

# **Task Force on Kai Tak Harbourfront Development**

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For discussion  
on 18 August 2015

TFKT/07/2015

## **Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area – Feasibility Study Stage 2 Public Engagement**

### **PURPOSE**

This paper aims at informing Members of the Stage 2 Public Engagement (PE) of the “Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area (KTBA) – Feasibility Study” (the Study), and inviting Members to provide comments on the improvement strategies and proposals.

### **BACKGROUND**

2. The Energizing Kowloon East Office (EKEO), Development Bureau is tasked to facilitate the transformation of Kowloon East into another attractive core business district (CBD2) of Hong Kong, with the key strategies focusing on Connectivity, Branding, Design and Diversity.

3. EKEO commissioned the Study in May 2014 to review and assess the pedestrian environment and traffic conditions of KTBA and to formulate feasible improvement schemes and proposals, in order to improve the pedestrian connections and traffic network as well as to strengthen the accessibility from the MTR Kwun Tong and Ngau Tau Kok Stations to KTBA and towards the Kwun Tong waterfront.

4. Currently, Kwun Tong Promenade is one of the major green spaces in KTBA which attracts many visitors. With the recent completion of Kwun Tong Promenade Stage 2 and the future projects along the waterfront, it is anticipated that the number of people attracted to the promenade would continue to increase.

5. The existing pedestrian and traffic networks in KTBA are complex and crisscrossed. Our vision is to create a “walkable” and pleasant pedestrian environment with enhanced connectivity between MTR Kwun Tong and Ngau Tau Kok Stations, KTBA and the promenade.

## **MAJOR COMMENTS FROM STAGE 1 PE**

6. To gauge the public views on the improvement of pedestrian environment and traffic conditions in KTBA, this Study includes three stages of PE. The Stage 1 PE was carried out between November and December 2014. An information paper was circulated to members on 19 December 2014. The views of the public and stakeholders were collected through various channels, and can be found at the link below: [www.walkablekwuntong.hk](http://www.walkablekwuntong.hk).

7. During the Stage 1 PE, most of the stakeholders supported the vision of this Study, as well as the key issues and initial improvement strategies established for KTBA. A number of suggestions for improvements were also received from the public which focused on enhancing pedestrian crossing facilities, improving the pedestrian environment including directional signage facilities, beautification and greening as well as regulating kerbside loading/unloading activities and alleviating traffic congestion, etc.

## IMPROVEMENT STRATEGIES AND PROPOSALS

### Pedestrian and Traffic Environment Improvement Framework

8. Based on the “weaving” concept for improving the pedestrian network in Kowloon East, the overall framework of pedestrian and traffic environment improvement is formulated in concert with the Conceptual Master Plan 4.0 for Kowloon East to align with the future development strategy of Kowloon East as a whole. Three different interweaving levels are integrated under this overall framework of pedestrian and traffic environment improvement to achieve an interconnected pedestrian network. These include:

- **Major North-South Corridors** – To attract people to the waterfront, emphasis is placed on six major north-south corridors that connect Kwun Tong Road to Kwun Tong Promenade through the improvement of pedestrian and traffic facilities, creation of more greening and leisure space.
- **Major East-West Corridors** – We also propose to improve the pedestrian environment along four east-west corridors, in particular to strength the connectivity between the Kowloon Bay Action Area and the Kwun Tong Action Area and further enhance the linkage with the future Tsui Ping River.
- **Back Alleys Project @ Kowloon East** – The environment of back alleys will be enhanced and integrated with the overall pedestrian network to develop a convenient pedestrian system that facilitate pedestrian access to the waterfront.

9. Having considered the major comments collected from Stage 1 PE and the public aspirations for early improvement of the pedestrian environment in KTBA, short-term improvement schemes will be implemented first to bring forth the associated benefits at the earliest opportunity. Apart from the short-term improvement schemes, we have also developed various pedestrian

and traffic environment improvement proposals.

## Short-term Improvement Schemes

10. Taking into account the works programme of the short-term improvement schemes and the government resources allocation, we will implement small intervention projects by phases from now until 2017/ 2018 to improve the overall pedestrian environment and traffic conditions in KTBA progressively. The details of the schemes are shown in Chapter 3 of the attached Digest for Stage 2 PE.

## Pedestrian and Traffic Environment Improvement Proposals

11. A number of pedestrian and traffic environment improvement proposals are developed. The aim is to weave an interconnected pedestrian network between KTBA and its surrounding areas, while balancing the traffic needs at the same time. The improvement proposals include the following key features:

### Major North-South Corridors

- **Shun Yip Link** (page 42 of the Digest) – To facilitate pedestrian access to the waterfront, various enhancement works are proposed along Shun Yip Street including beautifying Kwun Tong Road Sitting-out Area, enhancement of pedestrian crossings along the link, and rationalisation of adjacent kerbside;
- **Lai Yip Link** (page 44 of the Digest) – As the major access route from the MTR Ngau Tau Kok Station to the waterfront, our improvement proposals focus on the beautification of MTR Ngau Tau Kok Station Public Transport Interchange, and enhancement of the existing pedestrian facilities;



- **How Ming Link** (page 46 of the Digest) – We plan to beautify the MTR Ngau Tau Kok Station Public Transport Interchange area; enhance the adjacent public space; beautify How Ming Lane and ensure smooth traffic circulation through junction layout improvements along the link;
- **Tsun Yip Link** (page 48 of the Digest) – Our focus of the improvement proposals will be on the beautification of Tsun Yip Lane and its existing footbridge connection, and the exploration of greening opportunities along the link to provide a direct and people-oriented connection to the waterfront;
- **Hoi Yuen Link** (page 50 of the Digest) – In addition to footpath widening, a direct elevated walkway which can provide flexibility to integrate with one of the proposed alignments of the Environmentally Friendly Linkage System (EFLS) under planning will be investigated for strengthening pedestrian connection and enhancing accessibility from MTR Kwun Tong Station to the promenade; and
- **King Yip Link** (page 52 of the Digest) – To support the planned Tsui Ping River and Tsui Ping River Garden projects, our focus will be on strengthening the pedestrian connectivity along various sections of Tsui Ping River, while improving major road junctions in the periphery to create a pleasant riverside walking environment complementing with Kwun Tong Promenade;

## Major East-West Corridors

- **Shing Yip Link** (page 56 of the Digest) – We propose to provide loading/unloading bay signs, and will liaise with the operators to investigate the application of information technology to rationalise the loading/unloading activities;

- **Hung To Link** (page 58 of the Digest) – We propose to investigate the long-term improvement to the arrangements for kerbside parking and loading/unloading bays, and implement building set-backs at appropriate locations upon redevelopment to release more space for footpath widening as well as beautification and greening;
- **Wai Yip Link** (page 60 of the Digest) – As the major vehicular road for east-west connection, priority has given to enhancing various existing road junction arrangements, improving pedestrian crossing facilities, and extending the central reserve for more greening; and
- **Hoi Bun Link** (page 62 of the Digest) – It is proposed to further extend the existing green corridor to connect with the Kowloon Bay and Kwun Tong Action Areas at each end. Adjacent green spaces such as Hoi Bun Road Park and the “Fly the Flyover Operation” sites will also be integrated with this link to create a continuous green pedestrian corridor along the promenade connecting the two Action Areas.

## Back Alleys Project @ Kowloon East

- **Enhancing walkability and connectivity** – Improving existing problems like obstructions by various objects and water dripping, enhancing pedestrian accessibility, additional directional signage facilities, and enhancing the connectivity among back alleys; and
- **Improve pedestrian environment and increase attractiveness** – Creating good quality pedestrian environment, introducing different elements to reinforce the character of back alleys, and enhancing vibrancy of back alleys to attract pedestrians.

## Smart Transport Management

12. In line with the future development direction of CBD2, we proactively promote the development of Kowloon East into a “Smart City”. Various sectors are encouraged to make use of technologies in KTBA with the aim of providing benefits and convenience to the public. Major proposals include:

### Smart Transport Proposals for Pedestrians

- Provision of “Hong Kong eTransport” information service;
- Investigate provision of more facilities for the convenience of the public;
- Investigate energy saving lighting facilities; and
- Investigate the setting up of smart logistics lockers;

### Smart Transport Proposals for Traffic

- Investigate the provision of more parking information; and
- Rationalise loading/unloading activities.

13. The aforementioned smart transport proposals are initial ideas only. We will further investigate various improvement proposals in the next stage to formulate a clearer direction, and the actual implementation is subject to detailed technical assessments, site condition, resource allocation and public views.

## **PUBLIC ENGAGEMENT PROGRAMME**

14. The 2-month Stage 2 PE started on 31 July 2015, and will end on 30 September 2015. The aim is to collect the views of the public and stakeholders on the improvement schemes and proposals under the Study. A community workshop is scheduled

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to be held at the Exhibition Hall of EKEO on 19 September 2015 (Saturday) as a part of the Stage 2 PE activities.

15. In the next stage, we will consolidate the comments received for further investigation and analyses. The Stage 3 PE is scheduled to be launched in Q2 2016.

**Energizing Kowloon East Office, Works Branch  
Development Bureau  
August 2015**

第二階段公眾參與摘要  
Stage 2 Public Engagement Digest



觀塘商貿區的  
行人環境改善計劃  
可行性研究

Pedestrian Environment  
Improvement Scheme for  
Transformation of Kwun Tong Business Area  
**FEASIBILITY STUDY**



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# 1 引言 INTRODUCTION

觀塘以往是香港製造工業的重要基地，現正轉型為一個核心商業區。隨著時間演變，觀塘商貿區未來將成為香港的經濟、商業、旅遊及休閒重地。

發展局起動九龍東辦事處在二零一一年發布九龍東首份概念總綱計劃，並以「連繫」、「品牌」、「設計」和「多元化」為重點，促進九龍東轉型為另一個具吸引力的核心商業區。辦事處於二零一四年五月展開「觀塘商貿區的行人環境改善可行性研究」（下稱「本研究」）。本研究的目的為檢視及評估觀塘商貿區的行人及交通環境，探討可行的改善方案及建議，以改善觀塘商貿區的行人連接和交通網絡，加強港鐵觀塘及牛頭角站與觀塘商貿區至海濱的連繫。

Kwun Tong has been transforming from an important base for manufacturing industries in the past into a core business district (CBD). As time evolves, Kwun Tong Business Area (KTBA) will become an economic, commerce, tourism and leisure hub in Hong Kong in future.

In 2011, the Energizing Kowloon East Office (EKEO) of the Development Bureau promulgated the first Conceptual Master Plan to transform Kowloon East into another attractive CBD of Hong Kong, focusing on Connectivity, Branding, Design and Diversity. In May 2014, EKEO commissioned the "Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area Feasibility Study" (this Study). The objectives of this Study are to review and assess the pedestrian environment and traffic conditions of KTBA and to formulate feasible improvement schemes and proposals, in order to improve the pedestrian connections and traffic network as well as to strengthen the accessibility from the MTR Kwun Tong and Ngau Tau Kok Stations to KTBA and towards the waterfront.





# 我們的 願景

## Our Vision

營造一個可寫意踴躍和舒適的行人環境及暢達的交通網絡，方便市民由港鐵觀塘及牛頭角站進出觀塘商貿區，並到達海濱。

Create a “walkable” and pleasant pedestrian environment and an easily accessible traffic network, with enhanced connectivity between MTR Kwun Tong and Ngau Tau Kok Stations, KTBA and the waterfront.



## 指導原則

先前起動九龍東辦事處提出以「編織」的概念改善九龍東的行人網絡，本研究以此概念進一步應用在觀塘商貿區。

相比九龍灣商貿區，觀塘商貿區現時的行人及交通網絡佈局更為縱橫交錯。觀塘道至觀塘海濱花園之間的主要街道是區內的行人骨幹，而區內林立的新舊建築物和大大小小的地塊亦造成細緻的城市肌理。加上區內的後巷遍佈於工商業大廈之間，他們在不同層次的空間上緊扣相連，形成豐富和靈活的結構。

在制定整體行人及交通環境改善框架的同時，觀塘商貿區的行人環境應與起動九龍東辦事處發布的概念總綱計劃 4.0 互相呼應，以符合整個九龍東的未來發展方向。

## Guiding Principles

Based on the “weaving” concept advocated by the EKEO for improving the pedestrian network in Kowloon East, this study has further applied the same concept to KTBA.

As compared to Kowloon Bay Business Area (KBBA), the existing pedestrian and traffic networks in KTBA are much more complex and crisscrossed. Apart from the major linkages between Kwun Tong Road and Kwun Tong Promenade which form the main pedestrian spines in KTBA, old and new buildings in the area with plots of varying sizes have given rise to meticulous urban fabrics. These work in tandem with the back alleys intertwining among various industrial and commercial buildings in the area, integrating into a spatial pedestrian system that is closely linked up at different levels and forming a robust and dynamic system.

The overall framework of pedestrian and traffic environment improvement in KTBA is formulated in concert with the Conceptual Master Plan 4.0 promulgated by the EKEO so as to align with the future development strategy of Kowloon East as a whole.

## 主要策略

- 以觀塘道至觀塘海濱花園之間的主要街道為骨幹，加強南北走廊連接，共創活力海濱
- 透過優化城市設計，並善用現有的行人網絡，包括東西走廊和區內後巷，以工業文化為主題發揮創造精神
- 連接區內現有的綠色空間，尋找機遇增加綠化

## Major Strategies

- Using the main roads between Kwun Tong Road and Kwun Tong Promenade as the spines to strengthen the north-south connectivity and to achieve a more vibrant waterfront
- Enhancing the urban design and existing pedestrian network, including east-west corridors and back alleys, to display the spirit of creation under the industrial culture theme
- Weaving through the existing green spaces and maximise green opportunities



## 途徑

市區轉型不能一蹴而就，既要配合未來發展需要，也要照顧不同持份者的需求。因此，我們採用綜合策略，以靈活的手法分階段締造優質的行人環境。

## Approach

Urban transformation is a progressive process to meet the needs of future development and cater for the aspirations of different stakeholders. In this connection, we adopt a comprehensive strategy to create a high quality pedestrian environment by phases in a flexible manner.

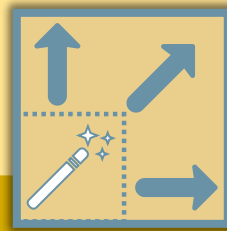


### 地方營造

採用一套符合城市規劃、設計、建築、交通、工程、執行、管理和社區參與等考慮的綜合策略，貫徹以人為本的概念，在不同層面善用社區資源和潛力。

### Place-making

Applying a set of integrated strategies that embrace the considerations of urban planning, design, architecture, traffic, engineering, operation, management and community engagement, etc., and implementing the people-oriented concept by capitalising on the community resources and potential in different aspects.

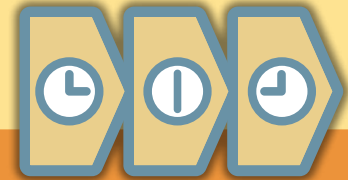


### 小項目、大改善

以多元化的小型短期項目測試改善行人環境的成效，並可於本研究下一階段調整改善策略的方向，為觀塘商貿區的行人及交通環境帶來整體改善。

### Small Interventions, Big Changes

The effectiveness of pedestrian environment improvements can be evaluated through the implementation of diversified short-term small interventions. Subsequent improvement strategies will be refined in the next stage to achieve a more holistic improvement for the pedestrian and traffic environment in KTBA.



### 分階段實施

透過不同規模及類型的改善方案結合觀塘商貿區的行人及交通網絡，並以循序漸進的方式分階段落實，改善區內整體行人及交通網絡。

### Phased implementation

Making use of different scales and types of improvement schemes to integrate the pedestrian and traffic networks in KTBA and implementing various schemes progressively in phases to improve the overall pedestrian and traffic environment in the area.

## 1.2 研究流程及公眾參與

為持續收集市民就改善觀塘商貿區行人及交通環境的意見，本研究的公眾參與活動分為三個階段。

第一階段公眾參與已於二零一四年十一月至十二月舉行，期間我們舉辦了一系列的公眾參與活動，包括社區工作坊、巡迴展覽、與觀塘區議會進行的簡介會及個別會面，並透過多個途徑收集市民及持份者的意見。相關的資料可參閱以下網址：

[www.walkablekwuntong.hk](http://www.walkablekwuntong.hk)

綜合了第一階段公眾參與收集的公眾意見和建議，我們為觀塘商貿區的行人及交通環境制定了改善方案和建議。我們現正展開第二階段公眾參與，並誠意邀請您就本研究所提出的改善方案和建議表達意見。

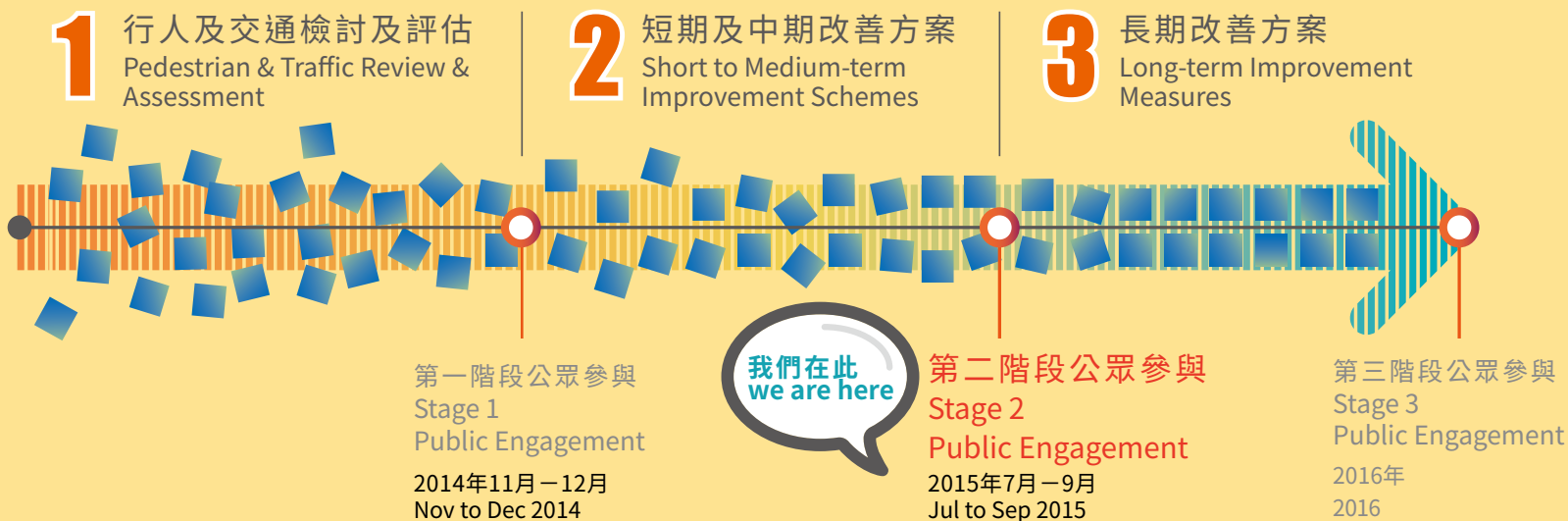
## Study Process and Public Engagement

In order to gauge the public views on the improvement of pedestrian environment and traffic conditions in KTBA continuously, this Study includes three stages of public engagement (PE).

The Stage 1 PE was carried out between November and December 2014. A series of PE activities, including community workshops, roving exhibitions, briefing sessions with Kwun Tong District Council and individual meetings were held. The views of the public and stakeholders were also collected through various channels. Relevant information can be found at the link below:

[www.walkablekwuntong.hk](http://www.walkablekwuntong.hk)

After consolidating the public comments and suggestions received during the Stage 1 PE, we have formulated potential improvement schemes and proposals for KTBA. We are currently undertaking the Stage 2 PE. You are cordially invited to participate in the Stage 2 PE by providing your views on the improvement schemes and proposals identified under this Study.









### 1.3 第一階段公眾參與主要意見

於第一階段公眾參與中，大部分持份者皆支持本研究的願景以及就觀塘商貿區所確立的主要議題和初步改善策略。公眾也作出一些改善建議，有助我們進一步深化建議改善方案。

### Major Comments from Stage 1 PE

During the Stage 1 PE, most of the stakeholders supported the vision of this Study, as well as the key issues and initial improvement strategies established for KTBA. A number of suggestions for improvements were also received from the public which facilitated us to further develop the improvement schemes and proposals.

#### 有關行人環境的意見

#### Comments on Pedestrian Environment

- 開源道、觀塘道及駿業里一帶行人流量高，行人路十分擠迫。
- 駿業街、巧明街、成業街、鴻圖道及開源道的路旁活動頻繁，影響行人環境和行車交通。
- 區內行人環境缺乏活力和吸引力，建議例如美化街道景觀、增加綠化和公共活動空間，加強本區特色。
- Congested pedestrian walkways along Hoi Yuen Road, Kwun Tong Road and Tsun Yip Lane due to high pedestrian flows.
- Heavy kerbside activities observed along Tsun Yip Street, How Ming Street, Shing Yip Street, Hung To Road and Hoi Yuen Road, which affected pedestrian environment and vehicular traffic.
- Lack of vibrancy and attractiveness in the pedestrian environment in the area. Ideas like the beautification of streetscape, provision of more greening and public activity spaces were suggested to reinforce the local character.



