

Mongkok

旺角

*Nathan Road
Road Safety Improvement Plan
Public Consultation Digest*

彌敦道
道路安全改善計劃
公眾諮詢摘要



Introduction

In year 2002, Transport Department commissioned a study to review traffic accidents on Nathan Road. The study has identified that the accident rate at the Mongkok section of Nathan Road has **FAR EXCEEDED THE HONG KONG AVERAGE**, and the major junction has continuously ranked among the top accident black sites in Hong Kong.

Despite TD's past effort to exhaust local traffic engineering measures to improve road safety on this section of Nathan Road, the situation remains. The continuous occurrence of traffic accident is mainly caused by **EXTENSIVE TRAFFIC CONFLICTS BETWEEN HIGH VOLUME PEDESTRIANS AND VARIOUS TYPES OF VEHICLES** competing for limited road space.

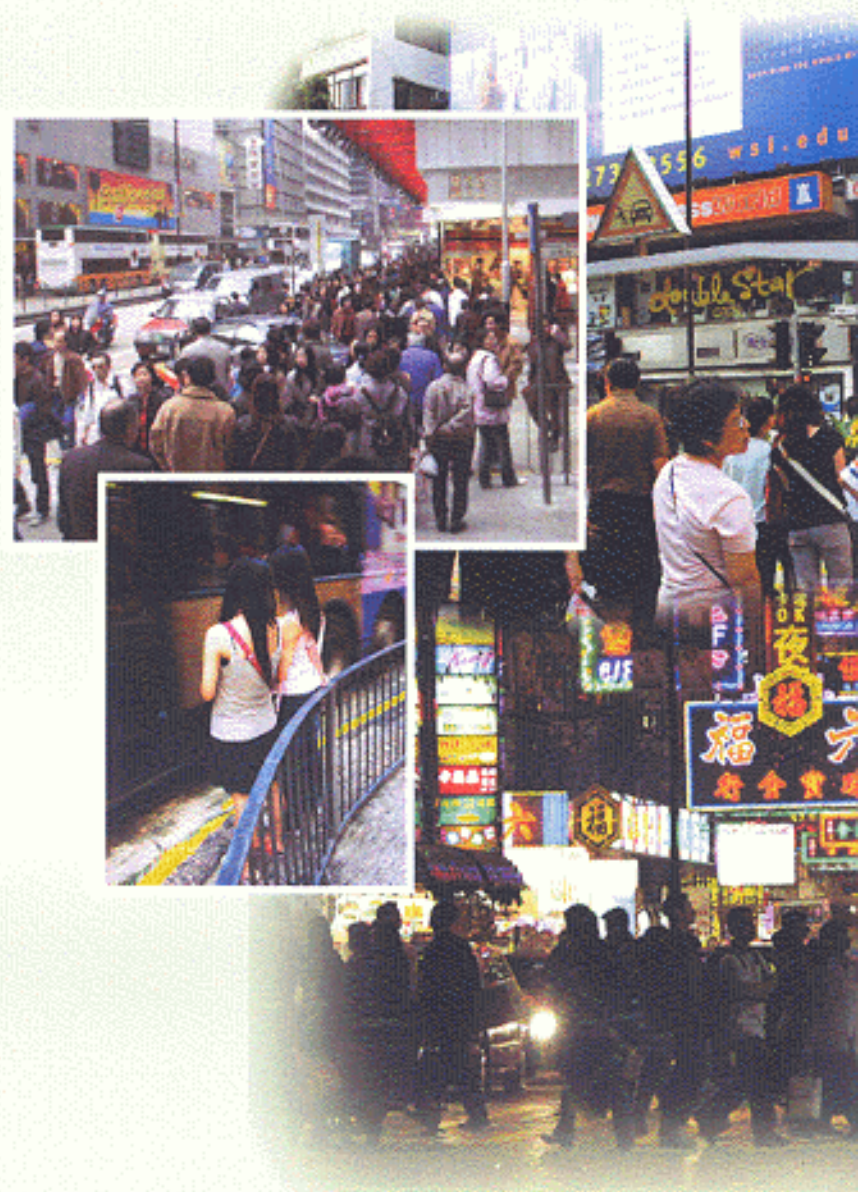
In order to effectively address this problem, we need to explore possible areawide improvement strategies.

引言

運輸署於2002年對彌敦道的交通意外進行研究。研究結果顯示彌敦道旺角段的交通意外率**遠超出香港平均的水平**。

雖然運輸署過往一直致力實施一些交通改善計劃，但成效並不顯著，其主要原因是因為彌敦道路面空間有限，並有大量行人及不同種類的車輛使用，導致**嚴重的人車爭路及衝突**。

爲了處理這個問題，我們必需探索一些更有效的地區性策略方案。



Existing Conditions of Nathan Road

The following traffic management measures have been implemented on Nathan Road

- 7am - 7pm no-stopping restriction
- 7am - 7pm bus only lane
- Taxi pickup / drop off point near Shantung Street

As a result, all vehicles except buses and taxi pickup / drop-off at the designated location are not allowed to pickup / drop off or loading / unloading along Nathan Road during day time.

