薄扶林道一帶的交通需求。環境運輸及工務局在 2003 年初發給中西區區議會的討論文件內曾就上述工程作簡單扼要的介紹。

2.2 上文(丙)及(丁)兩項工程較為簡單，本署在 2003 年初委託民政事務處諮詢區內有關人仕。並在 2003 年 3 月及 9 月交運會作初步討論。

3. 現時和中期交通情況及建議

3.1 薄扶林道是南區通往港島北岸的主要幹道和巴士走廊，交通繁忙，平均每天車流量近 33,000 架次。

3.2 自 1998 年「士美非路及相關道路改善工程」完成後，薄扶林道/摩星嶺道/士美非路的路口運作已較前暢順。但研究指出，隨著交通自然增長及南區持續發展，這路口在 2006 年的使用量將超出其容車量達 12%。在上址興建一行人天橋跨越薄扶林道和士美非路，取代路面的過路設施，可提升薄扶林道的容車量。該行人天橋將裝設升降機，以方便傷殘人士使用。

- 3.3 在繁忙時段，薄扶林道近蒲飛路路口的巴士站，常有很多巴士等候停站。據研究指出，到 2006 年該路口的使用量會超出其容車量達 8%，在上述巴士站以北增建一個可同時讓兩輛巴士使用的巴士路灣，避免巴士在路口等候停站而影響其他車輛，可改善薄扶林道的車流。
- 3.4 在 2006 年，德輔道西與水街路口的預計使用量將超出路口的容車量達 11%。在水街路口交通燈前加建一小段約 30 米長的行車線，讓更多車輛在綠燈時駛過路口，可有效地增加路口的容車量。
- 3.5 現時，士美非路與蒲飛路路口在繁忙時段流量已接近飽和。到 2006 年，其使用量會超越容車量達 16%。將由士美非路至學士台入口一段蒲飛路改作單程上山方向，可簡化路口燈號控制從而提升路口的容車量。
- 3.6 詳細的路口剩餘容量請參閱附件 A，附件 B1 和 B2 是建議改善計劃大綱圖。

4. 效益

- 4.1 由於薄扶林道是南區連接港島北岸一條高流量的主要幹道和巴士走廊，每天繁忙時段使用的人、車眾多。建議興建的行人天橋及巴士路灣可提升薄扶林道的容車量，以應付中期交通需求，減少行車時間。建議的行人天橋亦同時讓行人在更舒適及安全的環境橫過馬路。
- 4.2 同樣，在水街與德輔道西路口加建短短的行車線可提升路口容車量。而士美非路與蒲飛路路口改善措施及單向行車方案可簡化路口的燈號控制及能解決該路口將飽和的問題。若蒲飛路改作單程行車，便可騰出路面以擴闊現時兩旁狹窄的行人道，有利沿路的學童及居民往返堅尼地城。

5. 施工計劃

- 5.1 本署將委託路政署執行有關的建築工程，工程預計 2006 年完成。

6. 徵詢意見

6.1 請各委員就上述中期交通改善措施發表意見，及支持有關的工程。

7. 附件

附件 A 路口剩餘容量總結

附件 B1 及 B2 建議改善計劃大綱圖

運輸署交通工程（港島）部
2004年5月

Interim Traffic Improvements
along Pok Fu Lam Road and Western District

1. Purpose

1.1 This paper aims to present the captioned interim traffic improvement works, which include :

- (a) Construction of a covered footbridge spanning across Pok Fu Lam (PFL) Road / Smithfield Extension at their junction with Mt Davis Road, and deletion of existing at-grade pedestrian crossings;
- (b) Construction of a bus layby at the Central-bound of PFL Road north of Pokfield Road;
- (c) Improvement to the junction of Des Vouex Road West (DVRW) / Water Street; and
- (d) Improvement to the junction of Smithfield / Pokfield Road and conversion of the section of Pokfield Road between Smithfield and the access to Academic Terrace to one-way uphill.

2. Background

2.1 In 2002, the Highways Department completed the Study "Alternative Alignments for Route 7 – Section between Kennedy Town and Aberdeen – Investigation". Apart from recommending the alignments for the Route 7, the Study also recommended the above traffic improvement measures to be implemented before 2006 to meet the anticipated traffic demands. These interim traffic improvement measures were first made known to the Central & Western District Council from a discussion paper submitted by the Environment, Transport and Works Bureau in early 2003.