## 有關改善行人環境的建議

### Suggestions on Pedestrian Environment

- 支持改善後巷環境以減輕主要行人路的擠逼，並增加其吸引力和加強後巷之間的連接以方便行人使用。
- 觀塘商貿區的行人環境應以人為本、「易行」及富有吸引力。
- 應透過開源道提供直接行人連接，加強港鐵觀塘站與海濱的連繫。
- 應改善勵業街及周邊地區包括海濱道公園附近的行人環境，以連接港鐵牛頭角站到海濱。
- 建議於適當位置改善行人環境，例如優化行人過路設施、加闊行人路或設置行人優先街道等。
- 優化行人指示標誌設施，方便行人前往區內不同目的地。
- Supported improving the environment of back alleys to alleviate the congestion at main footpaths, and to enhance their attractiveness and connectivity amongst back alleys for the convenience of pedestrians.
- Pedestrian environment in KTBA should be people-oriented, “walkable” and attractive.
- A direct pedestrian linkage through Hoi Yuen Road should be provided to enhance the connection between MTR Kwun Tong Station and the waterfront.
- Pedestrian environment at Lai Yip Street and its surroundings including Hoi Bun Road Park should be improved to provide connection between MTR Ngau Tau Kok Station and the waterfront.
- Suggestions such as the enhancement of pedestrian crossing facilities, widening of pedestrian walkways and introduction of pedestrian priority zones, etc. at appropriate locations were proposed to improve the pedestrian environment.
- Pedestrian directional signage should be enhanced to provide wayfinding for the pedestrians going to different destinations in the area.



## 有關交通情況的意見 Comments on Traffic Conditions

- 觀塘商貿區於繁忙時段會出現交通擠塞、路旁上落貨活動頻繁及違例泊車問題嚴重，尤其是沿開源道、鴻圖道、成業街、偉業街以及敬業街。
- 近九龍灣宏照道、常怡道及祥業街一帶的車流量高，交通擠塞會於繁忙時段出現。
- 區內一些位置，例如觀塘碼頭周邊常有旅遊巴停泊，間中會影響附近道路的交通。
- 現有交通網絡未能應付龐大的汽車及行人流量。
- Traffic congestion at peak hours, frequent kerbside loading/unloading activities and illegal parking in KTBA, particularly along Hoi Yuen Road, Hung To Road, Shing Yip Street, Wai Yip Street and King Yip Street.
- Heavy vehicular traffic in the areas near Kowloon Bay such as Wang Chiu Road, Sheung Yee Road and Cheung Yip Street at peak hours, causing occasional traffic congestion.
- Coach parking frequently observed in the areas such as the surroundings of Kwun Tong Ferry Pier which occasionally affected traffic of roads in the vicinity.
- Existing traffic network insufficient to cope with the huge volume of vehicular and pedestrian traffic.

## 有關改善交通情況的建議 Suggestions on Traffic Conditions

- 應檢視泊車位供應及鼓勵步行或乘搭公共交通工具的交通模式，並考慮於區內適當位置增設公共運輸交匯處。
- 考慮採取交通改善措施，例如優化交通燈、改變車道方向及行車線數目、檢視人車分流措施及限制或理順路旁上落客貨活動，以紓緩交通擠塞的情況。
- 應積極採取檢控及妥善解決頻繁的路旁上落貨活動和違例泊車問題。
- Provision of parking spaces should be reviewed and transport modes such as walking or use of public transport should be promoted. Public transport interchanges should be considered at appropriate locations in the area.
- Transport improvement strategies such as the optimisation of traffic signals, modification of traffic direction and lanes configuration, review of pedestrian and vehicular diversion measures and the restriction or rationalisation of kerbside loading/unloading activities, etc. should be considered so as to alleviate the traffic congestion condition.
- Should step up enforcement and appropriately solve the problems of frequent kerbside loading/unloading and illegal parking activities.





## 有關區域性行人及交通環境的意見 Comments on Overall Pedestrian and Traffic Environment



- 區內欠缺舒適暢達的行人網絡，觀塘道一帶與海濱亦缺乏直接連接。
- 現有行人天橋和行人隧道的連接性不足，支持美化行人設施以增強吸引力。
- 觀塘商貿區、九龍灣商貿區和啟德發展區之間的行人及交通連接不足，應提供直接及有吸引力的連接。
- 不應忽視觀塘商貿區與觀塘道以北一帶的連接。
- General lack of pleasant and accessible pedestrian network in the area, and direct connections between Kwun Tong Road and the waterfront.
- Ineffective connectivity between existing footbridges and subways. Face-lifting of pedestrian facilities was supported to enhance their attractiveness.
- Inadequate linkages amongst KTBA, Kowloon Bay Business Area and Kai Tak Development Area and more direct and appealing pedestrian and vehicular connections should be provided.
- Consideration should also be given to the connectivity between KTBA and the area north of Kwun Tong Road.

## 有關區域性行人及交通環境的改善建議 Suggestions on Overall Pedestrian and Traffic Environment



- 應優化公共交通配套以加強區內與周邊地區的連接。
- 把握區內行動區的未來發展機遇，優化兩個行動區之間的連接。
- 建議優化及延伸海濱長廊，可考慮提供單車徑或慢跑徑以連接啟德發展區。
- 藉著區內重建機遇改善行人環境，例如可考慮實施建築物後移，或於大廈之間以行人天橋或隧道增加連接。
- 支持適當的智能交通措施的發展及應用。
- Public transport facilities should be enhanced to strengthen the connectivity of KTBA with its surrounding areas.
- Should capitalise on future opportunities of the two action areas to optimise their interconnectivity.
- Enhancement and extension of the promenade with cycling or jogging tracks connecting to the Kai Tak Development Area were suggested.
- Redevelopment opportunities should be seized to improve the pedestrian environment, for example, through the implementation of building set-backs or provision of footbridges or subways to enhance the linkage between developments.
- The development and application of appropriate smart transport measures were supported.

# 2 行人及交通環境改善框架

## Pedestrian and Traffic Environment Improvement Framework

基於已確立的願景和第一階段公眾參與活動收到的主要意見，我們就三個不同互相交織的層次草擬了一套行人及交通環境改善框架：

**主要南北走廊** —— 區內的主要行人骨幹，以方便行人步行往海濱為目的，沿走廊改善行人及交通設施及增加綠化或休憩空間。

**主要東西走廊** —— 配合區內持續發展及轉型為商貿區，改善現時頻繁的路旁活動，加強九龍灣和觀塘行動區之間以至未來翠屏河的連接。

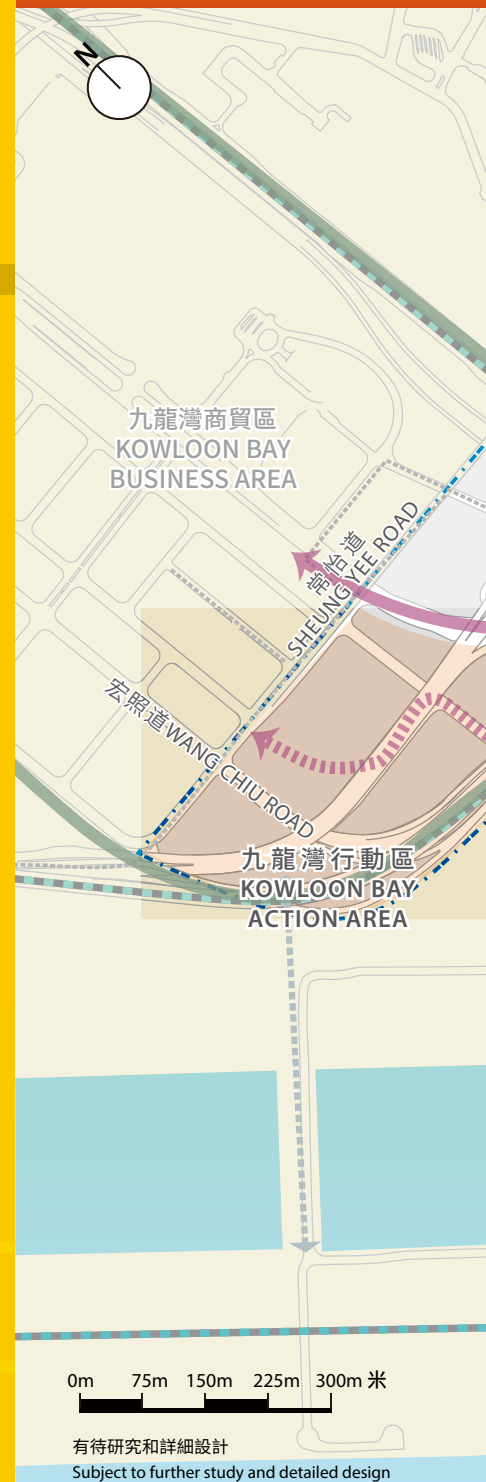
**後巷計劃 @ 九龍東** —— 優化後巷環境以融入區內整體行人網絡，建立一個便捷的行人系統。

Based on the vision established in this Study and the major comments received from the Stage 1 PE, the framework of pedestrian and traffic environment improvements is formulated at three different interweaving levels:

**Major North-South Corridors** — To serve as major pedestrian spines in the area, focusing on pedestrian connections to the waterfront through the improvement of pedestrian and traffic facilities, creation of more greening and leisure space.

**Major East-West Corridors** — In tandem with the continual development and transformation of the area into a core business district, to regulate the frequent kerbside activities and strengthen the connectivity between the Kowloon Bay and Kwun Tong Action Areas, as well as future extension to the planned Tsui Ping River.

**Back Alleys Project @ Kowloon East** — To enhance the environment of back alleys and integrate them with the overall pedestrian network to develop a convenient pedestrian system.





# 3 短期改善方案

## Short-term Improvement Schemes

由於現時觀塘商貿區的行人環境及交通網絡有不少限制，要落實行人及交通改善框架，我們須考慮不同的因素包括其急切性、技術和實施可行性等，方可制定合適的實施計劃。

考慮到第一階段公眾參與所收集到的主流意見，以及公眾對觀塘商貿區的行人環境儘快得到改善的期望，我們將先以短期改善方案加快優化區內行人環境及交通情況，包括以下主要範疇：

### 3.1 行人環境改善方案

### 3.2 交通情況改善方案

### 3.3 實施時間表

我們現正與相關部門研究實施短期改善方案，並由今年起逐步落實部分項目，期望區內的環境可儘快獲得改善。

In light of the prevailing constraints in the pedestrian environment and traffic network in KTBA to realise the pedestrian and traffic environment improvement framework, various considerations including urgency, technical and implementation feasibilities have to be taken into account in devising an appropriate implementation plan.

Having considered the major comments collected from Stage 1 PE and the public aspirations for early improvement of the pedestrian environment in KTBA, short-term improvement schemes will be implemented first to bring forth the associated benefits at the earliest opportunity. These schemes comprise the following key features:

### 3.1 Pedestrian Environment Improvement Schemes

### 3.2 Traffic Conditions Improvement Schemes

### 3.3 Implementation Schedule

We are reviewing the implementation of the short-term improvement schemes with relevant departments. Some of the projects will commence progressively starting this year, with a target of improving the environment of the area where applicable.





落實短期改善方案，逐步優化區內行人及交通環境。

Implement short-term improvement schemes for progressive improvement of pedestrian and traffic environment in the area.



### 3.1.1 行人設施改善方案

## Pedestrian Environment Improvement Schemes

### 3.1.1 Pedestrian Facility Improvement Schemes

During the Stage 1 PE, the public expressed the view that local roads were often interfered with frequent kerbside activities which affected the pedestrian environment. In this regard, we suggest focusing the short-term improvement schemes on enhancing the pedestrian environment, strengthening road safety and improving accessibility of pedestrians. The associated pedestrian environment improvement schemes mainly involve improving the existing pedestrian crossing, introducing new pedestrian crossing facilities and demolishing some unnecessary railings, in order to alleviate the current congestion during peak hours effectively as well as to cater for the increasing pedestrian flows.





巧明街 / 創業街 (現況)  
How Ming Street/ Chong Yip Street  
(Existing Condition)



- 現時橫過巧明街行人衆多，預計未來行人數量增長，需要進一步改善行人過路設施以應付需求
- 建議進一步優化現有行人過路設施，以增加行人過路容量
- Significant volume of pedestrians crossing How Ming Street at present with further growth anticipated in future. Further improvement of pedestrian crossing facilities needed to cope with the demand
- Proposed to further enhance the existing pedestrian crossing facilities to increase its capacity

P1

擬議優化巧明街 / 創業街行人過路處  
Proposed Enhancement of How Ming Street/ Chong Yip Street  
Pedestrian Crossing



只供參考 Indicative Only

P2

擬議優化駿業街 / 巧明街行人過路處  
Proposed Enhancement of Tsun Yip Street/ How Ming Street  
Pedestrian Crossing



只供參考 Indicative Only

駿業街 / 巧明街 (現況)  
Tsun Yip Street/ How Ming Street  
(Existing Condition)



- 現時橫過巧明街行人衆多，預計未來行人數量增長，需要改善行人過路設施以應付需求
- 建議優化現有行人過路設施，以增加行人過路容量
- Significant volume of pedestrians crossing How Ming Street at present with further growth anticipated in future. Improvement of pedestrian crossing facilities needed to cope with the demand
- Proposed to enhance the existing pedestrian crossing facilities to increase its capacity

開源道 / 成業街 (現況)  
Hoi Yuen Road/ Shing Yip Street (Existing Condition)



- 現時橫過成業街行人眾多，預計未來行人數量增長，需要改善行人過路設施以應付需求
- 建議擴闊現有行人過路處，以增加其容量
- Significant volume of pedestrians crossing Shing Yip Street at present with further growth anticipated in future. Improvement of pedestrian crossing facilities needed to cope with the demand
- Proposed widening of existing pedestrian crossing to increase its capacity

P3

擬議擴闊開源道 / 成業街行人過路處  
Proposed Widening of Hoi Yuen Road/ Shing Yip Street  
Pedestrian Crossing



只供參考 Indicative Only

P4

擬議改善開源道 / 興業街行人過路處  
Proposed Improvement of Hoi Yuen Road/ Hing Yip Street  
Pedestrian Crossing



只供參考 Indicative Only

開源道 / 興業街 (現況)  
Hoi Yuen Road/ Hing Yip Street (Existing Condition)



- 現時行人橫過興業街需要橫越三條行車線，對行人構成不便
- 建議加闊興業街北面行人路面並重置行人過路處，改善行人連接
- Currently the pedestrians need to cross three traffic lanes at Hing Yip Street causing inconvenience to the pedestrians
- Proposed widening at the northern footpath of Hing Yip Street and relocation of pedestrian crossing to enhance connectivity



興業街 / 敬業街 (現況)  
Hing Yip Street/ King Yip Street  
(Existing Condition)



- 現時橫過興業街過路距離較長，對行人構成不便
- 建議加闊興業街南面行人路面並加設行人過路處，改善行人連接
- Currently the long crossing distance at Hing Yip Street causes inconvenience to the pedestrians
- Proposed widening at the southern footpath of Hing Yip Street and provision of new pedestrian crossing to enhance connectivity

P5

擬議改善興業街 / 敬業街行人過路處  
Proposed Improvement of Hing Yip Street/ King Yip Street  
Pedestrian Crossing



只供參考 Indicative Only

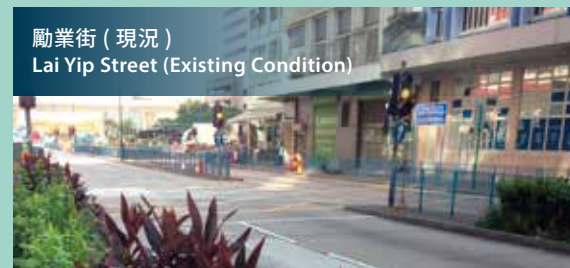
P6

擬議拆卸部分勵業街中央分道帶的欄杆  
Proposed Demolition of Some Railings along Central Reserve of  
Lai Yip Street



只供參考 Indicative Only

勵業街 (現況)  
Lai Yip Street (Existing Condition)



- 現時勵業街為雙程兩線分隔車道，兩側均設有欄杆，行人亂過馬路情況並不常見
- 建議拆卸部分勵業街中央分道帶的欄杆，以增加綠化
- Lai Yip Street is currently a dual 2-lane carriageway with railings on both sides, pedestrian jaywalking across Lai Yip Street is not common
- Proposed demolition of some railings along the central reserve of Lai Yip Street to provide more greening

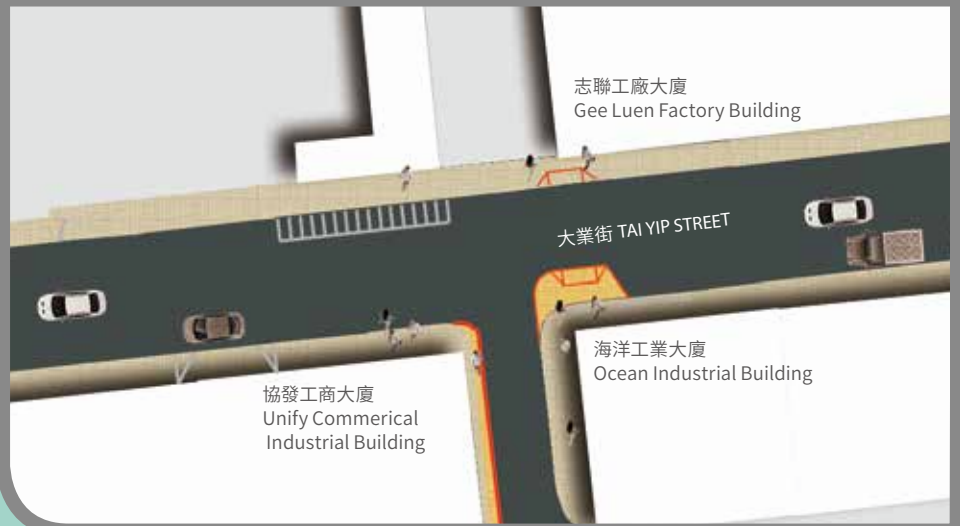
大業街 (現況)  
Tai Yip Street (Existing Condition)



- 該路口現時並未提供行人過路設施，對行人構成不便
- 建議加闊大業街南面行人路面並加設行人過路處，改善行人連接
- Currently there is no pedestrian crossing facility at this junction, causing inconvenience to the pedestrians
- Proposed widening at the southern footpath of Tai Yip Street and provision of new pedestrian crossing to enhance connectivity

P7

擬議增設大業街行人過路處  
Proposed New Tai Yip Street Pedestrian Crossing



只供參考 Indicative Only

P8

擬議增設觀塘碼頭公共運輸交匯處行人過路處  
Proposed New Kwun Tong Ferry Pier Public Transport Interchange  
Pedestrian Crossing



只供參考 Indicative Only

觀塘碼頭公共運輸交匯處 (現況)  
Kwun Tong Ferry Pier Public Transport Interchange  
(Existing Condition)



- 該處現時並未提供行人過路設施
- 建議加闊該處南面行人路面並加設行人過路處，改善行人連接
- Currently there is no pedestrian crossing facility at this location
- Proposed widening at the southern footpath and provision of new pedestrian crossing to enhance connectivity

順業街 / 海濱道 (現況)  
Shun Yip Street/ Hoi Bun Road (Existing Condition)



- 該路口東面現時並未有提供行人過路設施，對行人構成不便
- 建議於路口東面增設行人過路處，加強行人連接至海濱
- Current there is no pedestrian crossing facility at the eastern arm of junction, causing inconvenience to the pedestrians
- Proposed addition of pedestrian crossing at the eastern arm of junction to enhance connectivity to the waterfront

P9

擬議增設順業街 / 海濱道行人過路處  
Proposed New Shun Yip Street/ Hoi Bun Road Pedestrian Crossing



只供參考 Indicative Only



3.1.2 後巷計劃 @ 九龍東

現時區內多條主要行人路例如開源道兩旁行人路經常十分擠擁。善用後巷成為行人網絡之一，可紓緩附近行人路於繁忙時段的人流需要。

我們已於第一階段及第二階段公眾參與期間，選取了部分後巷作為試點，落實短期改善項目，並與有關部門、學術機構及非政府組織合作，期望吸引更多行人使用後巷。這些作為試點的後巷包括：

- B1 觀塘道附近後巷
- B2 成業街 / 興業街後巷
- B3 開源道 / 鴻圖道後巷
- B4 興業街 / 鴻圖道後巷
- B5 駿業街遊樂場後巷
- B6 巧明街 / 海濱道後巷

3.1.2 Back Alleys Project @ Kowloon East

At present, congestion is experienced at a number of major pedestrian footpaths such as those on both sides of Hoi Yuen Road. Maximised the use of back alleys as an integrated part of the pedestrian network would ease the heavy pedestrian flows on adjacent footpaths during peak hours.

Between the Stage 1 and Stage 2 PE, selected back alleys have been identified as pilot schemes for implementation as short-term improvement projects in collaboration with relevant departments, academic institutions and non-governmental organisations with the aim of enhancing the attractiveness of back alleys for pedestrian use. These pilot back alleys include:

- B1 Back Alleys around Kwun Tong Road
- B2 Shing Yip Street/ Hing Yip Street Back Alley
- B3 Hoi Yuen Road/ Hung To Road Back Alley
- B4 Hing Yip Street/ Hung To Road Back Alley
- B5 Tsun Yip Street Playground Back Alley
- B6 How Ming Street/ Hoi Bun Road Back Alley





揀選上述後巷作為試點是基於多項因素，包括現時行人使用量、後巷與現時行人網絡和區內各目的地的連接性、實施的可行性以及進一步改善的潛力。我們亦選取不同類型的後巷以測試改善策略的成效。

後巷試點已完成的改善工作包括：

- 重鋪後巷路面，改善地面不平
- 改善後巷環境衛生
- 增加路面標示
- 加入公共藝術元素例如街頭塗鴉，霓虹燈裝置地面圖案增加後巷特色
- 以觀塘區昔日傳統工業命名，如打版里、乳酸里及電路里等
- 鼓勵舉行活動例如夜跑，以向公眾推廣後巷

The above pilot back alleys were selected based on several factors, including their current usage by the pedestrians, connectivity with existing pedestrian network and different attractions within the area, feasibility of implementation and their potential for further enhancement. Different types of back alleys were also selected to test the effectiveness of the improvement strategy.