彌敦道現狀

彌敦道現有交通管制措施

- 上午七時至下午七時禁區時間
- 上午七時至下午七時部份路段巴士專線
- 近山東街的士上落客點

因此，彌敦道日間除巴士及指定的士上落客點外，並不容許其他車輛上落客貨。



Study Area
研究範圍



Note: "Bus" means a motor vehicle constructed or adopted for the carriage of more than 16 passengers and their personal effects.

註：“巴士”指經構造或改裝為運載16名以上乘客及其個人財物的汽車。

Problems and Causes :

FROM 2002 TO 2004, the 5 key junctions of Nathan Road **CONTINUOUSLY RANKED AS ACCIDENT BLACK SPOT.**

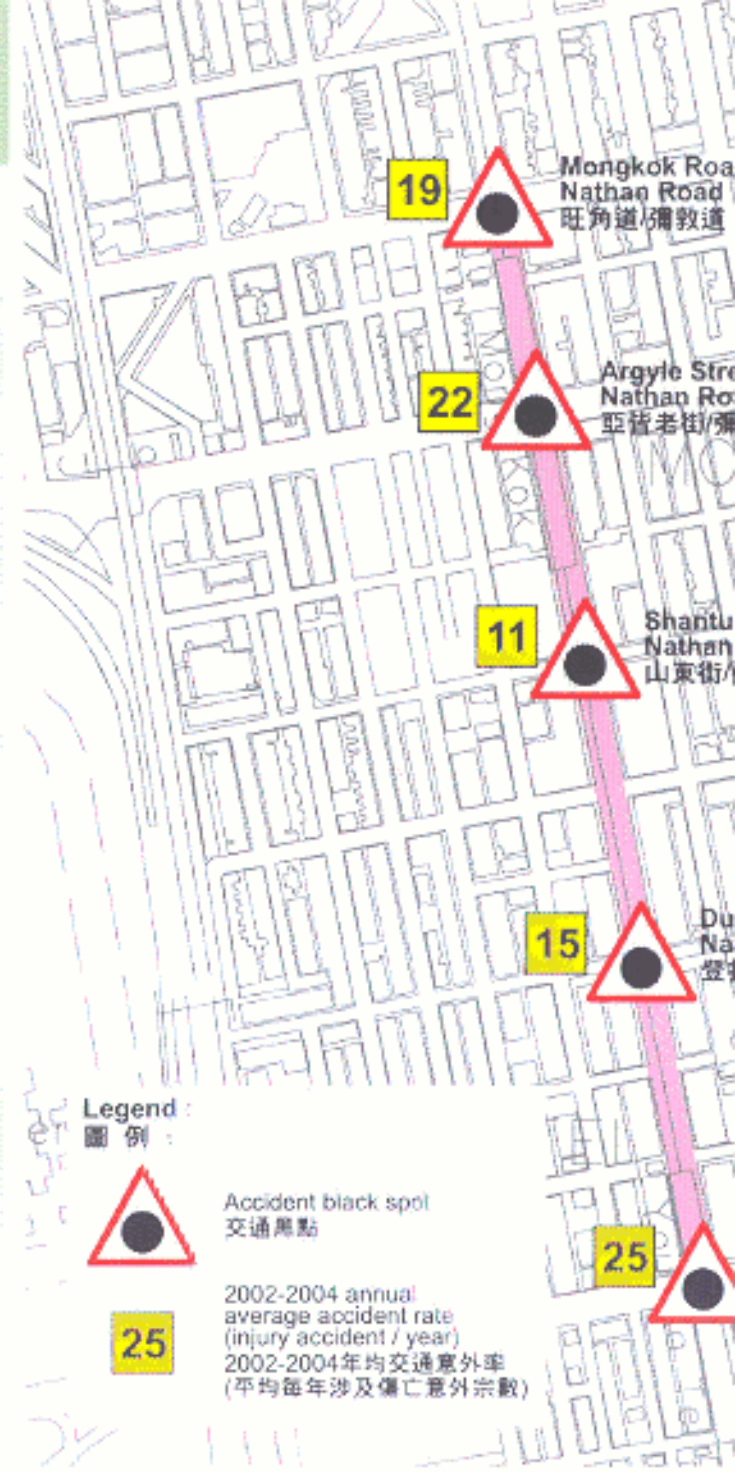
- Mongkok Road / Nathan Road
- Argyle Street / Nathan Road
- Shantung Street / Nathan Road
- Dundas Street / Nathan Road
- Waterloo Road / Nathan Road

UPTO TO YEAR 2004, annual number of accidents of the 5 key junctions consistently maintained above **90 ACCIDENTS PER YEAR.**

The average accident rate of Nathan Road (Mongkok section) in 2004 was **OVER 20 TIMES THE HONG KONG AVERAGE AND APPROXIMATELY 3 TIMES OVER SIMILAR ROADS IN OTHER COMMERCIAL DISTRICTS OF HONG KONG.**

Congested / poor pedestrian environment

擠迫/惡劣的步行環境





問題及成因：

由2002年至2004年，彌敦道五大路口持續成為交通黑點。

- 旺角道/彌敦道
- 亞皆老街/彌敦道
- 山東街/彌敦道
- 登打士街/彌敦道
- 窩打老道/彌敦道

直至2004年底，五大路口牽涉傷亡的交通意外數字一直超過年均90宗。在2004年彌敦道旺角段的平均交通意外率更錄得高出香港平均數20倍，及高出香港商業區其他同類型道路約3倍。