- 2.3 Items (c) and (d) of the works described above are relatively simple in nature. They have been circulated for comment through the District Officer (C&W) in early 2003 and have been discussed briefly during the TTC meetings held in March and September 2003.

3. The Current and Interim Traffic Conditions and the Proposed Works

- 3.1 The PFL Road is a primary district distributor road and also a major bus corridor linking the Southern District with the northern shore of Hong Kong Island. Currently, it carries about 33,000 vehicles per day.
- 3.2 Upon completion of the "Smithfield Extension and the Associated Roadworks" in 1998, the junction of PFL Road / Mount Davis Road / Smithfield Extension has since operated satisfactorily. However, the Study forecast that this junction will be overloaded by 12% by the year 2006, due to natural traffic growth and continuous developments in the Southern District. Replacing the at-grade pedestrian crossings by the proposed footbridge will enhance the capacity of PFL Road. The proposed footbridge will be equipped with lifts for serving people with disabilities.
- 3.3 During peak hours, buses travelling along the Central-bound PFL Road have to wait at the vicinity of the junction of Pokfield Road before stopping at the bus-stop. By 2006, the Study forecast that the junction of PFL Road / Pokfield Road will be overloaded by 8%, partly attributed to the frequent bus observations at the bus-stop near the junction. The proposed bus layby, to be located further north from the bus-stop and with room for two double-deck buses will free up the carriageway space for through traffic along PFL Road.
- 3.4 At the junction DVRW/ Water Street, the Study also forecast the demand will exceed its capacity by 11% in 2006. The proposed additional 30m short approaching lane can allow more vehicles to pass the junction at green light. It will improve the overall junction performance significantly.

- 3.5 At present, the junction of Pokfield Road and Smithfield operates close to its capacity. Without any improvement, the junction would be overloaded by 16% in 2006. Converting the section of Pokfield Road between Smithfield and the access to the Academic Terrace to one-way uphill can simplify the signal junction control and hence uphold the junction capacity.
- 3.6 Annex A summarised the junctions assessment and the Annex B1 and B2 outlined the four improvement measures are enclosed for reference.

4 Benefits

- 4.1 PFL Road is a primary distributor road and a major bus corridor linking the Southern District with the northern shore of Hong Kong Island. The daily vehicular volume and patronage are heavy, especially at peak hours. The proposed footbridge and bus layby will enhance the overall capacity of PFL Road meeting the interim demands and reducing journey time. The proposed footbridge will also provide a safe and comfortable route for pedestrians across the roads.
- 4.2 The short length of approaching lane at Water Street at its junction with DVRW will greatly improve operation of the junction. Similarly, the proposed one-way uphill scheme between Smithfield and Academic Terrace can simplify the signal control at the junction of Smithfield / Pokfield Road to cope with the additional demand along Smithfield. At the same time, opportunity will be taken for widening of the existing narrow footpaths along Pokfield Road. This will benefit the students and residents who have to walk along Pokfield Road to and from Kennedy Town.

5. Implementation Programme

5.1 Highways Department will be the works agent for the works. All improvement works are scheduled to complete by 2006.

6. Consultation

6.1 Members are invited to comment and offer their support on the above interim traffic improvement schemes.

7. Annex

Annex A Summary of Junctions Assessment

Annex B1&B2 Layouts of the Proposed Improvement Schemes

Traffic Engineering (HK) Division,
Transport Department
May 2004

交通評估 Traffic Assessment

路口剩餘容量的總結 Junction Reserve Capacities:

路口 Junction	參考年份 Reference Year		2006	
繁忙時段	早上 AM	下午 PM	早上 AM	下午 PM
薄扶林道/摩星嶺道/士美非路路口 j/o PFL Rd/Mt Davis/Smithfield				
未有建議中計劃 w/o scheme	+24%	+57%	-3%	-12%
連同建議中計劃 w/ scheme	---	---	+20%	7%
薄扶林道/蒲飛路路口 j/o PFL Rd/ Pokfield Road				
未有建議中計劃 w/o scheme	+10%	+36%	-8%	18%
連同建議中計劃 w/ scheme	---	---	+24%	+17%
德輔道西/水街路口 j/o of Water Street/ DVRW				
未有建議中計劃 w/o scheme	17%	31%	-11%	-8%
連同建議中計劃 w/ scheme	---	---	19%	22%
士美非路/蒲飛路路口 j/o Smithfield/ Pokfield Road				
未有建議中計劃 w/o scheme	2%	1%	-7%	-16%
連同建議中計劃 w/ scheme	---	---	14%	12%