Completed improvement works at the pilot back alleys include:

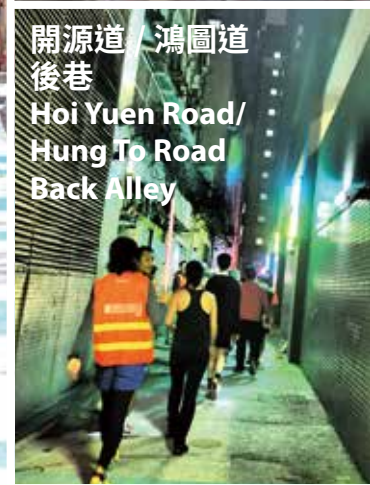
- Repaving back alleys of uneven road surfaces
- Improving the hygienic condition of back alleys
- Adding signage and patterns on pavement surface
- Introducing public art such as graffiti and neon lights to strengthen the character and identity of the back alleys
- Naming back alleys after traditional industries in Kwun Tong, such as *Da Ban Lane*, *Yu Suen Lane* and *Din Lo Lane*, etc.
- Encouraging activities such as night run at back alleys to promote their image to the public



興業街 / 鴻圖道後巷  
Hing Yip Street/ Hung To Road  
Back Alley



開源道 / 鴻圖道後巷  
Hoi Yuen Road/  
Hung To Road  
Back Alley



駿業街遊樂場後巷  
Tsun Yip Street Playground  
Back Alley



巧明街 / 海濱道後巷  
How Ming  
Street/ Hoi Bun  
Road Back Alley







觀塘道附近後巷  
Back Alleys around  
Kwun Tong Road



後巷計劃現時為測試階段，我們正檢視成效，並會因應檢視的結果而調整改善策略的方向。我們會考慮分階段延伸這些概念到觀塘商貿區其他後巷。

我們歡迎您就這些短期落實項目表達意見。進一步的後巷改善計劃會於第 4 章作探討。

The back alleys project is currently under the pilot testing stage. We are now reviewing the effectiveness of the project and will adjust the improvement strategy based on the findings. We would consider extending these concepts to the other back alleys in KTBA by phases.

In this connection, we would like to hear your views on the back alleys project. Further improvement strategies for back alleys will be discussed in Chapter 4.



成業街 / 興業街後巷  
Shing Yip Street/  
Hing Yip Street  
Back Alley

### 3.1.3 行人指示標誌設施

有效的行人指示標誌設施能幫助市民方便快捷地抵達目的地。

**增加行人指示標誌覆蓋範圍** —— 現時連接觀塘道與海濱方向的行人指示牌主要設置於勵業街及開源道的行人路上。建議將來於區內其他主要行人路包括順業街、巧明街、駿業街及敬業街等增加指示標誌設施，提供連貫及清晰的行人指示標誌，方便市民從主要交通樞紐（如觀塘道一帶的公共交通設施）到達觀塘海濱花園。

**更新行人指示標誌** —— 觀塘商貿區內正進行不同的設施優化工程，包括剛落成的觀塘海濱花園第二期及將來的翠屏河花園等。我們已與有關部門商討更新區內指示標誌以提供最新的路徑資訊，包括位於主要公共運輸交匯處及港鐵站內的資訊。

### 3.1.3 Pedestrian Directional Signage Facilities

Effective pedestrian directional signage facilities can assist the public to reach their destinations in a convenient and efficient manner.

**Increasing Pedestrian Directional Signs Coverage** — Existing pedestrian directional signage facilities are mainly provided along the footpaths of Lai Yip Street and Hoi Yuen Road to provide wayfinding from Kwun Tong Road to the waterfront. It is proposed to provide more cohesive and clearly visible directional signage, along other major pedestrian linkages including Shun Yip Street, How Ming Street, Tsun Yip Street and King Yip Street to facilitate the pedestrians accessing from major transport hubs (such as the public transport facilities near Kwun Tong Road) to reach the Kwun Tong Promenade.

**Updating Pedestrian Directional Signs** — Different improvement works are taking place in KTBA, including the recently completed Kwun Tong Promenade Stage 2 and the upcoming Tsui Ping River Garden, etc. Liaison work has been carried out with relevant departments to update the pedestrian directional signage in a holistic manner with the latest routing information, including providing such information at public transport interchanges and MTR stations.







3.2 交通情況改善方案

3.2.1 路面改善方案

於第一階段公眾參與活動，公眾反映區內交通擠塞、路旁上落貨及違例泊車問題嚴重。有見及此，我們建議在區內合適地點增設上落客貨灣位，以滿足貨車及旅遊巴上落客貨需求的同時確保其他車輛正常通行。我們亦建議於主要路口檢視不准停車限制時段，避免上落客貨活動對區內交通造成負面影響。另外，我們建議改善路口佈局，以提升各主要路口的通行能力，冀望能夠逐漸舒緩區內交通擠塞的情況。

Traffic Conditions Improvement Schemes

3.2.1 At-grade Improvement Schemes

During the Stage 1 PE, the public expressed concerns about the severe traffic congestion, kerbside loading/unloading and illegal parking in KTBA. In this regard, it is proposed to provide additional loading/unloading bays at appropriate locations to cater for the operation needs of goods vehicles and coaches, while maintaining smooth traffic flows. We also propose to review the no-stopping restriction time periods at major road junctions to minimise the adverse impacts caused by kerbside loading/unloading to the local traffic movements. In addition, junction layout improvements are proposed for enhancing the junction performance of major junctions. These schemes are expected to progressively alleviate the traffic congestion in the area.



成業街近開源道及敬業街 (現況)  
Shing Yip Street near Hoi Yuen Road  
(Existing Condition)



- 該段成業街路旁上落客貨活動頻繁，停車及等候車輛不時阻礙其他車輛通行，造成交通擠塞
- 建議檢視不准停車限制時段，以使交通更暢順
- Frequent loading/unloading activities take place along this section of Shing Yip Street. Stopping and idling vehicles often block traffic circulation resulting in traffic congestion
- Proposed review of the no-stopping restriction time periods to ensure smooth traffic circulation

T1

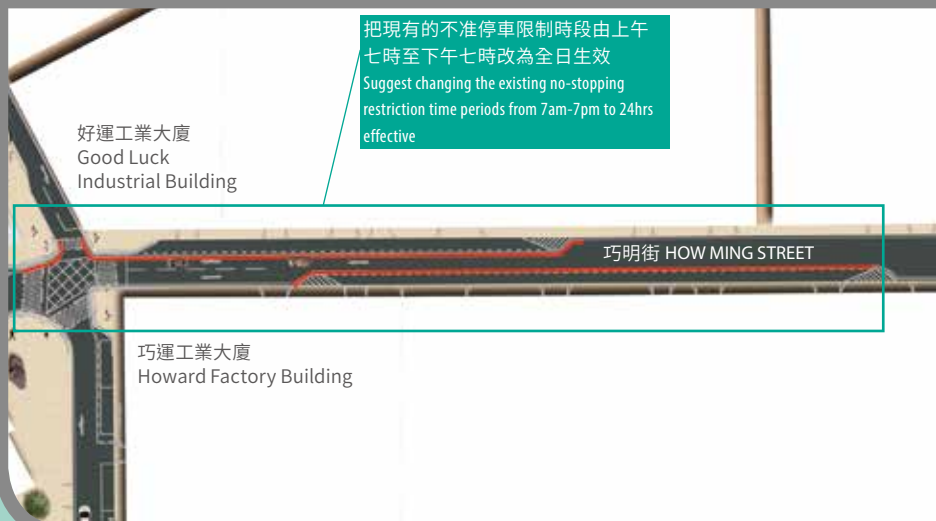
擬議管理成業街近開源道一帶的路旁活動  
Proposed Management of Kerbside Activities at Shing Yip Street  
near Hoi Yuen Road



只供參考 Indicative Only

T2

擬議管理巧明街近駿業街的路旁活動  
Proposed Management of Kerbside Activities at How Ming Street  
near Tsun Yip Street



只供參考 Indicative Only

巧明街近駿業街 (現況)  
How Ming Street near Tsun Yip Street  
(Existing Condition)



- 該段巧明街車輛停車及等候情況嚴重，不時引致交通擠塞，引致車龍延伸至開源道
- 建議檢視不准停車限制時段，以使交通更暢順
- Serious issues with stopping and idling vehicles at this section of How Ming Street resulting in traffic congestion and extensive traffic queue up to Hoi Yuen Road
- Proposed review of the no-stopping restriction time periods to ensure smooth traffic circulation

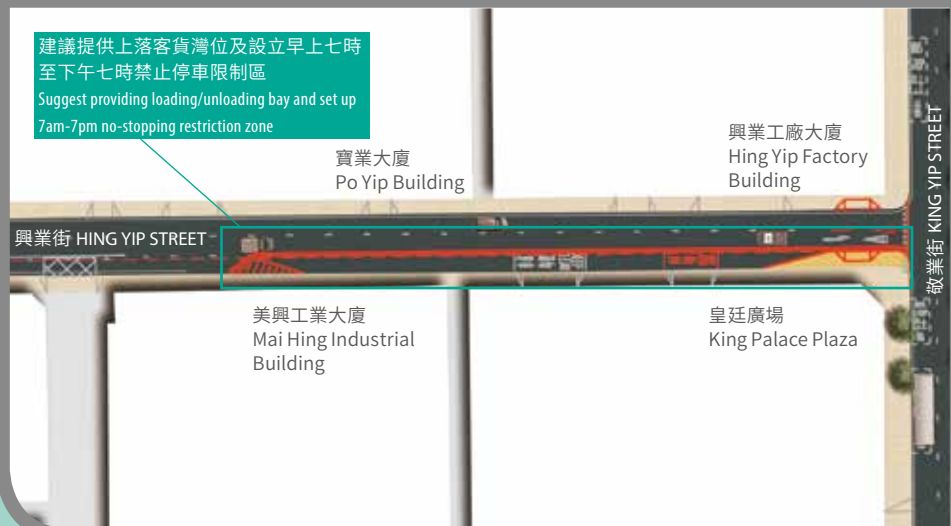




- 該段興業街路旁上落客貨活動頻繁，停車及等候車輛不時阻礙其他車輛通行，造成交通擠塞
- 建議提供上落客貨灣位，並檢視不准停車限制時段，以使交通更暢順
- Frequent kerbside loading/unloading activities take place along this section of Hing Yip Street. Stopping and idling vehicles often block traffic circulation resulting in traffic congestion
- Proposed provision of loading/unloading bays and review of the no-stopping restriction time periods to ensure smooth traffic circulation

T3

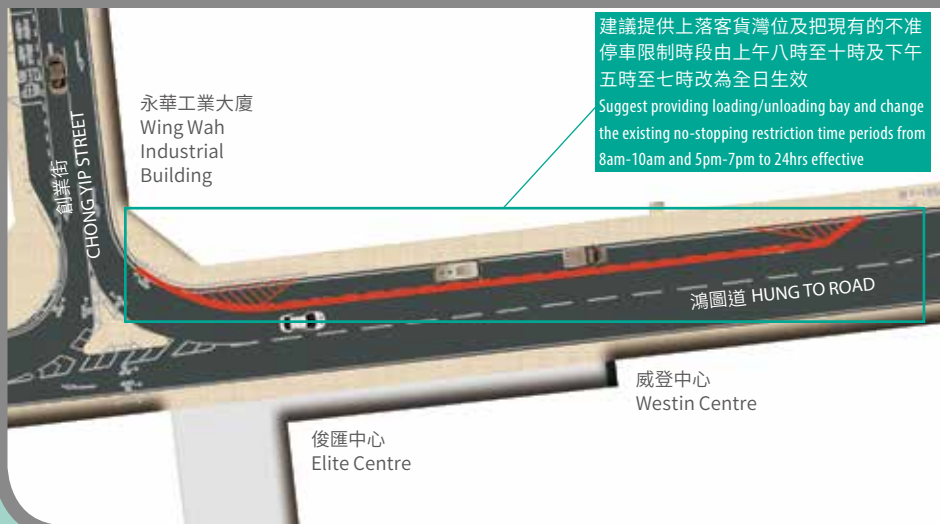
### 擬議管理興業街近敬業街的路旁活動 Proposed Management of Kerbside Activities at Hing Yip Street near King Yip Street



只供參考 Indicative Only

T4

### 擬議管理鴻圖道近創業街的路旁活動 Proposed Management of Kerbside Activities at Hung To Road near Chong Yip Street



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- 該段鴻圖道路旁上落客貨活動頻繁，停車及等候車輛不時阻礙其他車輛通行，造成交通擠塞
- 建議提供上落客貨灣位，並檢視不准停車限制時段，以使交通更暢順
- Frequent kerbside loading/unloading activities take place along this section of Hung To Road. Stopping and idling vehicles often block traffic circulation resulting in traffic congestion
- Proposed provision of loading/unloading bays and review of the no-stopping restriction time periods to ensure smooth traffic circulation

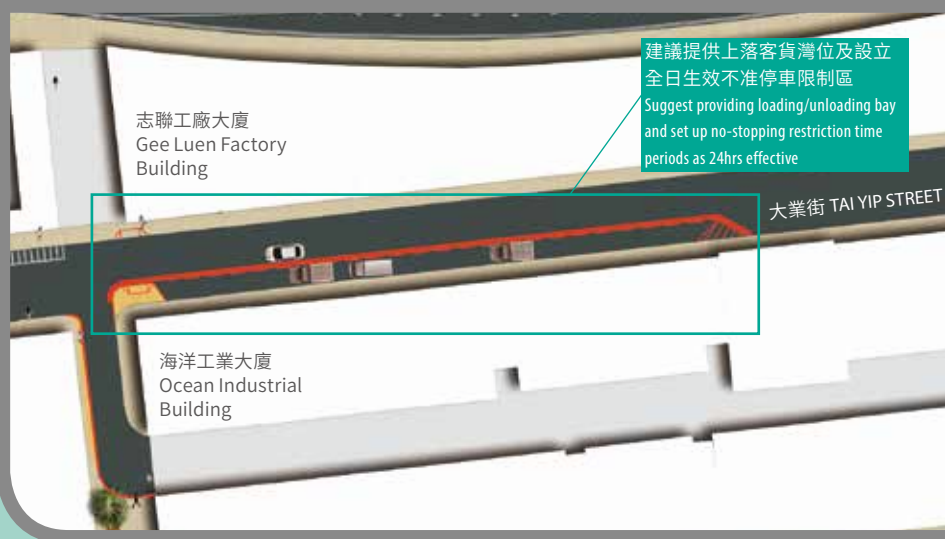
大業街 (現況)  
Tai Yip Street (Existing Condition)



- 該段大業街路旁上落客貨活動頻繁，停車及等候車輛不時阻礙其他車輛通行，造成交通擠塞
- 建議提供上落客貨灣位，並檢視不准停車限制時段，以確保車輛正常通行
- Frequent kerbside loading/unloading activities take place along this section of Tai Yip Street. Stopping and idling vehicles often block traffic circulation resulting in traffic congestion
- Proposed provision of loading/unloading bays and review of the no-stopping restriction time periods to ensure smooth traffic circulation

T5

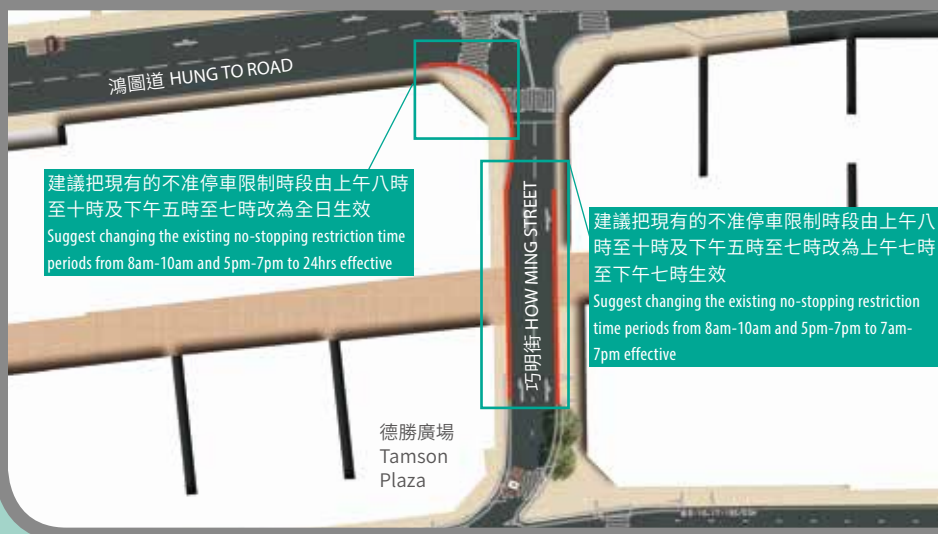
擬議管理大業街的路旁活動  
Proposed Management of Kerbside Activities at Tai Yip Street



只供參考 Indicative Only

T6

擬議管理巧明街近鴻圖道的路旁活動  
Proposed Management of Kerbside Activities at How Ming Street near Hung To Road



只供參考 Indicative Only

巧明街近鴻圖道 (現況)  
How Ming Street near Hung To Road (Existing Condition)



- 該段巧明街路旁上落客貨活動頻繁，影響巧明街 / 鴻圖道路口交通運作，造成交通擠塞
- 建議檢視不准停車限制時段，以恢復巧明街 / 鴻圖道路口正常交通通行
- Frequent kerbside loading/unloading activities take place along this section of How Ming Street, affecting traffic operation at How Ming Street/ Hung To Road junction and resulting in traffic congestion
- Proposed review of the no-stopping restriction time periods to restore the smooth traffic circulation at How Ming Street/ Hung To Road junction.



- 該段駿業街路旁上落客貨活動頻繁引起交通擠塞，而基業街亦因為旅遊巴停車及等候的情況不時阻礙其他車輛通行，造成交通擠塞
- 建議提供上落客貨灣位，維持駿業街及檢視基業街現有的不准停車限制時段，以使交通更暢順
- Frequent loading/unloading activities along this section of Tsun Yip Street cause traffic congestion; whereas Kei Yip Street is frequently interfered by stopping and waiting coaches which block traffic circulation resulting in traffic congestion
- Proposed provision of loading/unloading bays, as well as retaining the existing no-stopping restriction time periods at Tsun Yip Street while reviewing the existing arrangement at Kei Yip Street to ensure smooth traffic circulation



只供參考 Indicative Only



觀塘碼頭公共運輸交匯處 (現況)  
Kwun Tong Ferry Pier Public Transport Interchange  
(Existing Condition)



- 該處違例停車情況嚴重，周邊旅遊景點及商場對旅遊巴停車設施需求殷切
- 建議提供旅遊巴上落客停車灣位以應付區內需要
- Severe illegal parking activities in this area; nearby tourist attractions and shopping centres in urgent need of coach parking facilities
- Proposed coach pick-up/drop-off bays to cater for the demand

T9

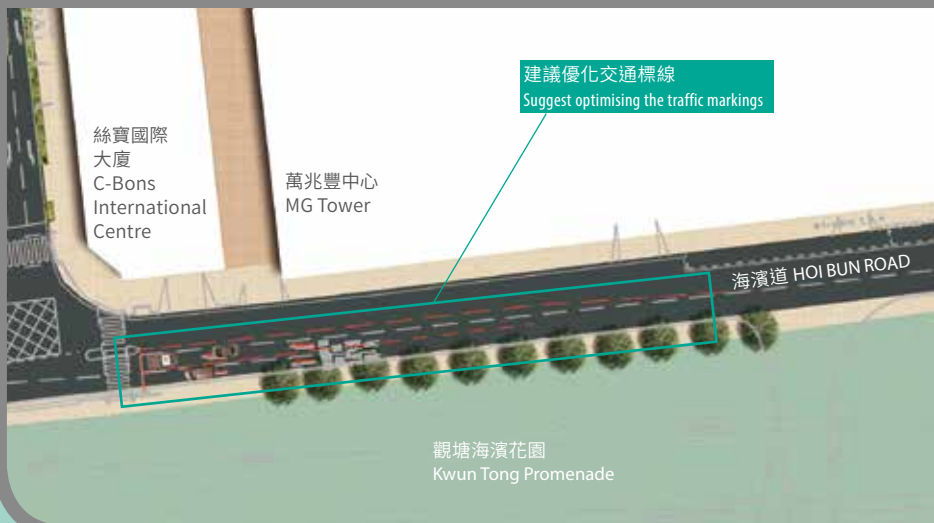
擬議管理觀塘碼頭公共運輸交匯處的路旁活動  
Proposed Management of Kerbside Activities in Kwun Tong Ferry Pier  
Public Transport Interchange



只供參考 Indicative Only

T10

擬議改善勵業街 / 海濱道的路口佈局  
Proposed Improvement of Lai Yip Street/ Hoi Bun Road Junction Layout



只供參考 Indicative Only

勵業街 / 海濱道 (現況)  
Lai Yip Street/ Hoi Bun Road (Existing Condition)



- 現時車輛在海濱道燈位右轉往勵業街的排隊空間不足，影響整體路口通行能力
- 建議優化道路標記以提供更多車輛排隊空間，改善路口通行能力
- Currently insufficient queuing area for right-turning traffic from Hoi Bun Road to Lai Yip Street affecting the overall junction performance
- Proposed modification of lane markings to provide more vehicle queuing spaces to enhance the junction performance

### 3.2.2 巴士服務改善方案

#### 優化觀塘道巴士站設計

現時觀塘道上的巴士站新舊交集，我們建議優化其設施以改善整體乘客候車環境，令乘客更方便舒適地使用巴士服務，改善建議包括在個別位置加設：

- 巴士到站時間預報顯示屏
- 巴士路線及目的地指示牌
- 候車乘客座椅
- 免費無線上網服務

#### 增設巴士站位置指示圖

現時大部分服務觀塘商貿區的巴士路線均途經觀塘道。由於停靠觀塘道巴士站路線眾多，路線停靠點分佈甚廣，我們會研究在主要通道及巴士總站如巧明里、駿業里、牛頭角及觀塘港鐵站公共運輸匯處等增設大型巴士站位置指示圖，方便乘客揀選乘車路線和前往適當的候車位置。

#### 研究增加巴士轉乘設施的可行性

為了更有效地運用巴士資源，我們正積極與各相關部門磋商，研究在商貿區及周邊區域尋找合適的地點，增加巴士轉乘設施的可行性。不過由於在市區興建巴士轉乘設施，須詳細考慮行人和車輛流量，並視乎實際地理和技術上的限制。研究中的巴士轉乘站位置主要包括觀塘、藍田及將軍澳等地區。



### 3.2.2 Bus Service Improvement Schemes

#### Enhancement of Bus Stop Design along Kwun Tong Road

Currently, there is a mix of new and old bus stops along Kwun Tong Road. We propose enhancing the facilities at those bus stops in order to improve the passenger waiting environment for a more pleasant and convenient bus service. The improvement measures include the provision of the following items at certain location:

- Display panels for showing the estimated bus arrival time
- Bus routing and destination information signs
- Seats for waiting passengers
- Free Wi-Fi service

#### Installation of Indication Panel for Bus Stop Location

At present, most of the bus routes serving KTBA travel along Kwun Tong Road. Owing to the large number of bus routes involved, bus stops are widely dispersed. We will investigate the feasibility of installing large-scale indication panels for bus stop location at major roads and bus termini, such as How Ming Lane, Tsun Yip Lane and public transport interchanges at MTR Ngau Tau Kok and Kwun Tong Stations, to facilitate passengers finding the appropriate bus route and making their way to the corresponding bus stop location.