2004 accident rate of Mongkok Section
(per kilometer of road)
2004旺角段交通意外率
(以每公里道路計)
= 165 accident per km
每公里道路計涉及意外宗數

Road name 路名	From 由	To 至	Accident rate (per km of road) 交通意外率(以每公里道路計)
Nathan Road (Mongkok section) 彌敦道(旺角段)	Waterloo Road 窩打老道	Mongkok Road 旺角道	165
Other similar roads 其他同類型道路			
Nathan Road 彌敦道	Sallsbury Road 禧士巴利道	Waterloo Road 窩打老道	68
Des Voeux Road Central 德輔道中	Morrison Street 摩利臣街	Ice House Street 營盤街	47
Hennessy Road 軒尼詩道	Arsenal Street 亞里申街	Yee Wo Street 怡和街	54
Average 平均			56

Comparison table of 2004 accident rate of Nathan Road (Mongkok section)

2004年彌敦道(旺角段)交通意外率與其他同類型道路相比

Inadequate pedestrian facility
行人設施不敷應用



Pedestrian non-compliance
行人不依過路指示

Proposed Concepts

In order to improve the extensive conflicts between pedestrians and vehicles, we have considered and explored the following concepts :

- (i) Road widening (both carriageway and footpath) on Nathan Road
- (ii) Grade separation of pedestrian by means of providing elevated or underground walkway
- (iii) Reduce traffic volume by diverting all buses away from Nathan Road
- (iv) Reduce traffic volume by prohibiting all traffic except buses using Nathan Road
- (v) Reduce traffic volume by prohibiting motorcycle/private car/goods vehicles using Nathan Road
- (vi) Further enhance the pedestrian crossing facilities

Due to limited road space and existing development constraints, the above Concept(i) is found to be infeasible. Also, in order to maintain the existing pedestrian / passenger behaviour, and commercial environment on Nathan Road, where most of the shops, pedestrian and passenger activities are at grade, Concept(ii) is also found to be infeasible.

Moreover, Concept(iii) is found to be infeasible because the surrounding roads could not accommodate the increase in pedestrian flow and the manoeuvring of buses.

Based on the remaining concepts above and the needs of various road users, we have developed three possible concepts. We wish to hear your views.



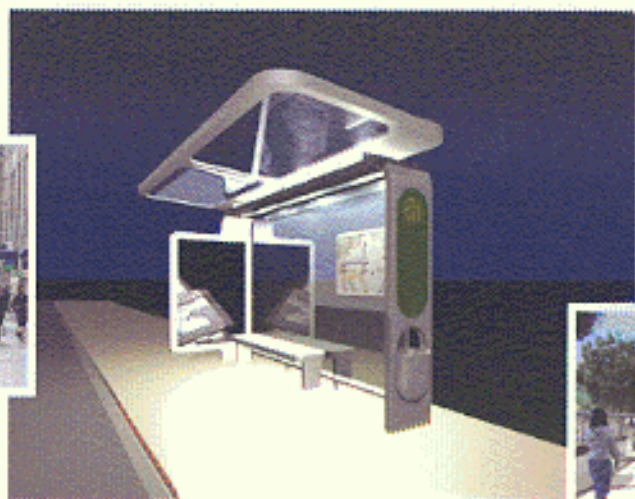
建議構思

為改善人車爭路的情況，我們會考慮以下的構思，以達至改善道路安全

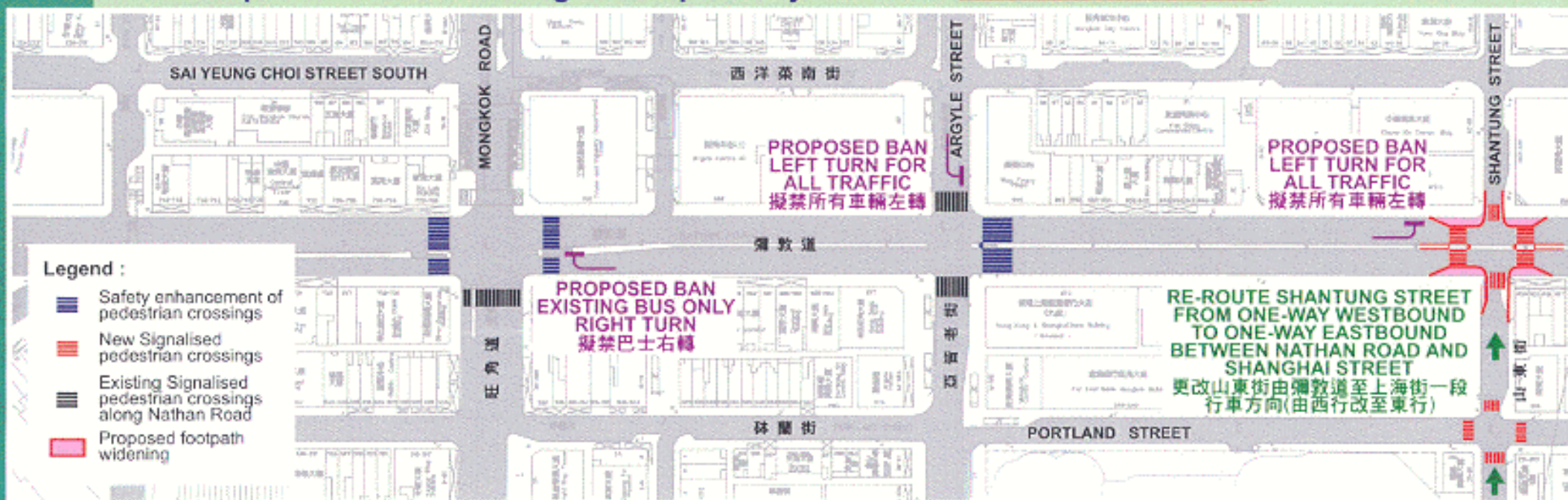
- (i) 擴闊彌敦道（行人路及車路）
- (ii) 實行人車分隔並提供架空或地下行人通道
- (iii) 將所有巴士遷離彌敦道並改道至其它道路以減少車流
- (iv) 將彌敦道轉為巴士專用路段以減少車流
- (v) 限制摩托車／私家車及貨車使用彌敦道以減少車流
- (vi) 進一步加強現時的行人過路設施（如：局部擴闊行人路）

由於受制於有限的路面空間及現有的物業發展，因此構思(i)並不可行。另外，因為現有的商舖，行人及乘客的活動多集中在地面，為了保持現有的行人及乘客的習慣，所以構思(ii)亦不可行。此外，由於巴士改道對周邊道路所帶來的大量行人及巴士轉彎的問題，構思(iii)也不可行。

綜合以上剩餘的構思及照顧各方道路使用者所需，我們現綜納出三種可行的構思。希望公眾及各界提出寶貴的意見。



Concept 1 : Partial widening of footpath at junctions. **All traffic unaffected.**



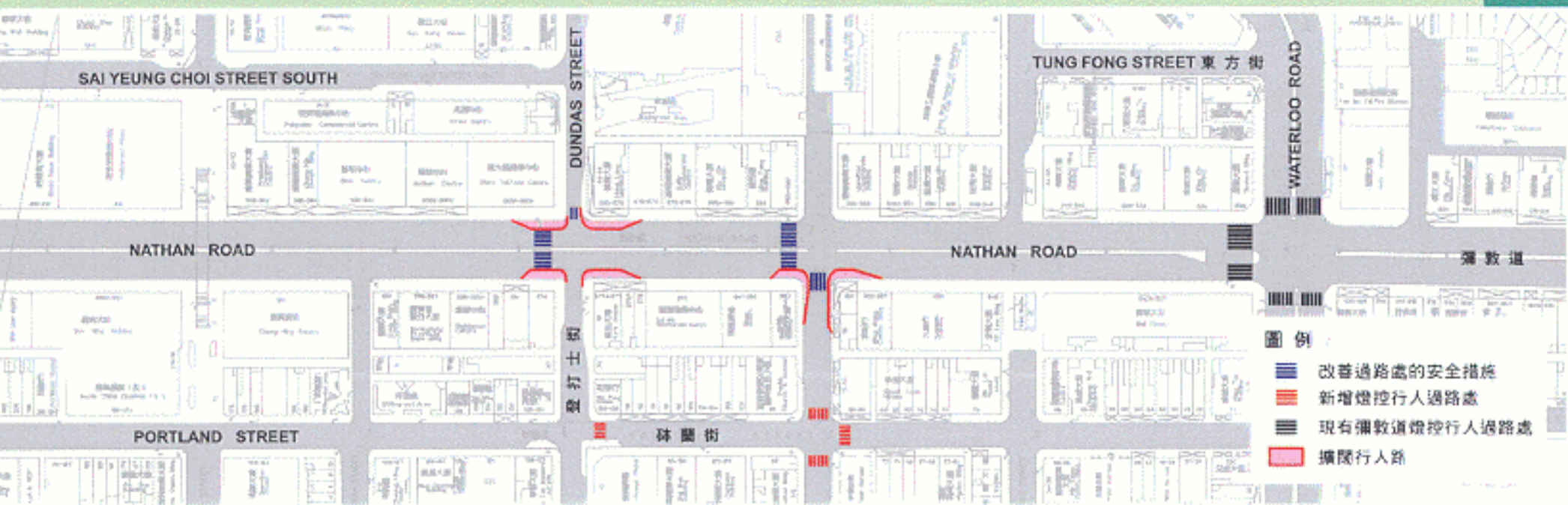
Key Points :

- Enhance and improve safety of existing crossing facilities
- Provide additional crossing points
- Minimise traffic impact to the public