#### Investigating the Feasibility of Additional Bus-Bus Interchange Facilities

To effectively utilise the bus resources, we are now proactively discussing with the relevant departments to explore suitable locations within KTBA and its surroundings for providing new bus-bus interchange facilities. Nevertheless, the feasibility of providing bus-bus interchange facilities in the urban area will be highly subject to the consideration of pedestrian and vehicular flows and other specific geographical and technical constraints. Potential bus-bus interchange locations currently under study mainly encompass Kwun Tong, Lam Tin and Tseung Kwan O, etc.

### 3.3 實施時間表

為回應市民的訴求，我們正與有關部門商討，期望可於短期落實一些可行而快見成效的改善措施，以紓緩現時區內的行人及交通問題。我們會考慮以上提出的短期改善方案的推行時間表，並配合政府的資源分配，分階段以小型項目為觀塘商貿區逐步改善整體的行人環境及交通情況。

### Implementation Schedule

To respond to public aspirations, liaison with relevant departments is underway with a view to implementing some feasible and effective improvement measures in the short term to alleviate the existing pedestrian and traffic environment problems in the area. Taking into account the programme of works of the above short-term improvement schemes and the resources allocation of the government, we would implement small intervention projects by phases so as to improve the overall pedestrian environment and traffic conditions in KTBA progressively.

短期改善方案 Short-term Improvement Schemes		預計動工年份# Anticipated Commencement Year#	預計竣工年份# Anticipated Completion Year#	
行人環境改善方案 Pedestrian Environment Improvement Schemes	行人設施改善方案 Pedestrian Facilities Improvement Schemes	P1—P9	2016	2017 / 2018
	後巷計劃@九龍東 Back Alleys Project @ Kowloon East	B1—B6	已完成^ Completed^	已完成^ Completed^
交通情況改善方案 Traffic Conditions Improvement Schemes	路面改善方案 At-grade Improvement Schemes	T7, T8	已完成 Completed	已完成 Completed
		T4, T9	2015	2016 / 2017
		T1, T2, T3, T5, T6, T10	2016	2017 / 2018
	巴士服務改善方案 Bus Services Improvement Schemes		2015 / 2016	2016 / 2017

<sup>#</sup> 預計動工和竣工年份是基於當前現有資料所作出的估計，以配合個別方案的技術考慮及短期可行性。實際情況將會取決於在實施階段期間與各相關部門的配合。

The commencement and completion years are anticipated based on the current information available taking into account the technical consideration of individual scheme and short-term feasibility and will be subject to liaison with relevant departments in the implementation stage.

<sup>^</sup> 後巷試點 B1-B6 已於 2015 年完成。有關後巷計劃@九龍東的後巷試點，我們將檢討其成效並會考慮分階段改善區內其他後巷。

Pilot back alleys B1-B6 have been completed in 2015. With regards to the pilot back alleys under back alleys project @ Kowloon East, we will review the effectiveness and would consider improving the other back alleys in the area by phases.



# 4 行人及交通環境 改善建議

## Pedestrian and Traffic Environment Improvement Proposals

除了已提及的短期改善方案，我們根據行人及交通環境改善框架和區內未來發展，初步提出了一系列的整體改善建議，務求編織一個緊密的行人網絡，連接區內及周邊地區，並同時平衡交通的需要。

我們正與相關部門研究這些建議的可行性，歡迎您就這些建議提供意見。視乎詳細交通評估及公眾參與結果而定，我們將於下一階段深化各改善建議。這些改善建議包括以下主要範疇：

### 4.1 主要南北走廊

### 4.2 主要東西走廊

### 4.3 後巷計劃 @ 九龍東

Apart from the short-term improvement schemes mentioned, a series of overall improvement proposals have been initially developed based upon the pedestrian and traffic environment improvement framework as well as future potential developments in KTBA. The aim is to weave an interconnected pedestrian network between KTBA and its surrounding areas, while balancing the traffic needs at the same time.


We are liaising with various relevant departments on the feasibility of these proposals, and wish to solicit your views and comments. Subject to the results of detailed traffic assessment and the PE, these proposals will be further developed at greater details in the next stage. The improvement proposals include the following key features:

### 4.1 Major North-South Corridors

### 4.2 Major East-West Corridors

### 4.3 Back Alleys Project @ Kowloon East





初步提出了一系列的整體行人及交通環境改善建議，務求編織一個緊密的行人網絡，連接區內及周邊地區，並同時平衡交通的需要。

A series of overall pedestrian and traffic environment improvement proposals have been initially developed. The aim is to weave an interconnected pedestrian network between KTBA and its surrounding areas while balancing the traffic needs at the same time.



順業街  
Shun Yip Street



勵業街  
Lai Yip Street



巧明街  
How Ming Street



## 4.1 主要南北走廊

## Major North-South Corridors

為了提供一個優良步行環境方便及吸引人們前往海濱，我們著重優化現時連接觀塘道至觀塘海濱花園的六條主要南北走廊。六條主要南北走廊為：

- 順業街
- 勵業街
- 巧明街
- 駿業街
- 開源道
- 敬業街

考慮到第一階段公眾參與期間所收集的意見和建議和鄰近現有及未來的發展等因素，我們為六條主要南北走廊構思了多項改善建議。此章的示意圖包含了短期及下階段的改善建議。

In order to provide a walkable environment and to attract people to the waterfront, emphasis has been placed on enhancing the existing six major north-south corridors that connect Kwun Tong Road to the Kwun Tong Promenade. These six major north-south corridors are:

- Shun Yip Street
- Lai Yip Street
- How Ming Street
- Tsun Yip Street
- Hoi Yuen Road
- King Yip Street

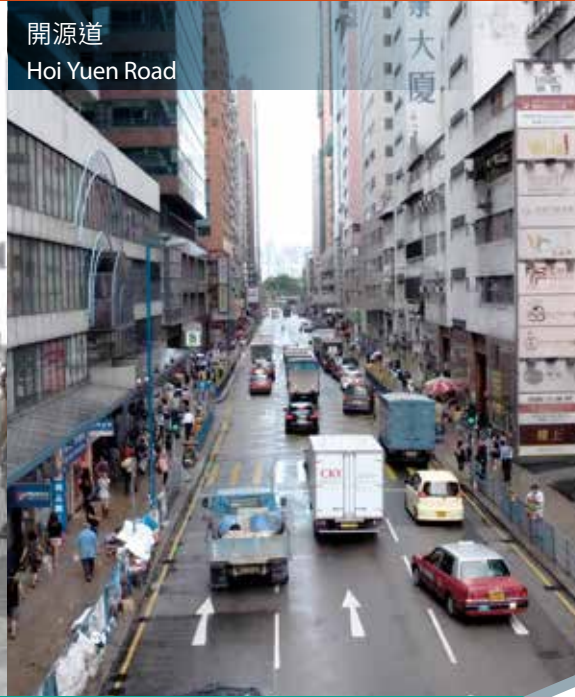
Taking into account the views and suggestions received from the Stage 1 PE and the existing and future developments in the surrounding areas, we have formulated various improvement proposals for these six major north-south corridors. The indicative figures presented in this section include short-term improvement schemes as well as improvement proposals in the next stage.



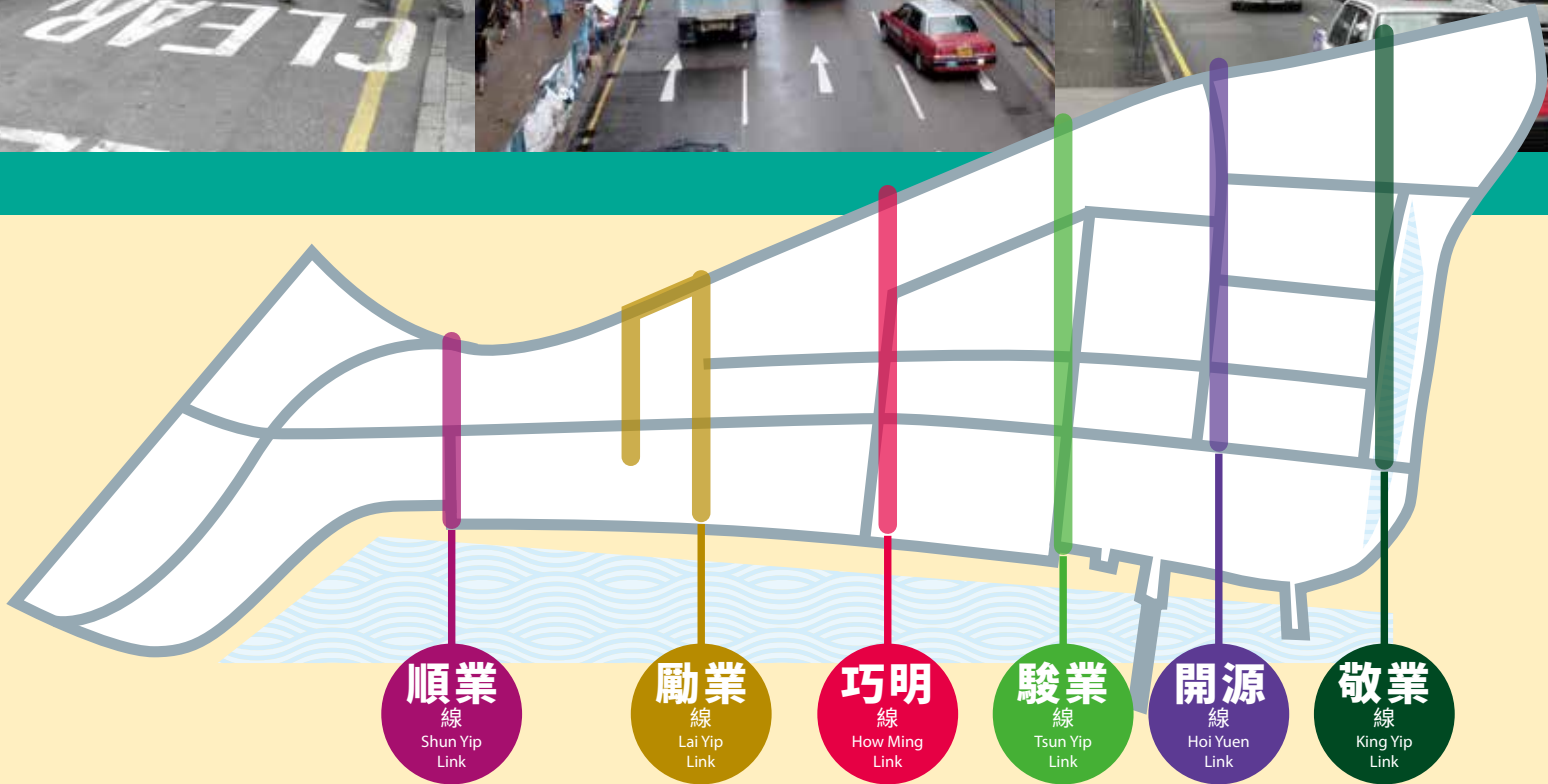
駿業街  
Tsun Yip Street



開源道  
Hoi Yuen Road

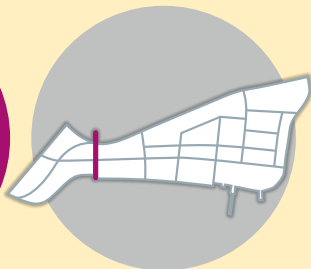


敬業街  
King Yip Street



### 4.1.1 順業線

Shun Yip Link



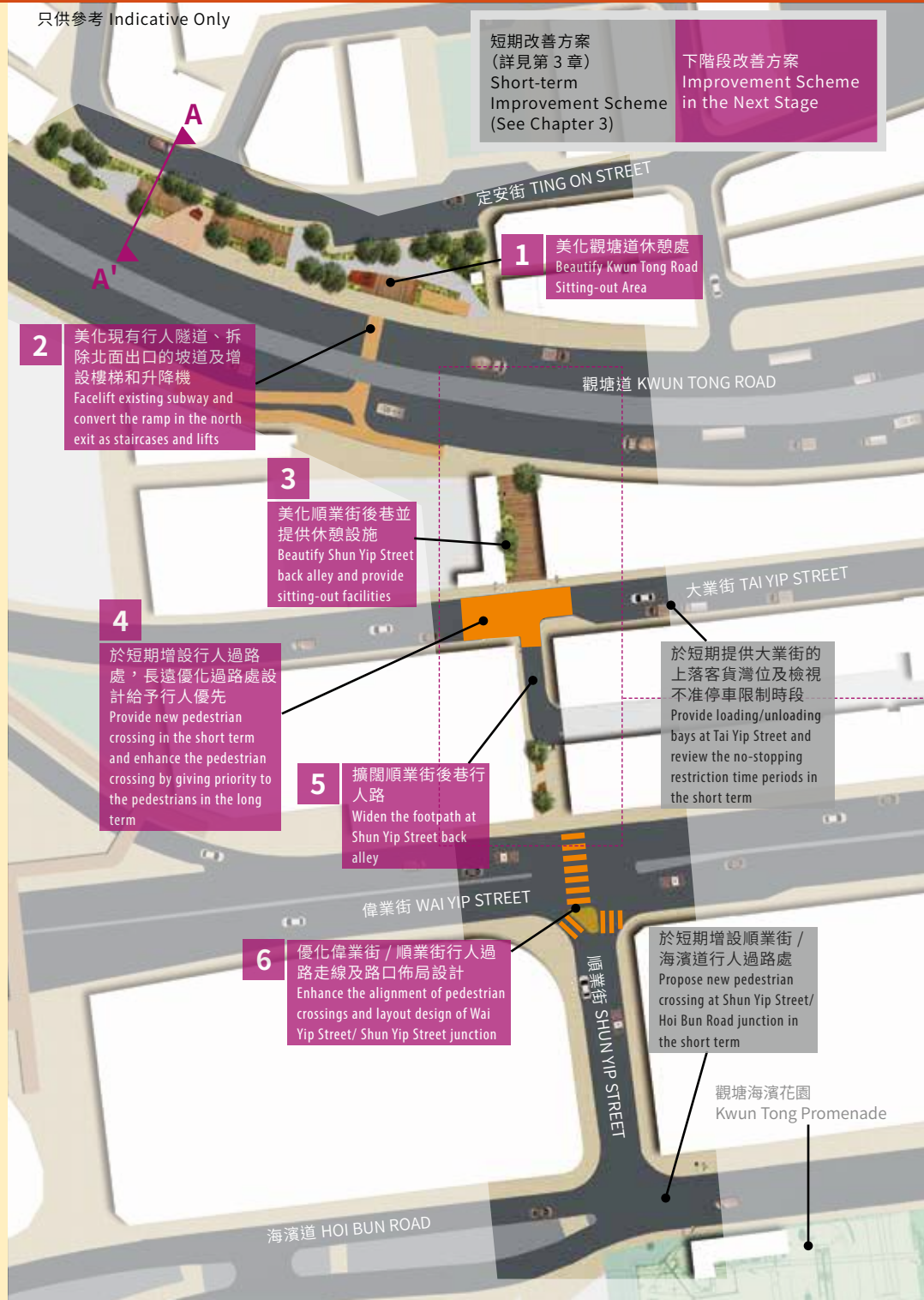
順業線現為牛頭角區往海濱最短的连接。雖然現時行人流量相對較少，隨著未來臨近海濱的住宅及商廈發展及啟德發展區相繼落成，預計行人流量將會逐漸增加。

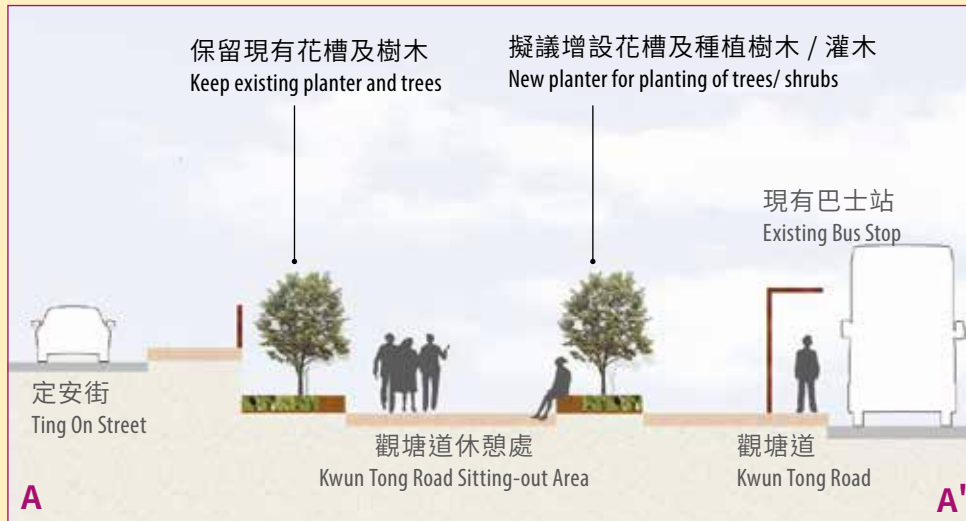
我們建議於順業街進行綠化，包括美化觀塘道休憩處及順業街後巷，並優化沿路行人過路處及理順附近的路旁上落客貨活動，目的是給予行人一個休閒舒適的步行環境，方便他們前往觀塘海濱花園及啟德發展區。

Shun Yip Link is the shortest connection between the Ngau Tau Kok area and the waterfront. Although the existing pedestrian flow is relatively low, it is anticipated to rise gradually following the completion of residential and commercial developments near the waterfront and Kai Tak Development Area.

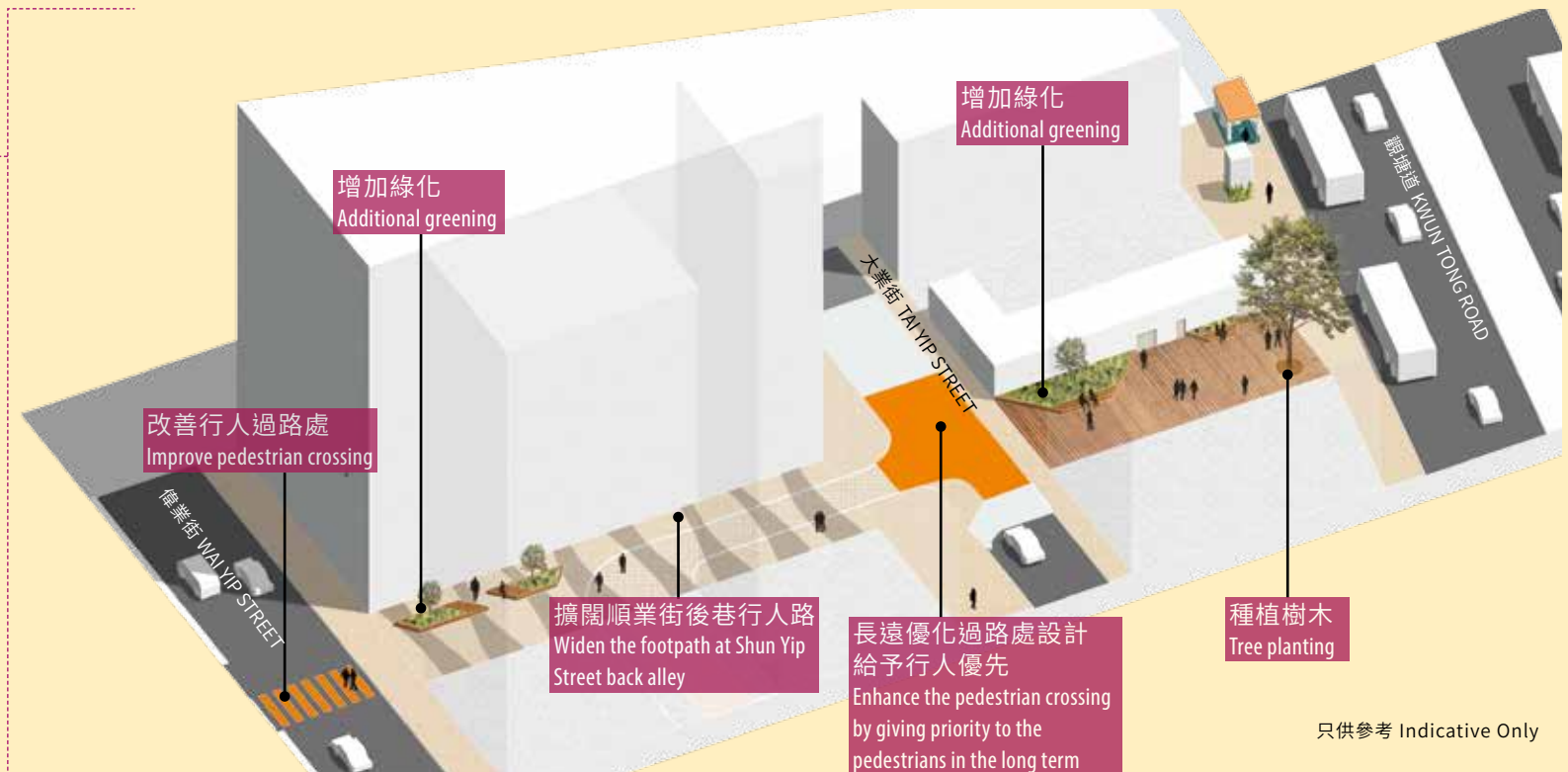
Greening works along Shun Yip Link including Kwun Tong Road Sitting-out Area and Shun Yip Street back alley are proposed. In addition, pedestrian crossings along the link will be enhanced, while the adjacent kerbside activities will be rationalised. These proposals aim at creating a leisurely and pleasant walking environment for the pedestrians to access to the Kwun Tong Promenade and Kai Tak Development Area.

只供參考 Indicative Only





只供參考 Indicative Only

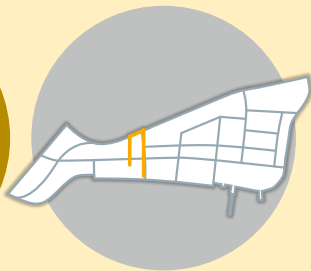


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## 4.1.2 勵業線

Lai Yip Link



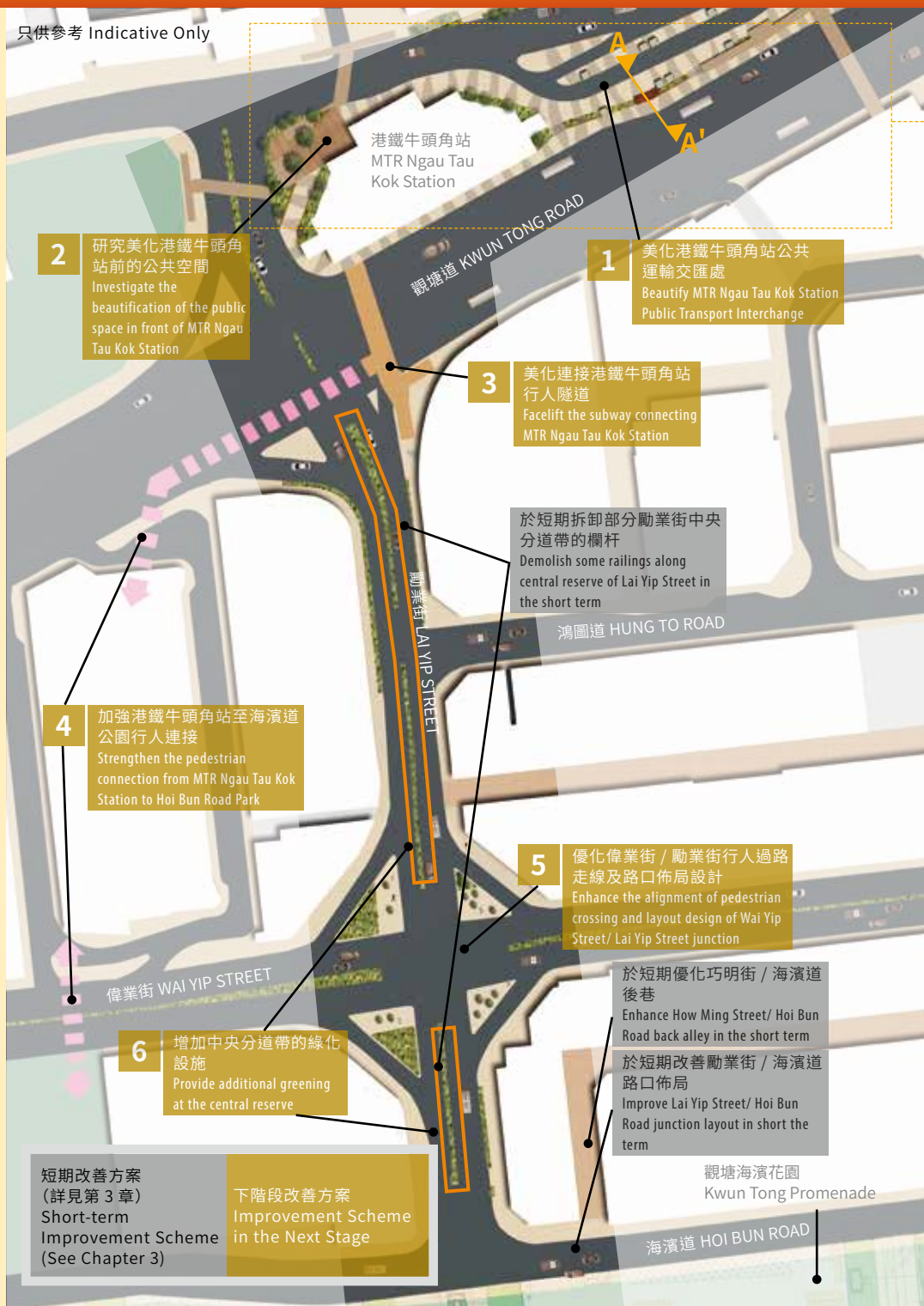
勵業線北面連接港鐵牛頭角站，沿路兩旁近年有不少新建商廈進駐，是區內其中一條連接鐵路交通和海濱的主要通道。隨著觀塘海濱花園第二期的落成，預計沿路的人流將陸續上升。

我們在改善建議中將焦點放在進一步美化港鐵牛頭角站公共運輸交匯處和附近一帶、優化現有行人設施以理順行人走線，並加強行人連接和提升行人前往海濱的暢達性。

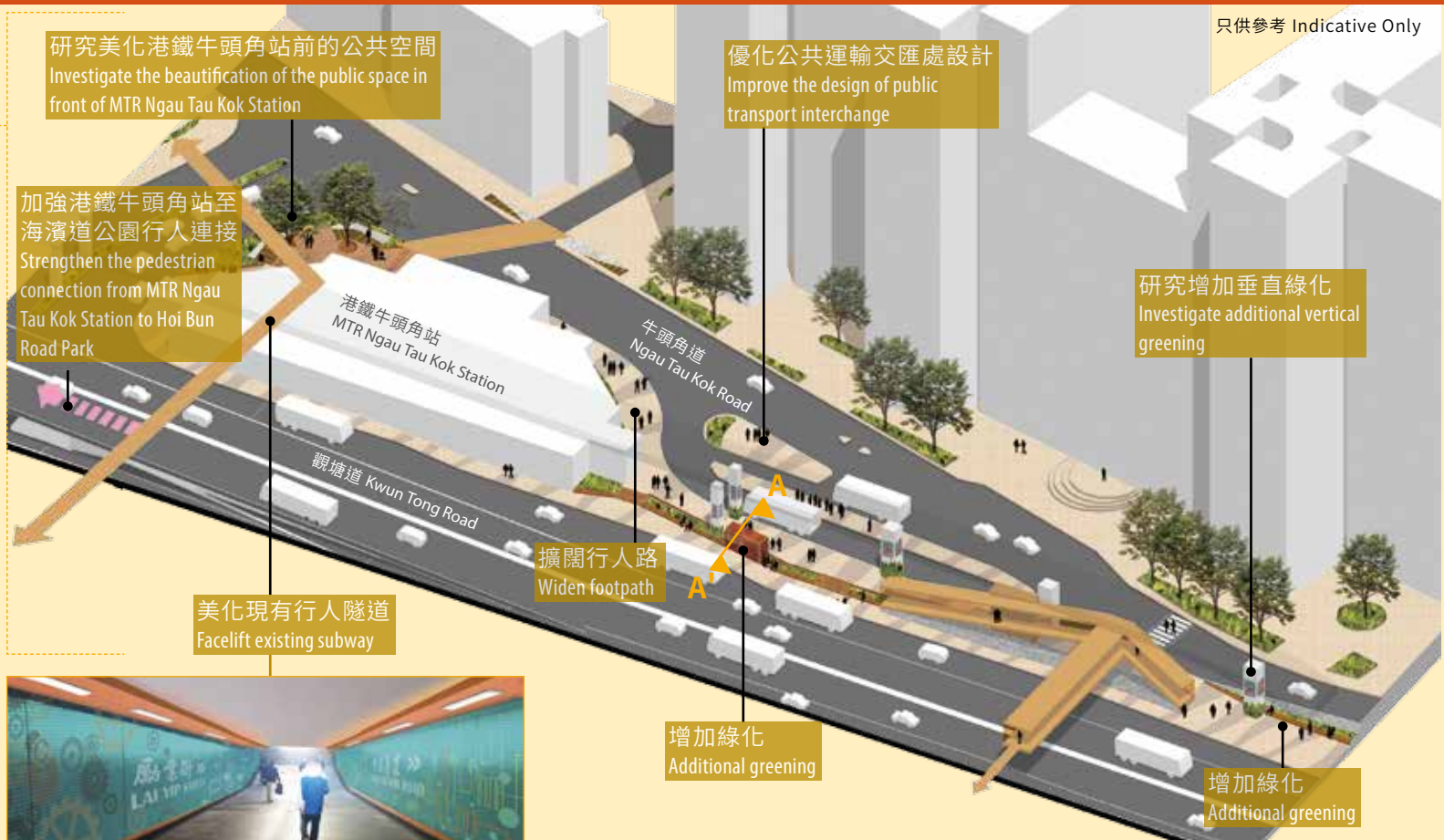
Lai Yip Link connects MTR Ngau Tau Kok Station in the north, and serves as one of the major corridors in KTBA connecting the railway transport and the waterfront. In recent years, numerous new commercial developments have recently been built along this link. With the completion of Kwun Tong Promenade Stage 2, it is anticipated that the pedestrian flow along Lai Yip Link would increase further.

Our improvement proposals therefore focus on the beautification of MTR Ngau Tau Kok Station Public Transport Interchange and its surrounding area, enhancement of existing pedestrian facilities to rationalise the pedestrian routings, as well as strengthening pedestrian connections and enhancing the accessibility towards the waterfront.

只供參考 Indicative Only



只供參考 Indicative Only



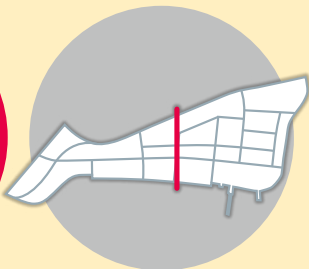
以觀塘工業文化為設計概念美化行人隧道  
Taking the industrial culture of Kwun Tong as inspirations for facelifting the subway



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### 4.1.3 巧明線 How Ming Link

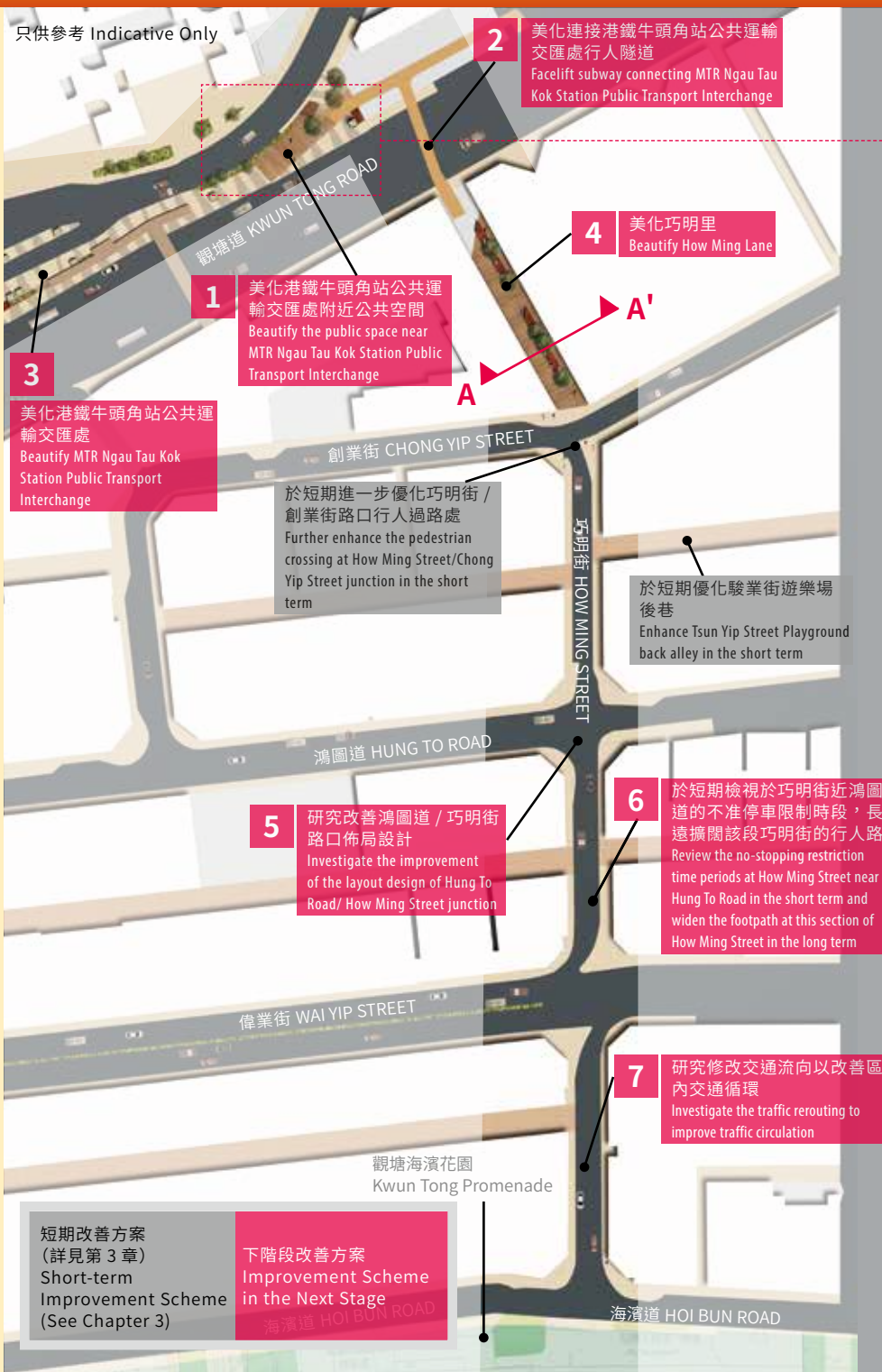


巧明線北面連接觀塘道以北的港鐵牛頭角站公共運輸交匯處，沿路新舊工商廈林立，行人路擠迫的情況於繁忙時間特別顯著。沿路亦不時有車輛停車等候上落客貨的問題，影響行人環境。

我們計劃美化港鐵牛頭角站公共運輸交匯處一帶、優化附近公共空間、美化巧明里及優化沿路路口設計以使交通更暢順。另外，我們會進一步檢視路旁活動的需求及影響，研究修改交通流向以改善區內交通循環，使行人及行車需要達至平衡。

How Ming Link connects to the MTR Ngau Tau Kok Station Public Transport Interchange at Kwun Tong Road in the north. With a mixture of new and old commercial and industrial buildings along the link, pedestrian congestion is prevalent especially during peak hours. Frequent kerbside loading/unloading activities along the link also affect the pedestrian environment.

We plan to beautify the MTR Ngau Tau Kok Station Public Transport Interchange area; enhance the adjacent public space; beautify How Ming Lane and ensure smooth traffic circulation through junction layout improvements along the link. In addition, we will further review the demand and impacts of kerbside loading/unloading activities, and investigate the potential rerouting of traffic for improvement of traffic circulation in the area, with a view to striking a balance between the needs of both pedestrian and vehicular traffic.



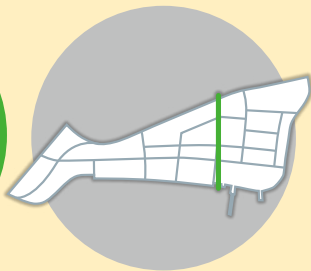




只供參考 Indicative Only



#### 4.1.4 駿業 線 Tsun Yip Link

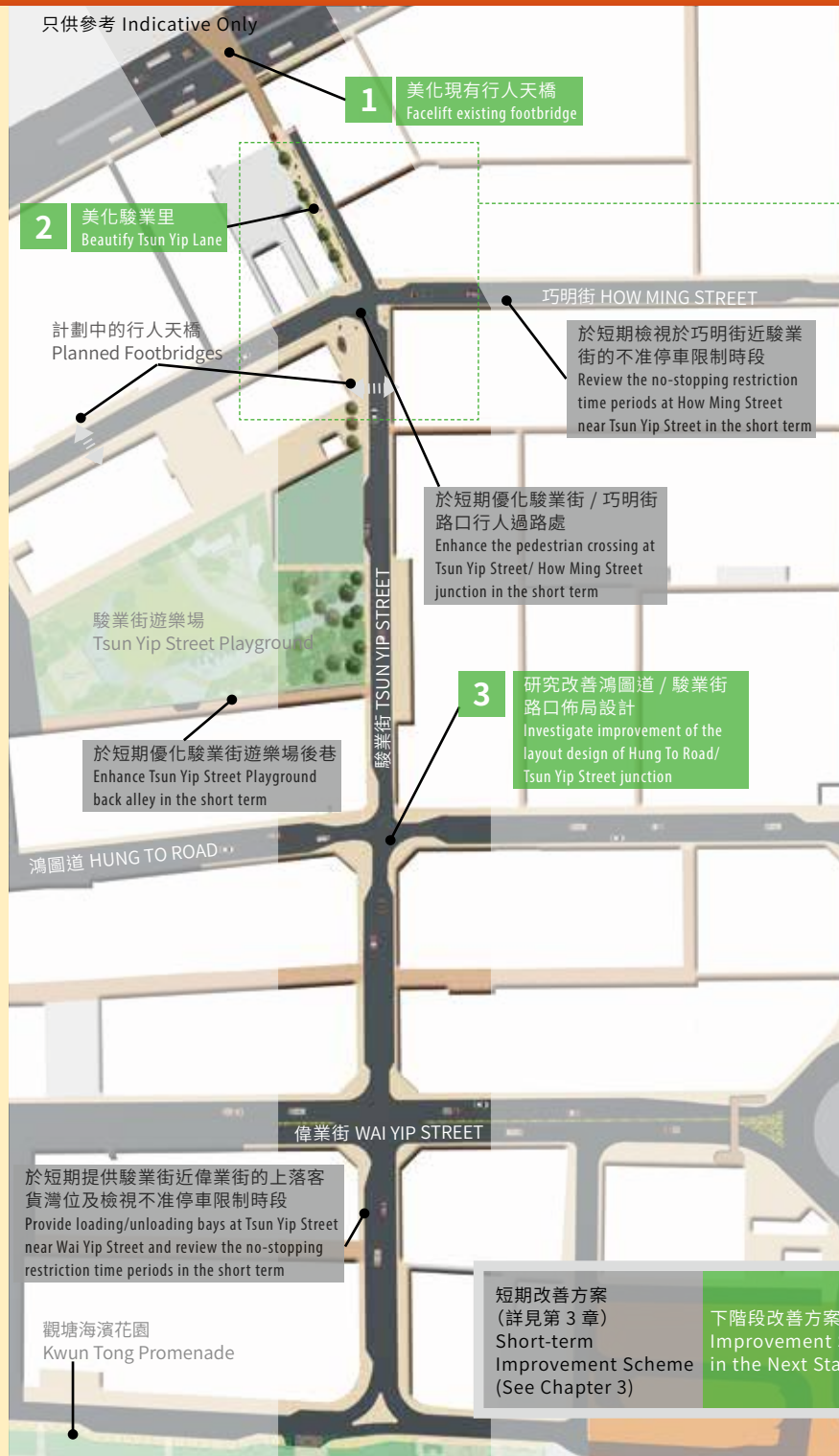


駿業線途經駿業里、駿業街遊樂場及各工商大廈至觀塘海濱花園。隨著日後觀塘市中心重建項目落成，預計前往商貿區的人流將有所增加。

我們將以美化駿業里及該處的現有行人天橋為改善重點，並研究沿路增加綠化的機會。我們亦建議配合駿業街遊樂場第一期及附近新建築物後退地帶所優化的行人環境，進一步建議路口改善計劃，以提供以人為本的連接，由觀塘市中心直達海濱。