Provide Additional Crossing Facilities for Disabled
增加及提供殘障人士過路設施

構思一：局部擴闊路口行人路，所有車輛使用彌敦道不受影響。

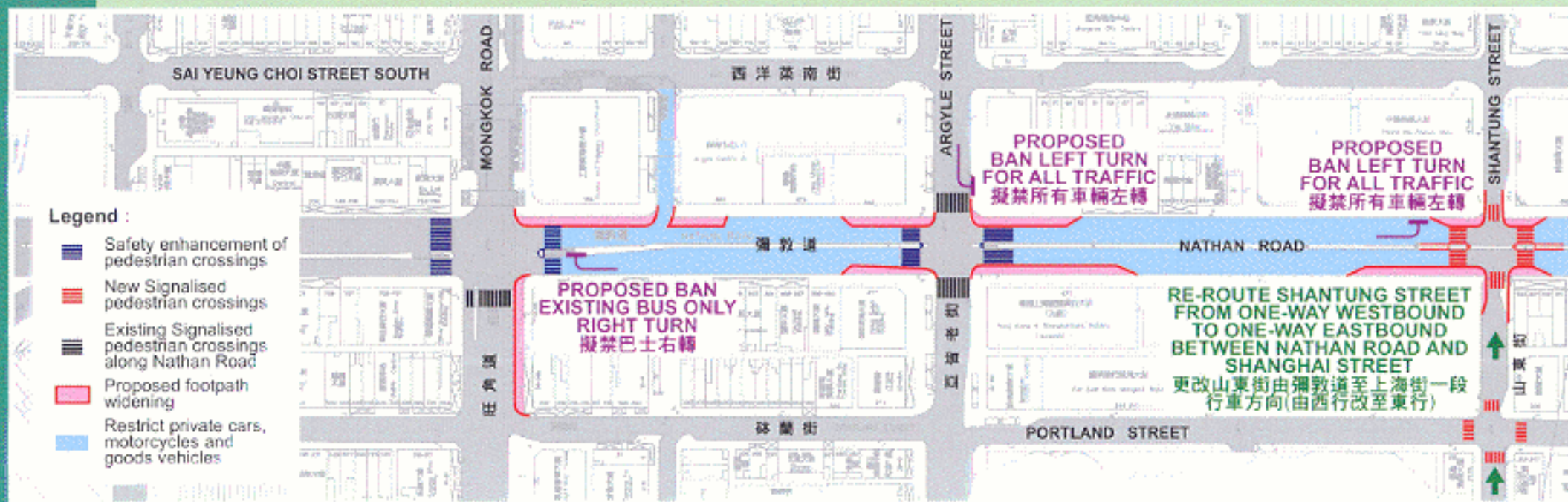


Enhance Crossing Facilities
改善行人過路設施

要點：

- 改善及提昇行人過路設施的安全
- 增加行人過路設施
- 儘量減少對公眾的交通影響

Concept 2 : Further widening of footpath at junctions. Prohibit motor cycle, private car, and goods vehicle on Nathan Road.



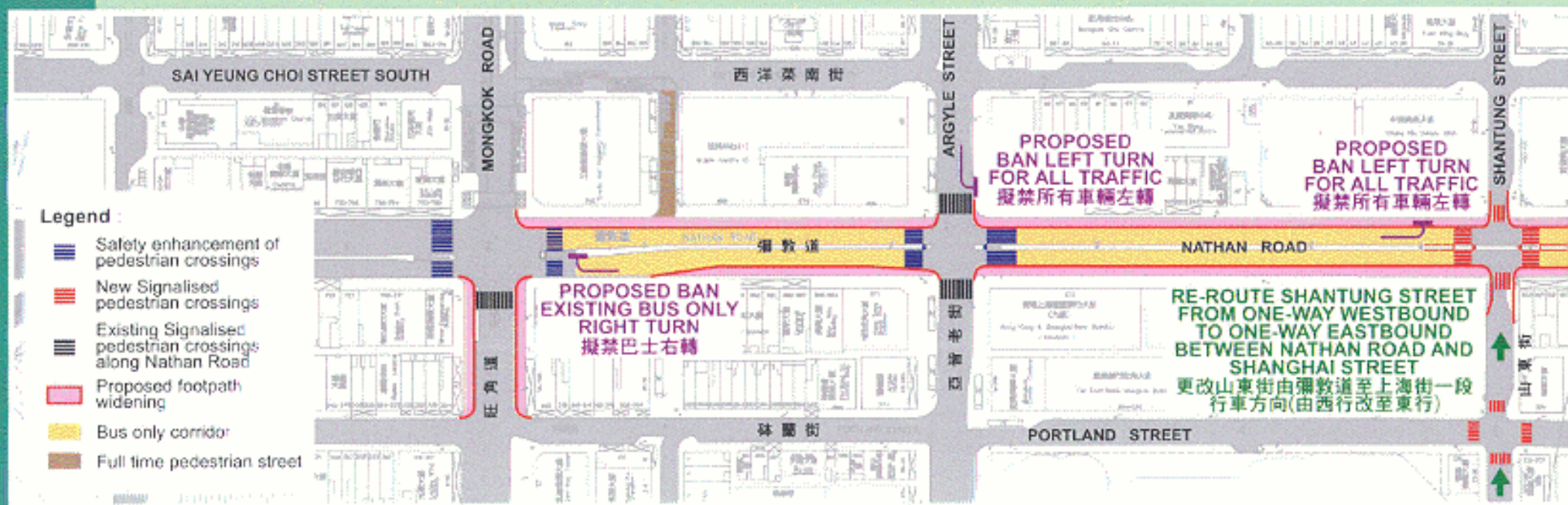
Key Points :

- Further widening of footpath
- Reduce traffic volume to minimise vehicles / pedestrians conflicts
- Affected through traffic could use West Kowloon Corridor, Princess Margaret Road, West Kowloon Highway or Ferry Street as diverted routes
- Affected local traffic could use Reclamation Street and Shanghai Street as diverted routes

Footpath widening
擴闊行人路



Concept 3A : Widen entire footpath of Nathan Road (between Mongkok Road and Waterloo Road). Nathan Road becomes **24 hours bus only**.