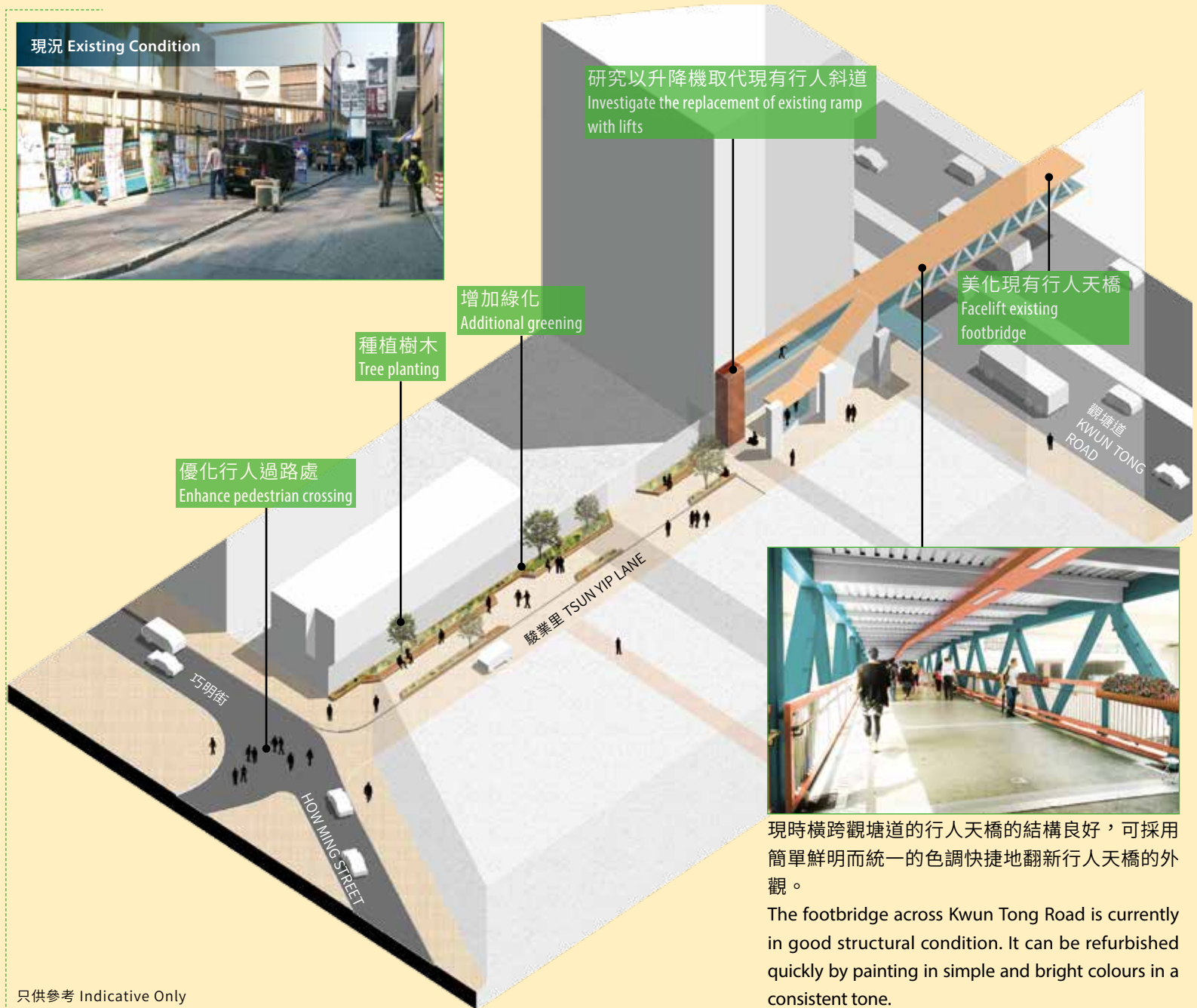
Tsun Yip Link routes through Tsun Yip Lane, Tsun Yip Street Playground and various commercial and industrial buildings before reaching Kwun Tong Promenade. Upon the completion of the Kwun Tong Town Centre redevelopment project, it is anticipated that the pedestrian flow along this link would increase.

Our focus of the improvement proposals will be on the beautification of Tsun Yip Lane and its existing footbridge connection, and the exploration of greening opportunities along the link. Furthermore, capitalising on the enhanced pedestrian environment around the Tsun Yip Street Playground Phase 1 and the building set-back areas of adjacent new developments in the area, further junction layout improvements are proposed to provide a direct and people-oriented connection from Kwun Tong Town Centre to the waterfront.





現況 Existing Condition



研究以升降機取代現有行人斜道  
Investigate the replacement of existing ramp with lifts

美化現有行人天橋  
Facelift existing footbridge

增加綠化  
Additional greening

種植樹木  
Tree planting

優化行人過路處  
Enhance pedestrian crossing



現時橫跨觀塘道的行人天橋的結構良好，可採用簡單鮮明而統一的色調快捷地翻新行人天橋的外觀。

The footbridge across Kwun Tong Road is currently in good structural condition. It can be refurbished quickly by painting in simple and bright colours in a consistent tone.

只供參考 Indicative Only



## 4.1.5 開源線 Hoi Yuen Link

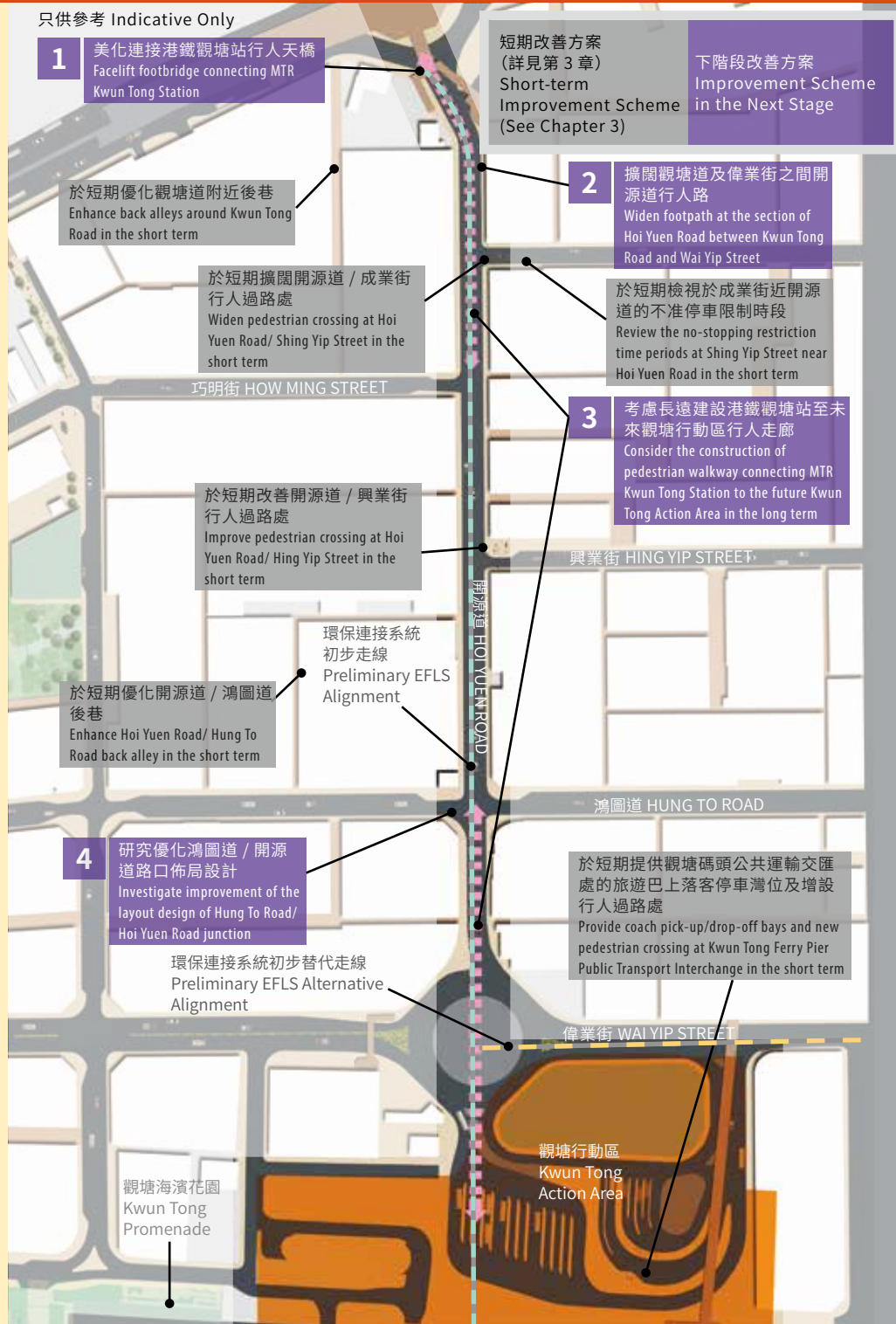


開源線北面連接港鐵觀塘站，南面連接觀塘碼頭公共運輸交匯處，沿路有不少新落成的工商業大廈，帶動工商業活動繁盛發展。開源線為區內一條行人流量最高的走廊。

隨著未來觀塘行動區的落成，預計沿開源道一帶的人流將進一步提升。在改善建議中，除了擴闊行人路外，我們建議考慮長遠建設行人走廊，加強前往海濱的行人連接以及改善行人暢達度。

Hoi Yuen Link connects MTR Kwun Tong Station to the north and Kwun Tong Ferry Pier Public Transport Interchange to the south. Many newly-completed developments are found along this link generating significant industrial and commercial activities. Hoi Yuen Link forms a key pedestrian corridor in the area with the highest pedestrian flow.

With the future Kwun Tong Action Area in place, it is expected that the pedestrian flow along this link would further increase. In our improvement proposals, in addition to footpath widening, a direct pedestrian walkway will be considered in the longer term for strengthening pedestrian connection and enhancing accessibility to the waterfront.



現時開源道擠迫的行人路和頻繁的路旁活動影響行人環境和行車交通。參考了第一階段公眾參與的提議，除了於合適的地段實施可行的路面行人路擴闊方案外，我們建議考慮沿開源道提供直接行人連接接駁港鐵觀塘站至觀塘行動區。

考慮到區內現時的行人連接網絡有不少高架行人通道，包括架空的港鐵觀塘站及其附設的行人天橋，建議於開源道採用行人天橋的方案，直接連接現有行人網絡。

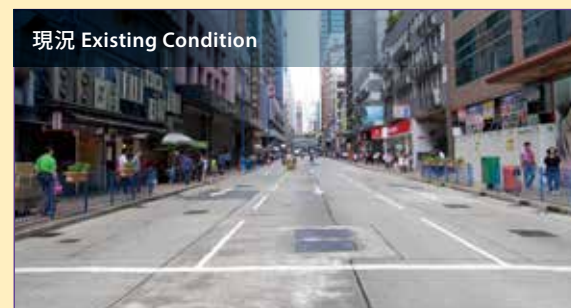
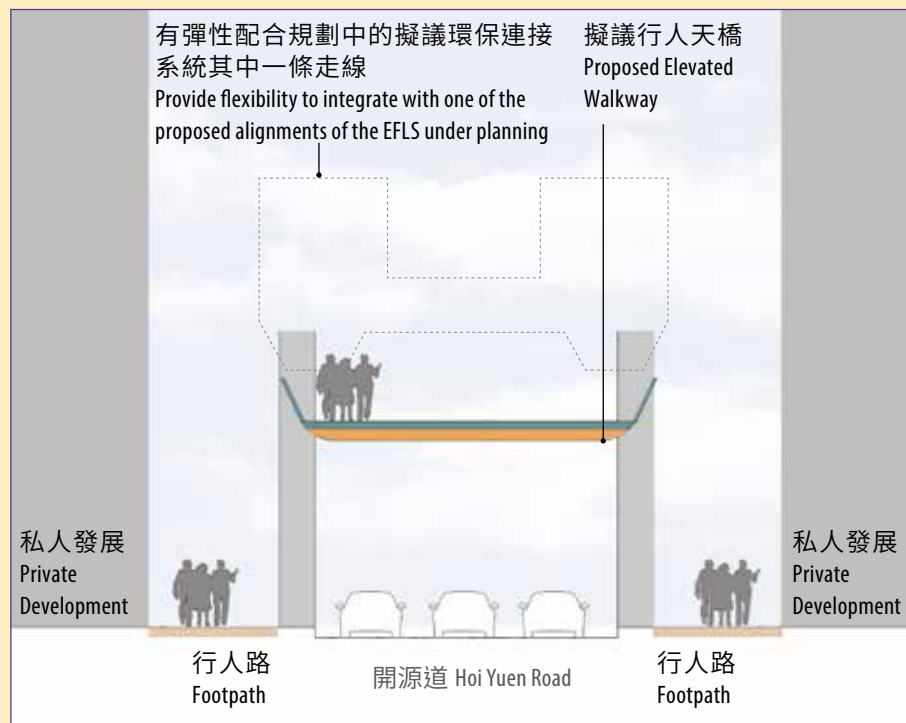
此行人天橋方案將有助於區內逐漸發展為一個較全面的行人天橋網絡，亦同時有彈性配合規劃中的擬議環保連接系統的其中一條走線。

At present, the congested footpath on Hoi Yuen Road and the frequent kerbside activities affect the pedestrian environment and vehicular traffic. In addition to the implementation of feasible footpath widening schemes at appropriate sections and having considered the suggestions received from the Stage 1 PE, it is considered that a direct pedestrian walkway could be provided along Hoi Yuen Road between MTR Kwun Tong Station and Kwun Tong Action Area.

In view of the presence of a number of elevated pedestrian walkways in the area, including the elevated MTR Kwun Tong Station and its adjacent footbridges, an elevated walkway at Hoi Yuen Road could provide the direct linkage to integrate with the existing pedestrian network.

The proposed elevated walkway could induce the gradual development of an integrated footbridge network in the area. It could also provide flexibility to integrate with one of the proposed alignments of Environmentally Friendly Linkage System (EFLS) under planning.

只供參考 Indicative Only



擬議行人天橋和規劃中的擬議環保連接均有待詳細設計和進一步研究  
The proposed elevated walkway and the EFLS under planning are subject to detailed design and further investigation

## 4.1.6 敬業線 King Yip Link

敬業線毗鄰計劃中的翠屏河，現為連接觀塘碼頭及翠屏北邨的其中一條主要通道。為配合計劃中的翠屏河及翠屏河花園等工程，建議美化敬業街北端的行人天橋，改善其連接及增加綠化，以將敬業街一帶連成一片開闊的綠色都市空間，供市民及遊人休憩。

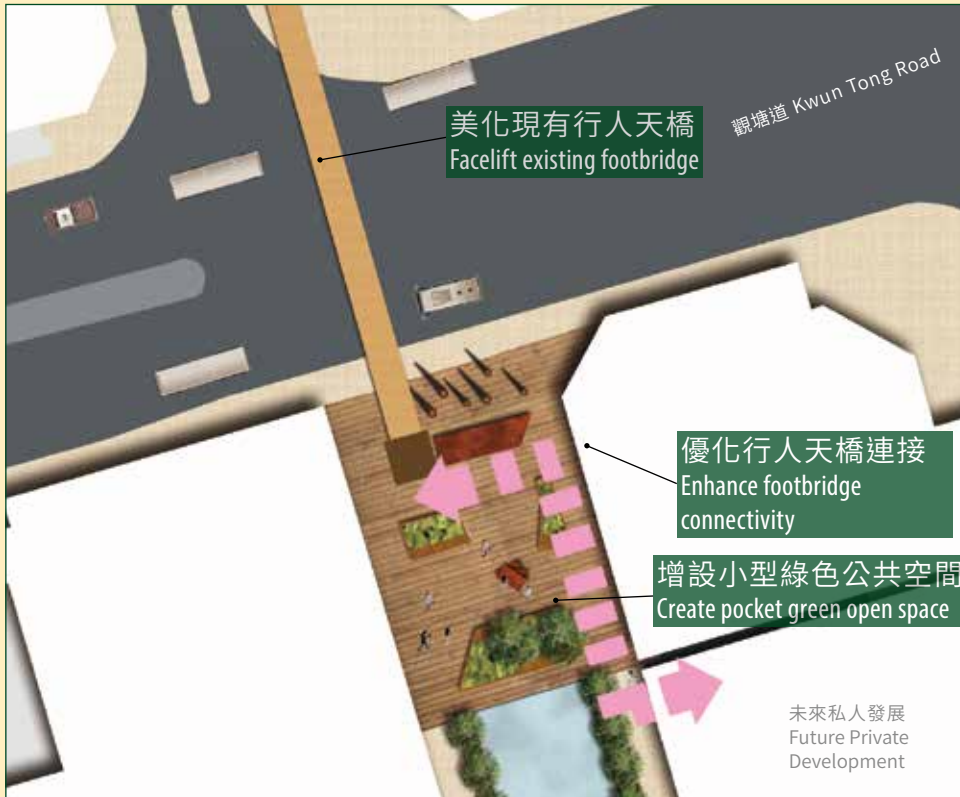
觀塘商貿區的轉型預計會令敬業街的車流量增加。我們將著重加強沿翠屏河各段的行人連接，以及於周邊各主要路口進行優化改善，旨在提供休閒舒適的河畔步行環境，並同時顧及車輛通行的需要。

Adjoining the planned Tsui Ping River, King Yip Link is one of the main corridors connecting Kwun Tong Ferry Pier and Tsui Ping (North) Estate. To support the planned Tsui Ping River and Tsui Ping River Garden projects, it is proposed to beautify the footbridge connecting to at the northern end of King Yip Street, to improve its connectivity and to provide additional greening. King Yip Link will become an inviting and coherent greening urban space for residents and visitors.

The transformation of KTBA is envisaged to generate more vehicular traffic using this link. Hence, our focus will be on strengthening the pedestrian connectivity along various sections of Tsui Ping River, while improving major road junctions in the periphery. The aim is to create a pleasant riverside walking environment without compromising the genuine needs of vehicular traffic.







只供參考 Indicative Only



只供參考 Indicative Only



成業街  
Shing Yip Street



鴻圖道  
Hung To Road



## 4.2 主要東西走廊

除了加強從觀塘道至海濱的南北連接外，我們亦希望透過改善各主要東西走廊，以進一步理順區內的行人及交通環境，配合商貿區日後的發展。

我們建議改善四條主要東西走廊的行人及交通環境，尤其是加強九龍灣行動區和觀塘行動區的連接，從而建立與未來翠屏河的連繫，在不同層面上使觀塘商貿區的行人及交通網絡相連緊扣。四條主要東西走廊為：

- 成業街
- 鴻圖道
- 偉業街
- 海濱道

與前一章節相符，此章的示意圖包含了短期及下階段的改善建議。

## Major East-West Corridors

Apart from strengthening the north-south connections between Kwun Tong Road and the waterfront, we also aim at further rationalising the pedestrian and traffic environment through the improvement of major east-west corridors to cater for the future developments in KTBA.

We propose to improve the pedestrian and traffic environment along the four major east-west corridors, particularly to strengthen the connectivity between Kowloon Bay Action Area and Kwun Tong Action Area and further enhance the linkage with the future Tsui Ping River to achieve an interconnected pedestrian and traffic network. These four major east-west corridors are:

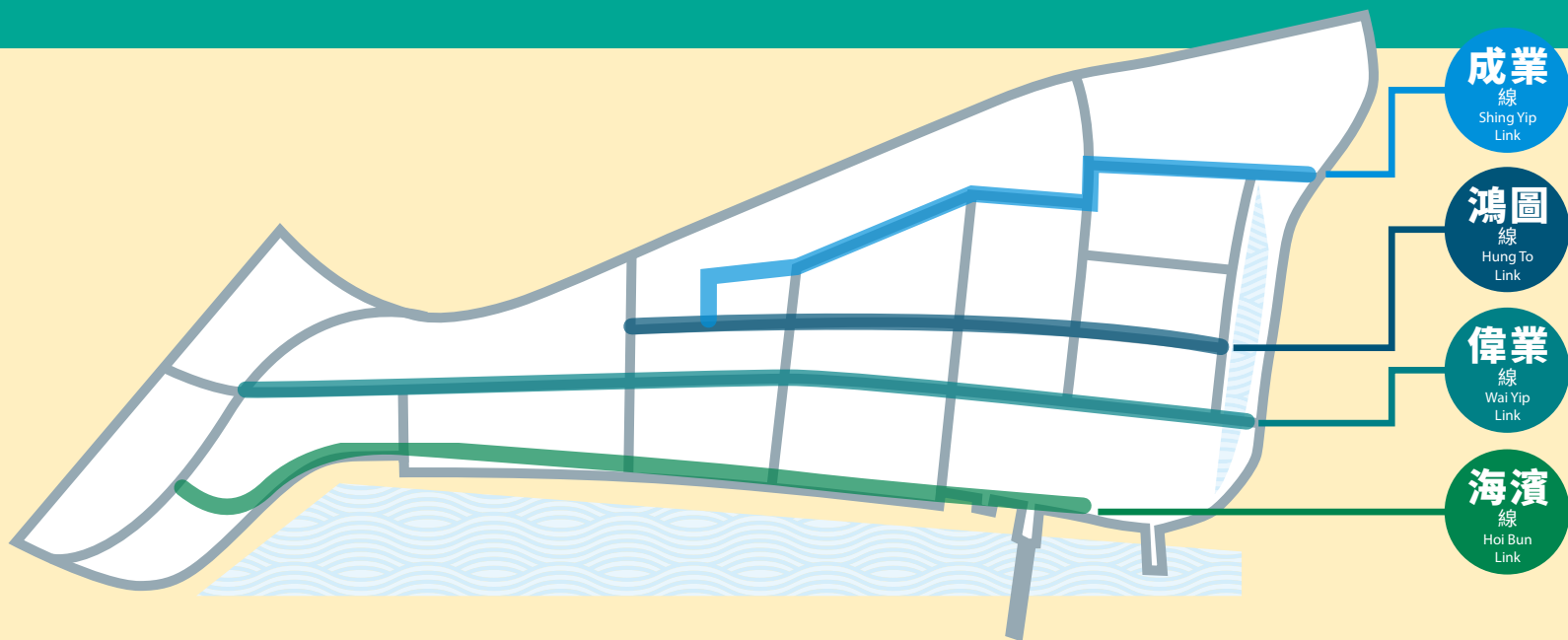
- Shing Yip Street
- Hung To Road
- Wai Yip Street
- Hoi Bun Road

Similar to the previous section, the indicative figures presented in this section include short-term improvement schemes as well as improvement proposals in the next stage.

偉業街  
Wai Yip Street

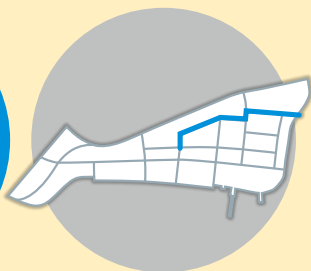


海濱道  
Hoi Bun Road





## 4.2.1 成業 線 Shing Yip Link



成業線包括成業街、巧明街和創業街，是區內一條鄰近主要商業及購物中心的東西連接道路，人流不絕，且路旁上落貨活動頻繁，影響行人環境。在改善建議中，我們建議增設上落貨灣位標示，並將與業界溝通，研究利用資訊科技理順上落貨活動。具體實施情況視乎詳細技術評估及現場環境等因素而定。

Shing Yip Link is comprised of Shing Yip Street, How Ming Street and Chong Yip Street. It is one of the main east-west connections that is close to the major commercial and shopping centres. It carries high pedestrian flow and heavy kerbside loading/unloading activities, which affect the pedestrian environment. In the improvement proposals, we propose to provide loading/unloading bay signs, and will liaise with the operators to investigate the application of information technology to rationalise the loading/ unloading activities. Implementation details will be subject to detailed technical assessments and site conditions, etc.

短期改善方案  
(詳見第3章)  
Short-term  
Improvement Scheme  
(See Chapter 3)

下階段改善方案  
Improvement Scheme  
in the Next Stage

1 優化創業街行人過路處  
Enhance pedestrian  
crossing facilities at Chong Yip Street

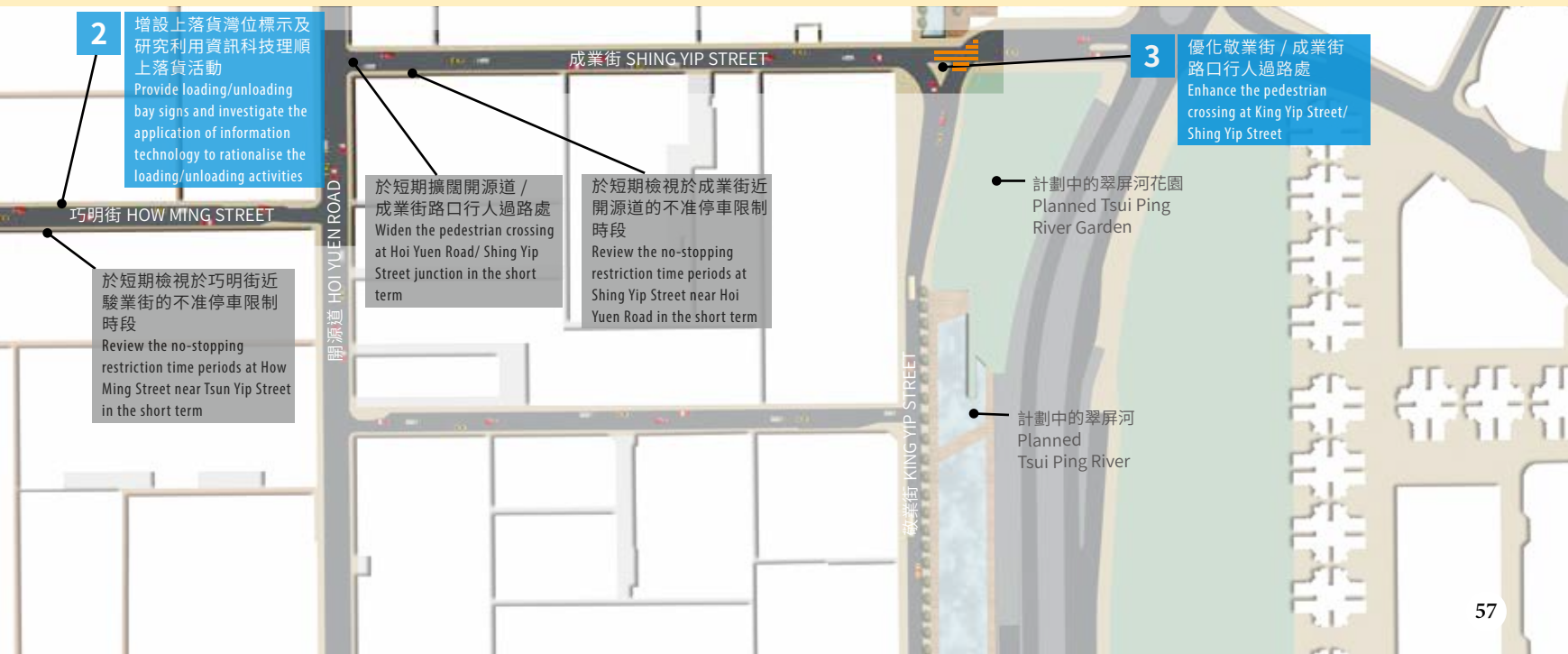
於短期進一步優化創業街/  
巧明街路口行人過路處  
Further enhance the pedestrian  
crossing at Chong Yip Street/  
How Ming Street junction in the  
short term

於短期優化駿業街 / 巧明街  
路口行人過路處  
Enhance the pedestrian  
crossing at Tsun Yip Street/ How Ming  
Street junction in the short term

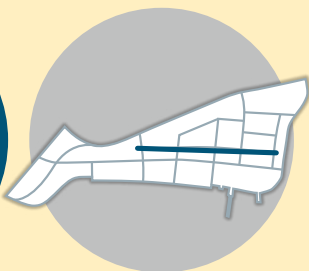


增設上落貨灣位標示

Provide loading/unloading bay signs



## 4.2.2 鴻圖線 Hung To Link

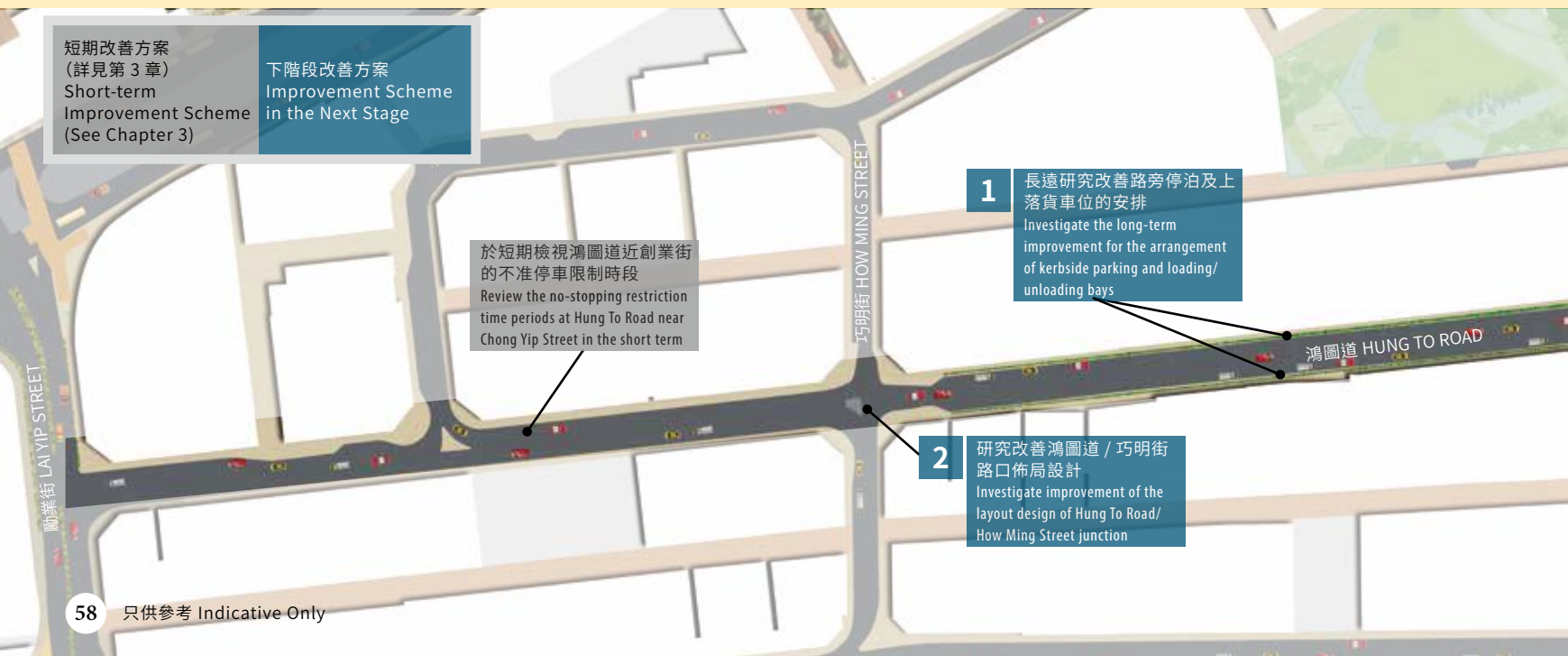


鴻圖線的東面連接翠屏河，西面連接勵業街，是區內一條主要東西連接的行車道路，路旁有大量車輛停泊及上落貨活動頻繁，加上行人通道本身環境狹窄擠迫，影響行人環境。

隨著觀塘商貿區轉型，將有更多的上落客貨設施在不同的發展項目內提供，預計路旁貨車上落貨活動的需求會逐漸下降。我們建議長遠研究改善路旁停泊及上落貨車位的安排。我們亦建議在適當位置透過重建實施建築物後移，以釋放空間來擴闊行人路和進行美化及綠化，從而加強行人連接和提升行人暢達度。

Hung To Link connects Tsui Ping River to the east, and Lai Yip Street to the west. It is one of the major east-west connecting roads in the area. There is heavy kerbside parking and loading/unloading activities, causing traffic obstruction. Coupled with the existing narrow footpaths, the pedestrian environment is affected.

As KTBA transforms, and with the provision of more loading/unloading facilities within various development projects, it is expected that the demand for kerbside loading/unloading activities would reduce. We propose to investigate the long-term improvement to the arrangements for kerbside parking and loading/unloading bays. We also propose to implement building set-backs at appropriate locations upon redevelopment to release more space for footpath widening as well as beautification and greening, which would in turn enhance pedestrian connectivity and accessibility.



短期改善方案  
(詳見第3章)  
Short-term  
Improvement Scheme  
(See Chapter 3)

下階段改善方案  
Improvement Scheme  
in the Next Stage

於短期檢視鴻圖道近創業街  
的不准停車限制時段  
Review the no-stopping restriction  
time periods at Hung To Road near  
Chong Yip Street in the short term

1 長遠研究改善路旁停泊及上  
落貨車位的安排  
Investigate the long-term  
improvement for the arrangement  
of kerbside parking and loading/  
unloading bays

2 研究改善鴻圖道 / 巧明街  
路口佈局設計  
Investigate improvement of the  
layout design of Hung To Road/  
How Ming Street junction

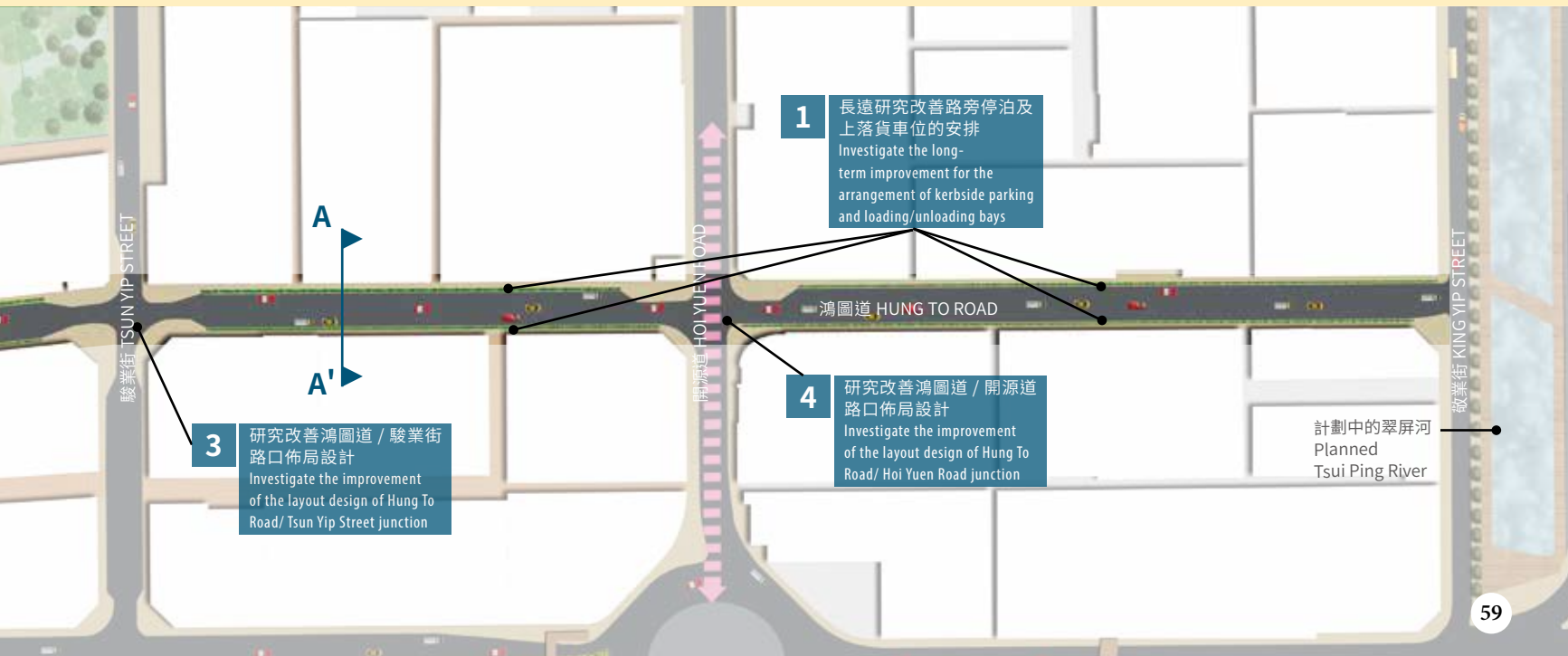




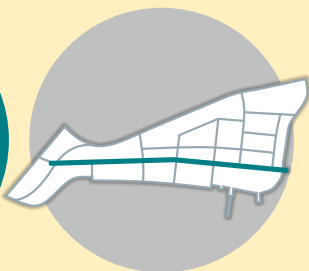
區內已完成的短期街道綠化改善措施  
Completed short-term street greening improvement measures in the area

長遠研究改善路旁停泊及上落貨車位的安排

Investigate the long-term improvement for the arrangement of kerbside parking and loading/unloading bays



## 4.2.3 偉業 線 Wai Yip Link



偉業線為一條主要進出商貿區的交通幹道，繁忙時間沿路行車量高，加上路旁上落貨活動頻繁，違例泊車問題嚴重。在改善建議中，我們優先考慮優化各路口交通安排，改善行人過路設施及延伸中央分道帶以增加綠化。

隨著觀塘商貿區轉型，我們可把握重建項目機遇優化行人環境，減少路旁上落客貨和違例泊車活動，並透過建築物後移擴闊行人路及加強綠化，完善區內整體東西行人走廊的連接性。

Wai Yip Link serves as a major corridor for traffic accessing in KTBA. High peak hour traffic flow, frequent kerbside loading/unloading, and illegal parking activities prevail along this corridor. In our improvement proposals, priority has given to enhancing various existing road junction arrangements, improving pedestrian crossing facilities, as well as to extending the central reserve for more greening.

As KTBA transforms, we will seize the opportunity to enhance the pedestrian environment in redevelopment projects and to reduce kerbside loading/unloading and illegal parking activities. Footpath widening and greening enhancement works would be possible through building set-backs. All these will facilitate the connectivity of the east-west corridors within KTBA.

下階段改善方案  
Improvement Scheme  
in the Next Stage

九龍灣行動區  
Kowloon Bay  
Action Area

1

優化偉業街 / 順業街行人過路走線及路口佈局設計  
Enhance the alignment of pedestrian crossing and layout design of Wai Yip Street/ Shun Yip Street junction

2

加強與九龍灣行動區的連接  
Strengthen the connection to Kowloon Bay Action Area

3

加強港鐵牛頭角站至海濱道公園行人連接  
Strengthen the pedestrian connection from MTR Ngau Tau Kok Station to Hoi Bun Road Park

4

優化偉業街 / 勵業街行人過路走線及路口佈局設計  
Enhance the alignment of pedestrian crossing and layout design of Wai Yip Street/ Lai Yip Street junction

偉業街 WAI YIP STREET

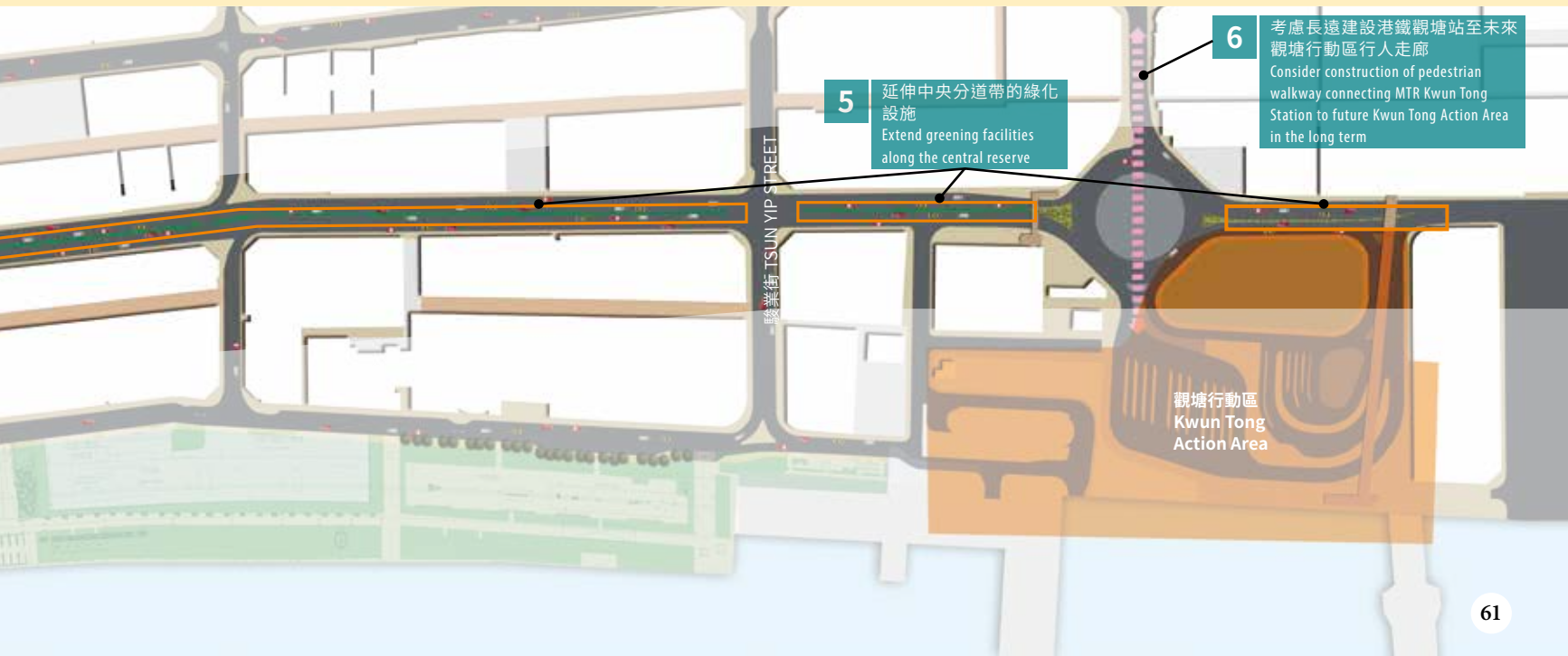
海濱道公園  
Hoi Bun Road Park

勵業街  
LAI YIP STREET



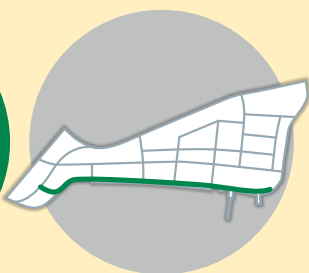
延伸現時偉業街中央分道帶的綠化設施

Extend the existing greening facilities along the central reserve of Wai Yip Street