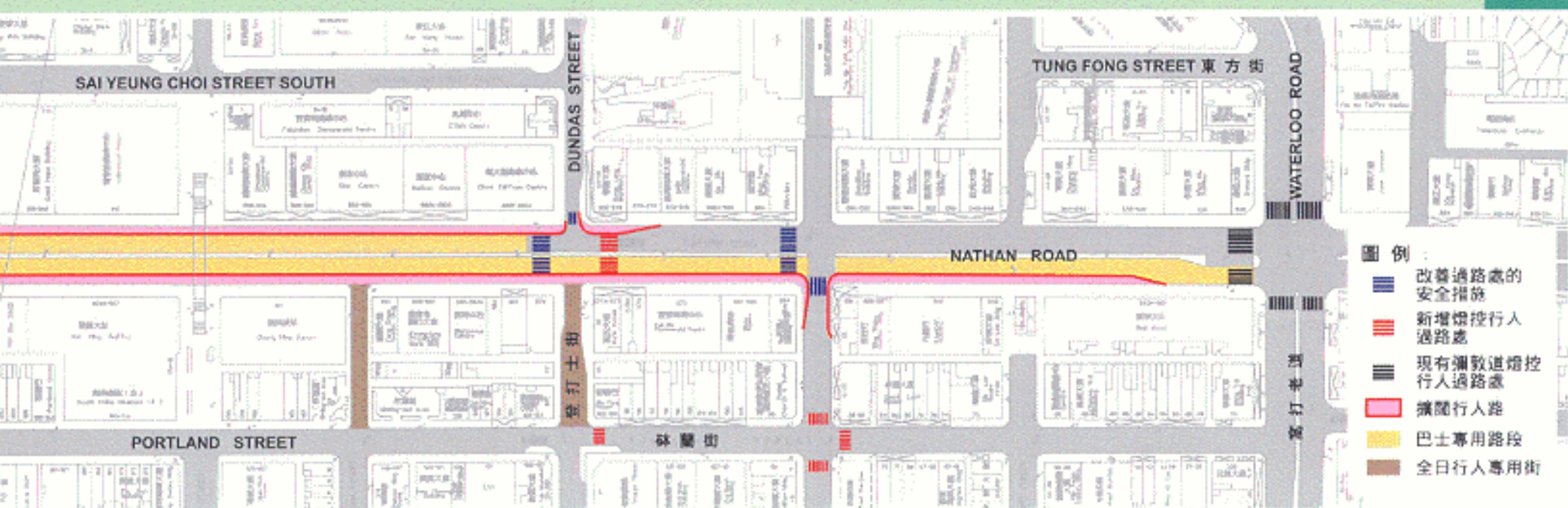
Key Points :

- Full time bus only corridor, further reduce traffic and vehicles / pedestrians conflicts
- Uniform vehicle behaviour reduce chances of accident
- Widen entire footpath to improve pedestrian walking environment
- Affected through traffic could use West Kowloon Corridor, Princess Margaret Road, West Kowloon Highway or Ferry Street as diverted routes
- Affected local traffic could use Reclamation Street and Shanghai Street as diverted routes