## 4.2.4 海濱 線 Hoi Bun Link

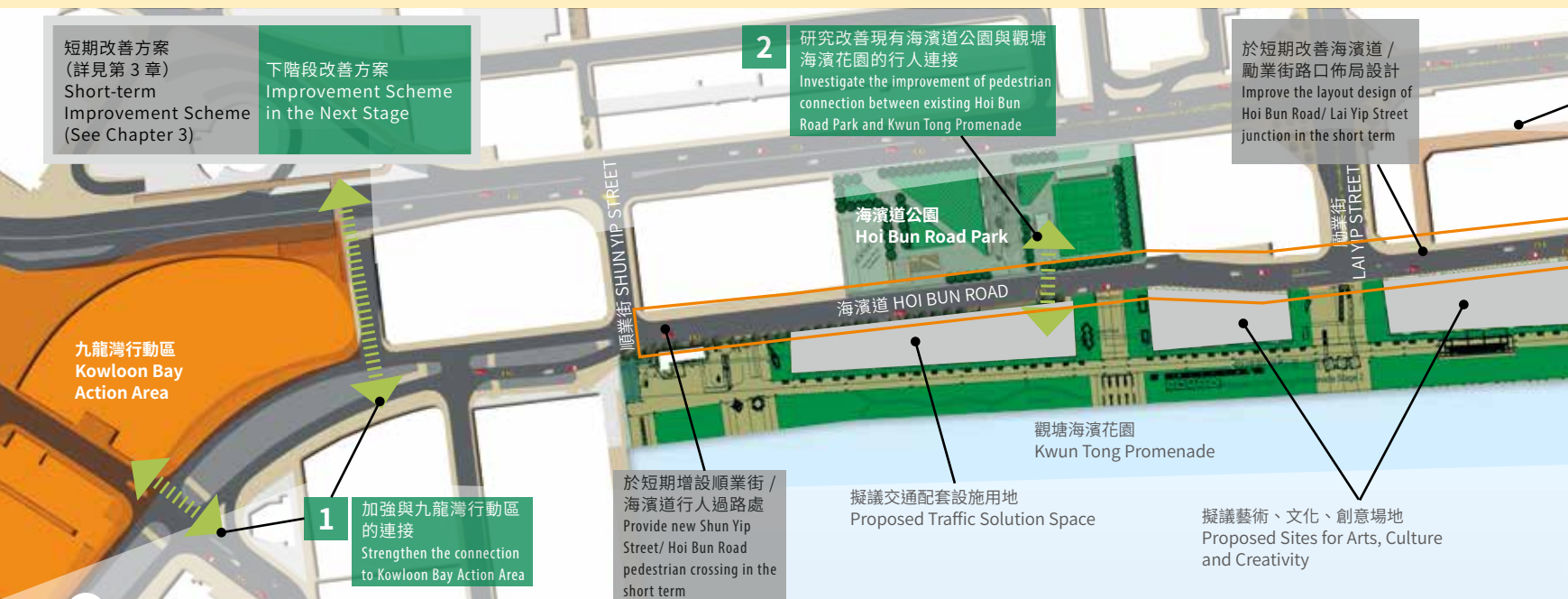


觀塘海濱花園為現時區內主要的綠色空間之一，海濱道亦提供了一道綠化行人走廊。我們建議可進一步延伸現有綠色走廊以連接兩端的九龍灣及觀塘行動區，並結合其他主要南北走廊和海濱道的各個路口優化行人及交通設施，方便行人前往海濱。

我們將配合周邊的綠色空間例如海濱道公園和「反轉天橋底行動」場地，務求提供連貫的綠化行人走廊，連接兩個行動區。

Kwun Tong Promenade is one of the major green spaces in KTBA while Hoi Bun Road also provides a green pedestrian corridor. It is proposed to further extend the existing green corridor to connect with the Kowloon Bay and Kwun Tong Action Areas at each end, which would be in tandem with the proposed enhancement of pedestrian and traffic facilities at various junctions of the major north-south corridors and Hoi Bun Road to promote pedestrian access to the waterfront.

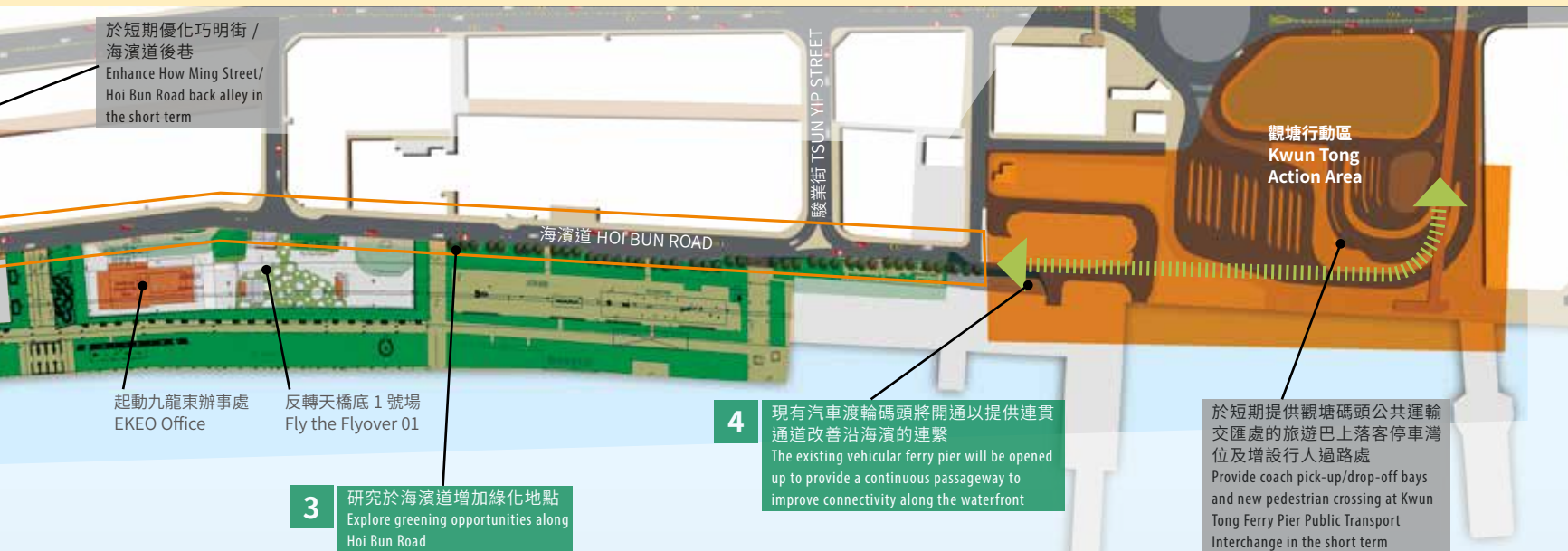
We will also integrate the adjacent green spaces such as Hoi Bun Road Park and the “Fly the Flyover Operation” sites with this link to create a continuous green pedestrian corridor connecting the two Action Areas.





建議沿海濱道延伸現有綠色行人走廊，以連接九龍灣和觀塘兩個行動區

Suggest extending the existing green pedestrian corridor along Hoi Bun Road to connect Kowloon Bay and Kwun Tong Action Areas





### 4.3 後巷計劃 @ 九龍東

觀塘商貿區後巷的行人環境大致缺乏吸引力。現時後巷主要用作行人或行車通道、上落貨區、泊車或大廈後勤設施如緊急出口等用途，大致可劃分為行人為主和行人及車輛共用兩大類別。

在行人環境方面，它們主要面對以下議題：

- 不時有雜物阻塞行人通道，部分後巷有車輛出入作上落貨或停泊之用，難於通行
- 步行環境不佳，缺乏一般行人及照明設施
- 缺乏景點和活動吸引行人使用
- 缺乏行人指示標誌設施和後巷之間缺乏連接

### Back Alleys Project @ Kowloon East

The pedestrian environment of back alleys in KTBA is generally not appealing. At present, the back alleys are mainly used for pedestrian or vehicular access, loading/unloading areas, parking or back-of-house facilities such as emergency exits. They can be broadly classified into two main categories, mainly used by the pedestrians, and shared use by the pedestrians and vehicles.

Their key issues in respect of pedestrian environment include the followings:

- Poor walkability due to blockage of access by various objects, or conflicts with vehicles performing loading/unloading or parking activities in some back alleys
- Poor walking environment with a lack of general facilities for the pedestrians and lighting
- Lack of attractions and activities for the pedestrians
- Lack of directional signage facilities for the pedestrians and connectivity among back alleys





## 後巷改善建議

由於觀塘商貿區的後巷各有不同的特色，後巷改善計劃的建議應具彈性，我們就後巷作出以下主要建議及研究中的小型改善措施，以有效地針對不同後巷。

## Back Alleys Improvement Proposals

As each back alley in KTBA has its own distinctive character, the improvement proposals for back alleys should be flexible and adaptive to suit individual cases. In view of this, the following major proposals and small-scale improvement measures under investigation are devised to accord with the specific characteristics of individual back alleys.

### 主要建議 Major Proposals

#### 提升可步行性和連接性

#### Enhance walkability and connectivity

- 改善現時雜物阻塞或滴水等問題
- 提升行人暢達度
- 增設指示標誌設施
- 優化後巷之間的連接
- Improve existing problems like obstructions by various objects and water dripping, etc.
- Enhance pedestrian accessibility
- Additional directional signage facilities
- Enhance the connectivity among back alleys

#### 優化步行環境和增加吸引力

#### Improve pedestrian environment and increase attractiveness

- 創造優質的步行環境
- 加入不同元素增加後巷特色
- 增添後巷活力以吸引更多行人使用
- Create good quality pedestrian environment
- Introduce different elements to reinforce the character of back alleys
- Enhance vibrancy of back alleys to attract pedestrians

### 研究中的小型改善措施 Small-scale Improvement Measures under Investigation



清除雜物及改善滴水  
Remove obstructions and improve water-dripping



設置路牌管理車輛出入  
Road sign to manage vehicular access



加設指示標誌設施  
Provide more directional signage facilities



於後巷之間提供行人過路設施  
Provide pedestrian crossing facilities for connections among back alleys



美化路面  
Facelift pavement surface



引入公共藝術  
Introduce public art



加設照明  
Install lighting

# 5 智能交通管理

## Smart Transport Management

為了配合未來核心商業區的發展方向，我們積極推動九龍東發展成為一個「聰明城市」，鼓勵各界在區內應用智能科技以達至利民便民的目標。主要建議包括：

### 5.1. 行人智能交通建議

### 5.2. 行車智能交通建議

In line with the future development direction of CBD, we proactively promote the development of Kowloon East into a "Smart City". Various sectors are encouraged to make use of smart technologies in KTBA with the aim of providing benefits and convenience to the public. Major proposals include:

### 5.1 Smart Transport Proposals for Pedestrians

### 5.2 Smart Transport Proposals for Traffic



A hand is shown interacting with a futuristic digital interface. The interface features a world map, various data charts, and binary code. The background is a deep blue with a red and orange light flare in the upper right corner. The hand is positioned over the map, suggesting a selection or interaction.

積極推動九龍東發展成為一個「聰明城市」，鼓勵各界在區內應用智能科技以達至利民便民的目標。

Promote the development of Kowloon East into a "Smart City", and encourage various sectors to make use of smart technologies in KTBA with the aim of providing benefits and convenience to the public.



## 5.1 行人智能交通建議

### 5.1.1 提供「香港乘車易」資訊服務

運輸署於 2009 年推出「香港乘車易」網站，提供點對點公共交通工具路線搜尋服務，現已有手機應用程式、桌面及流動網站版供市民使用。現時運輸署已免費提供「香港乘車易」軟件套裝，提供公共交通工具路線搜尋服務。我們會鼓勵發展商及業主於區內商場、商業大廈或酒店等增設電子資訊平台，以方便市民使用「香港乘車易」。

### 5.1.2 研究增設更多方便市民的設施

我們會研究於區內增設多功能互動顯示屏，提供方便市民的設施（例如資訊查詢服務）。

## Smart Transport Proposals for Pedestrians

### 5.1.1 Provision of “Hong Kong eTransport” Information Service

The Transport Department introduced “Hong Kong eTransport” in 2009 to provide point-to-point public transportation route enquiry services. There are already mobile applications, desktop and mobile website versions of the “Hong Kong eTransport” available for public use. The Transport Department has been providing the “Hong Kong eTransport” software package for free to provide public transportation route enquiry services. We will encourage property developers, and owners to install electronic information platform in shopping malls, commercial buildings or hotels, etc. in the district to facilitate the use of “Hong Kong eTransport” by the public.



### 5.1.2 Investigate Provision of More Facilities for the Convenience of the Public

We will investigate provision of multi-functional display in the area to provide facilities for the convenience of the public (e.g. information enquiry services).





### 5.1.3 研究採用節能照明設施

我們建議考慮於區內更多公共空間採用具有更高能源效益的照明設施，例如以感應行人動態而開關或隨著行人的密度而調節光暗度，以達至節能的目標。

### 5.1.3 Investigate Energy Saving Lighting Facilities

We propose to consider wider use of energy-efficient lighting facilities in the public spaces in KTBA, for instance, lighting system actuated by motion sensors with brightness automatically adjusted according to the density of pedestrians, which can achieve the objective of energy saving.



### 5.1.4 研究設置智能物流儲物櫃

隨著個人網上購物帶動的物流需求，預計相關貨車上落貨活動在區內日漸增加。由於個人貨件較一般商業貨物分散且較難確定收件人的收件狀態，因此可能令派貨次數增加，導致貨車上落貨活動更頻繁。

我們鼓勵業界於某些特設地點研究設置智能物流儲物櫃，配合貨運業界的手機支援系統，提供收貨人及發貨人更便捷的服務選擇，集合貨件派送以減少貨車車次和上落貨活動。我們正研究於區內設置智能物流儲物櫃的可行性。

### 5.1.4 Investigate the Setup of Smart Logistics Lockers

With increased logistics demand driven by personal online shopping, it is anticipated that the associated goods vehicle loading/unloading activities would increase correspondingly in KTBA. Goods for individuals are more dispersed than commercial goods and it would be more difficult to ascertain whether the recipients are present at the delivery addresses. The frequency of delivery may increase, resulting in more loading/unloading activities in the area.

We encourage the logistic sector to investigate the setting up of smart logistics lockers at some specific locations with mobile supporting system of the freight industry. It can provide a quick and easy service option for both the recipient and sender, and also help reduce the frequency of truck delivery and lessen the loading/unloading activities. We are now studying the feasibility of setting up smart logistics lockers in KTBA.

## 5.2 行車智能交通建議

### 5.2.1 研究提供更多泊車資訊

現時觀塘商貿區泊車位分散，駕駛者經常需要於區內繞行才能找到泊車位，加重交通擠塞、噪音及空氣污染。我們會研究如何為駕駛者提供更多關於泊車位的資訊。

### 5.2.2 研究理順上落貨活動

我們將與業界溝通，研究利用資訊科技理順區內上落貨活動。

## Smart Transport Proposals for Traffic

### 5.2.1 Investigate the Provision of More Parking Information

At present, parking spaces in KTBA are dispersed. Drivers often need to stroll to search for parking spaces in the area, which has worsened traffic congestion, noise and air pollution. We will investigate ways to provide more parking spaces information to the drivers.



### 5.2.2 Rationalise Loading/Unloading Activities

We will liaise with operators to investigate application of information technology to rationalise the loading/unloading activities in the area.



上述的智能交通建議為初步構思，仍須視乎詳細技術評估、現場情況、資源分配和公眾意見等各種因素才決定實施的方案。

The aforementioned smart transport proposals are initial ideas only. The implementation will be subject to detailed technical assessments, site condition, resource allocation and public views, etc.

# 6

## 未來路向

在此階段，我們整理了公眾對現時觀塘商貿區的主要議題及對本研究的初步改善策略的意見和建議，就未來區內的發展對行人及交通的影響進行了詳細分析，以此作為基礎制定行人及交通環境改善框架及短期改善方案，並初步提出了一系列的整體行人及交通環境改善建議。

在下一階段，我們將逐步落實可行的短期改善方案，以期儘快改善觀塘商貿區的行人及交通環境。同時，我們將在下階段重點研究各項改善建議，及訂定實施計劃。我們將在第三階段公眾參與向公眾介紹。

**我們希望聆聽您就本研究提出的改善方案的意見，並會在制訂改善方案時考慮您的意見。**

## Way Forward

At this stage, we have consolidated public views and comments on the key issues of KTBA and established initial improvement strategies under this Study. We have also conducted a detailed analysis on the impacts on the pedestrians and traffic arising from the future developments in the area. It serves as a basis for formulating the pedestrian and traffic environment improvement framework, short-term improvement schemes, as well as a series of overall improvement proposals for the pedestrian and traffic environment.

In the next stage, we will progressively implement the feasible short-term improvement schemes by phases, so as to improve the existing pedestrian and traffic environment in KTBA at the earliest opportunity. At the same time, we will focus on investigating various improvement proposals, and establish an implementation plan in the next stage. They will be presented in our Stage 3 PE.

**We would like to hear your comments on the improvement proposals. Your views will be considered when we formulate the improvement proposals in the next stage.**



# 7

## 你的意見 Your Views

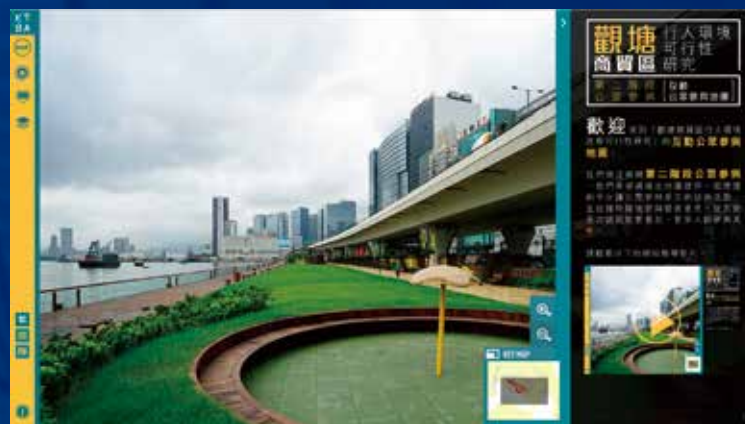
為促進市民及持份者就改善觀塘商貿區行人及交通環境提供意見，我們設立網上互動公眾參與地圖 (<http://mapping.arup.com/ktba>)，以提供一個操作簡易的網上平台，讓市民及持份者可以隨時隨地以電腦或手提電子裝置透過網站表達個人意見。

歡迎您在**二零一五年九月三十日**或之前將對本研究的意見透過郵遞、傳真、電郵方式或經由本網頁內的互動公眾參與地圖送交我們。

To encourage the public and stakeholders to express their views on improving pedestrian and traffic environment in KTBA, we have established an online interactive public engagement map (<http://mapping.arup.com/ktba>) to provide an easily operated platform for the public and stakeholders to express their views through computers or portable electronic devices, anytime and anywhere.

You are welcome to send your views on this Study to us by post, fax, email, or via the interactive public engagement map on the Study webpage on or before **30 September 2015**.

## 網上互動公眾參與地圖 Online Interactive Public Engagement Map



<http://mapping.arup.com/ktba>





# 第二階段公眾參與活動

## Stage 2 Public Engagement Activities



### 社區工作坊 Community Workshop

地點 Venue: 起動九龍東辦事處展覽廳  
(觀塘海濱道 122 號)

Exhibition Hall, Energizing Kowloon East  
Office (122 Hoi Bun Road, Kwun Tong)

日期 Date: 19/09/2015 (星期六 SAT)

時間 Time: 下午 2:30—5:00pm



請於 2015 年 9 月 11 日  
或以前於本網頁登記。

Please register via the  
website on or before  
**11 September 2015.**

<http://www.walkablekwuntong.hk>

### 巡迴展覽 Roving Exhibitions\*

駿業街遊樂場

Tsun Yip Street Playground  
29/07/2015—06/08/2015

觀塘海濱花園

Kwun Tong Promenade  
07/08/2015—17/08/2015

麗港公園

Laguna Park  
18/08/2015—28/08/2015

港鐵牛頭角站對出空地

Open area outside  
MTR Ngau Tau Kok Station  
29/08/2015—08/09/2015

翠屏道 (近觀塘游泳池)

Tsui Ping Road (near Kwun  
Tong Swimming Pool)  
09/09/2015—18/09/2015

起動九龍東辦事處展覽廳

Exhibition Hall, EKEO Office  
19/09/2015—30/09/2015

### 流動展覽 Mobile Exhibitions

於巡迴展覽期間，流動展覽車亦會於日間不定時停泊於以下地點：  
During the Roving Exhibition period, a mobile exhibition car  
will also appear in the following venues on an irregular basis  
during daytime:

鴻圖道 Hung To Road

玉蓮台 Lotus Tower

港鐵觀塘站公共運輸交匯處

MTR Kwun Tong Station Public Transport Interchange



\* 巡迴展覽時間表可能有所更改。請參閱本  
網頁留意最新安排。  
The schedule of roving exhibitions is  
subject to change. Please see the  
website for the latest arrangement.





發展局起動九龍東辦事處  
Energizing Kowloon East Office  
Development Bureau

ARUP

# 可步行街道

## 聯絡我們 Contact Us

電話 Tel: 2268 3887 傳真 Fax: 2779 8498

電郵 Email: [general@walkablekwuntong.hk](mailto:general@walkablekwuntong.hk)

有關活動詳情，請瀏覽本研究網頁：

For more details, please visit the Study Website:

<http://www.walkablekwuntong.hk>