Better pedestrian environment and widen footpath
廣闊的行人路及更美好的環境



構思三(甲)：擴闊介乎旺角道至窩打老道的彌敦道行人路，受影響路段全日24小時巴士專用。



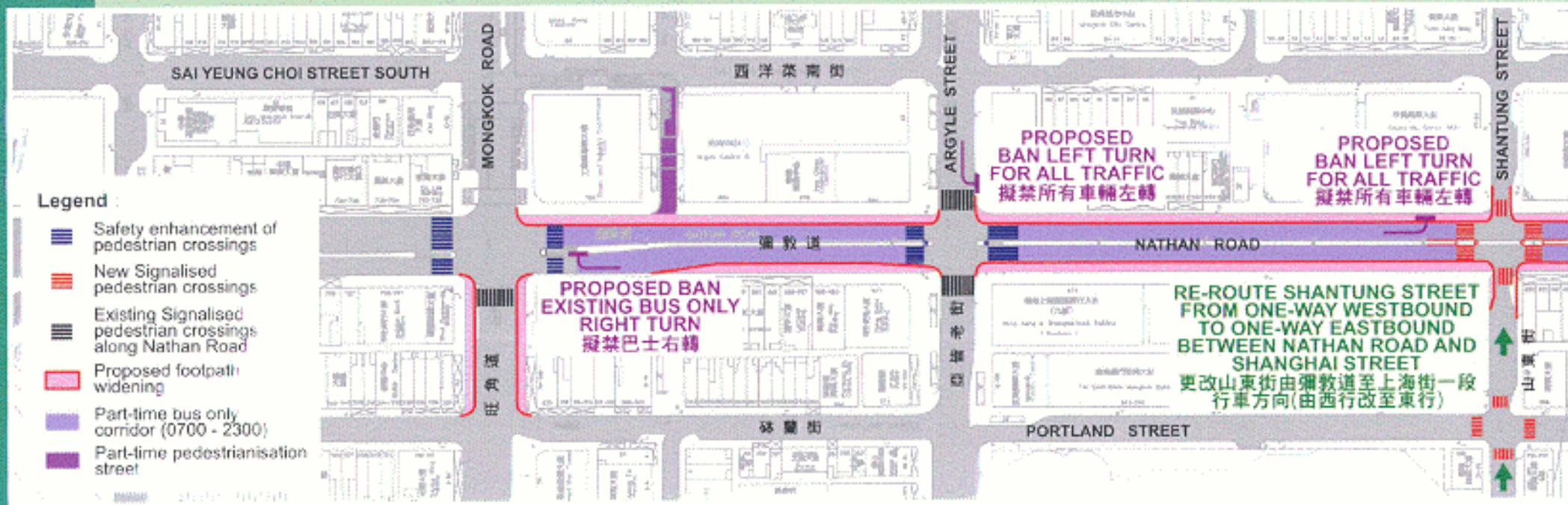
Full time bus only corridor
全日巴士專用路段

Diversion routes for through traffic
跨區車輛替代路線

要點：

- 全日巴士專用路段會進一步減少車流及人車爭路情況
- 統一化的車輛模式有助減少交通意外發生
- 全面擴闊行人路以改善步行環境
- 受影響的跨區車輛，可選用西九龍走廊，公主道，西九龍公路或渡船街作為替代路線
- 進出該區的車輛，可選用新填地街或上海街作為替代路線

Concept 3B : Widen entire footpath of Nathan Road (between Mongkok Road and Waterloo Road). Nathan Road becomes part time bus only (7am - 11pm).



Key Points :

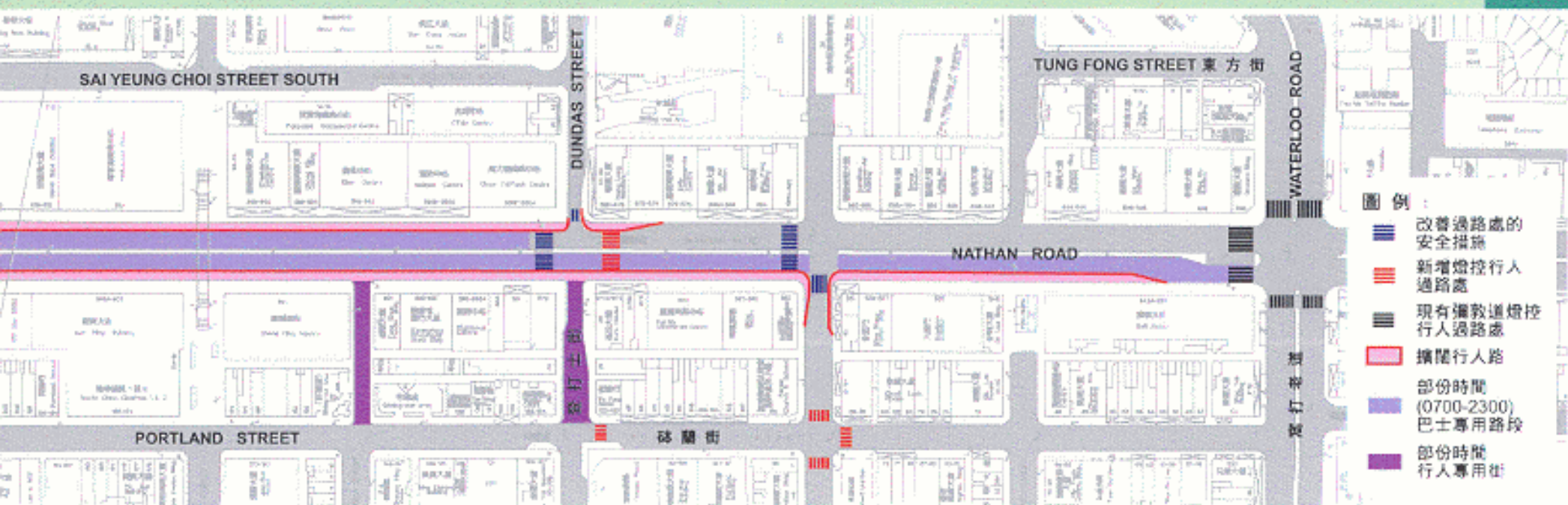
- Same as Concept 3A except bus only corridor is part-time only (7am - 11pm)



Part-time pedestrian street
部份時間行人專用街



構思三(乙)：擴闊介乎旺角道至窩打老道的彌敦道行人路，受影響路段部份時間(上午七時至晚上十一時)巴士專用。



Diversion routes for through traffic
跨區車輛替代路線



Better environment
改善環境

要點：

- 除了將巴士專用路段由全日改至部份時間(由上午七時至晚上十一時)，其他與構思三甲相同

Benefit of the concepts 構思帶來的好處

Benefits 好處	Concept 1 構思一	Concept 2 構思二	Concept 3A 構思三甲	Concept 3B 構思三乙
Accident Reduction (Upto) 減少意外(可達)	Less than 10% 少於10%	25%	40%	35%
Accident Rate Reduced to (Per Kilometer of Road) 預計減少後交通意外率(以每公里道路計)	150	125	100	105
Through Traffic Volume Reduction (Upto) 減少跨區車流(可達)	Not Affected 不受影響	15%	25%	25%
Pedestrian Improvement (Grade 1-6, 1 = negligible, 6 = significantly improvement) 行人改善(評分 1-6, 1 = 有限改善, 6 = 極大改善)	1	3	4	4
Environment Improvement (Grade 1-6, 1 = negligible, 6 = significantly improvement) 環境改善(評分 1-6, 1 = 有限改善, 6 = 極大改善)	1	3	4	4

Different concepts have different effect on accident reduction. Concept 3A appears to reduce the accident rate to a more acceptable level. Concept 1 on the other hand, is not effective.

各構思對減少交通意外有不同程度的成效。構思三甲在減少交通意外方面的成效最為顯著。而構思一則成效不大。

Tradeoff of the concepts 構思帶來的影響

Tradeoffs 影響	Concept 1 構思一	Concept 2 構思二	Concept 3A 構思三甲	Concept 3B 構思三乙
Accident Migration to Other Streets(Grade 1-6, 1 = negligible, 6 = significantly affected) 交通意外轉移至其他街道 (評分 1-6, 1 = 非常輕微, 6 = 嚴重影響)	1	2	2	2
Impact on Diverted Traffic (Additional Journey Time) 受影響的交通(增加的行車時間)	Minimal 輕微	MC/PC/GV (upto 5.5 minutes) 電單車/私家車/ 貨車 (不多於5分半鐘)	All except buses (upto 5.5 minutes) 所有車輛 (巴士除外) (不多於5分半鐘)	All except buses (upto 5.5 minutes) (7am-11pm) 所有車輛(巴士除外) (早上七時至晚上十一時) (不多於5分半鐘)
Impact on Pickup and Drop-off Activities (Grade 1-6, 1 = negligible, 6 = significantly affected) 對上落客及上落貨的影響 (評分 1-6, 1 = 非常輕微, 6 = 嚴重影響)	1	2	2	1
Impact on Taxi and Mini-bus (Grade 1-6, 1 = negligible, 6 = significantly affected) 公共交通 (評分 1-6, 1 = 非常輕微, 6 = 嚴重影響)	1	1	3	2

Your Views ?

The following questions are set out to stimulate the discussion :

- Is the existing road safety condition and pedestrian environment at the Mongkok section of Nathan Road satisfactory?
- What are your views on the safety improvement measures?
- What measures should we adopt to reduce traffic flow along Nathan Road to improve road safety?
- What are your views on the proposed concepts?

Which concept do you prefer?

We are looking forward to receiving your comment.



Existing Situation
現狀

Based on your feedback, we will select the most appropriate concept. Any selected concept will be implemented in stages and necessary trial will be carried out to ensure public acceptance.

您的選擇？

我們提出以下問題供大家討論：

- 您覺得現時旺角彌敦道的交通安全情況及行人環境，是否令人滿意？
- 對改善交通安全的措施有甚麼建議？
- 我們應該在彌敦道推行甚麼減少車流的措施以改善交通安全？
- 您對提出的構思有甚麼意見？

您會接受那一個構思？

我們期待收取各界發表的意見。



我們會根據各界發表的意見制定出最廣為接受的構思。在推行所選構思時我們將按步就班地分段實施，並先推行試點項目，務求及確保各界可以接受。

How to Express Your Comments

Your views will be very important for us to select an appropriate concept.

Please send your comments to us before 30 November 2005 by :

Post : Transport Department,
8/F, Mongkok Government Offices
Luen Wan Street, Mongkok, Kowloon
Fax : 2397 8046
Webpage : www.mva.com.hk/nathan/digest.htm

Further Information

This consultation digest is also available at TD's website at <http://www.td.gov.hk>
For further enquiry, please contact us at 2399 2500 or 2399 2510.

怎樣發表您的意見

您的意見對我們制定合適的構思極為重要。

請您在二零零五年十一月三十日前，以下列途徑提出意見：

郵寄：運輸署
香港九龍聯運街
旺角政府合署8樓
傳真：2397 8046
網址：www.mva.com.hk/nathan/digest.htm

進一步資料

本份諮詢摘要已上載於運輸署的網頁，網址為 <http://www.td.gov.hk>
如有任何進一步查詢，請致電 2399 2500 或 2399 2510 和我們聯絡。

Reply Slip 回覆便條

Are you satisfied with the existing road safety condition of Nathan Road?

您對現有的彌敦道交通安全情況感到滿意嗎？

Yes
滿意

No
不滿意

Do you think these concepts are feasible?

您認為建議構思可行嗎？

Yes
全部可行

Only some
部份可行

None of them
全部不可行

If you think these concepts are feasible, what is your order of preference? (1-4, 1 = most preferred, 4 = least preferred)

如果您認為某些建議構思可行，請列出您的優先次序？(1-4, 1 = 最高, 4 = 最低)

Concept 1 _____ Concept 2 _____ Concept 3A _____ Concept 3B _____
構思一 _____ 構思二 _____ 構思三甲 _____ 構思三乙 _____

Any other views? 其它意見? _____

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旺角政府合署8樓

傳真：2397 8046

網址：www.mva.com.hk/nathan/digest.htm

Your Contact (Optional)
您的資料(非必須填寫)
