



九龍東

Kowloon East

行人環境改善檢討 可行性研究

Pedestrian Environment Improvement Review

Feasibility Study



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引言

Introduction

1.1 背景 Background

1.2 研究方法 Study Methodology

1.3 公眾參與 Public Engagement



1.1 背景 Background

發展局起動九龍東辦事處委託土木工程拓展署於 2023 年展開本研究。

The Energizing Kowloon East Office (EKEO) of the Development Bureau commissioned the Civil Engineering and Development Department (CEDD) to conduct this study in year 2023.

研究願景

本研究旨在全面檢視九龍東的行人環境，進一步改善九龍東核心商業區的整體行人環境，並探討將行人網路延伸至九龍東腹地住宅區的機會，藉此加強九龍東核心商業區內和對外的行人網路覆蓋範圍。

Study Vision

The study aims to comprehensively review the pedestrian environment covering the whole Kowloon East (KE) with a view to further enhancing the overall pedestrian environment of Kowloon East Core Business District (KE CBD) and to explore the opportunities for extending the pedestrian network to the residential areas in KE's hinterland to enhance and strengthen both the internal and external pedestrian network coverage of KE CBD.



1.1 背景 Background

政府一直致力推動『易行九龍東』概念，藉此提升九龍東核心商業區步行環境的連接性、易行度及流動性。過往在九龍灣、觀塘及新蒲崗商貿區進行的行人環境改善研究，提出了超過一百項短中期的改善措施，包括美化行人環境、增設綠色走廊與連線、活化後巷、增建行人天橋及地面過路設施、擴闊行人道、優化路口及交通燈設計、改善路邊裝卸貨區等，當中大部分改善措施經已完成。

隨著九龍東核心商業區逐步落實及九龍東區內的最新發展，需要全面檢視現有行人網絡，以進一步提升九龍東的行人環境。

The Government has all along committed to advocating the concept of "Walkable KE" to improve pedestrian environment on connectivity, walkability and mobility of KE CBD. Previous feasibility studies on pedestrian environment improvements in Kowloon Bay, Kwun Tong, and San Po Kong Business Areas respectively have recommended over 100 short-medium terms improvement schemes. Most of the recommended schemes, including beautification of pedestrian environment, provision of green spine/links, revitalization of back alleys, provision of footbridges and at-grade crossings, widening of footpaths, optimization of junction layouts and traffic light cycle, improvement to curbside loading/unloading areas, and so on have been largely completed.

In conjunction with the progressive realization of KE CBD and the latest development in KE, there is a need to comprehensively review the pedestrian network with a view to further enhancing the pedestrian environment in KE.



1.1 背景 Background

近年完成 / 興建中的行人改善工程

Pedestrian improvement schemes completed/under construction in recent years



偉業街 / 勵業街路口改善
Layout improvement at junction of Wai Yip Street and Lai Yip Street



海濱道 / 祥業街路口改善
Layout improvement at junction of Hoi Bun Road and Cheung Yip Street



近港鐵九龍灣站 A 出口的行人天橋
Footbridge near MTR Kowloon Bay Station Exit A



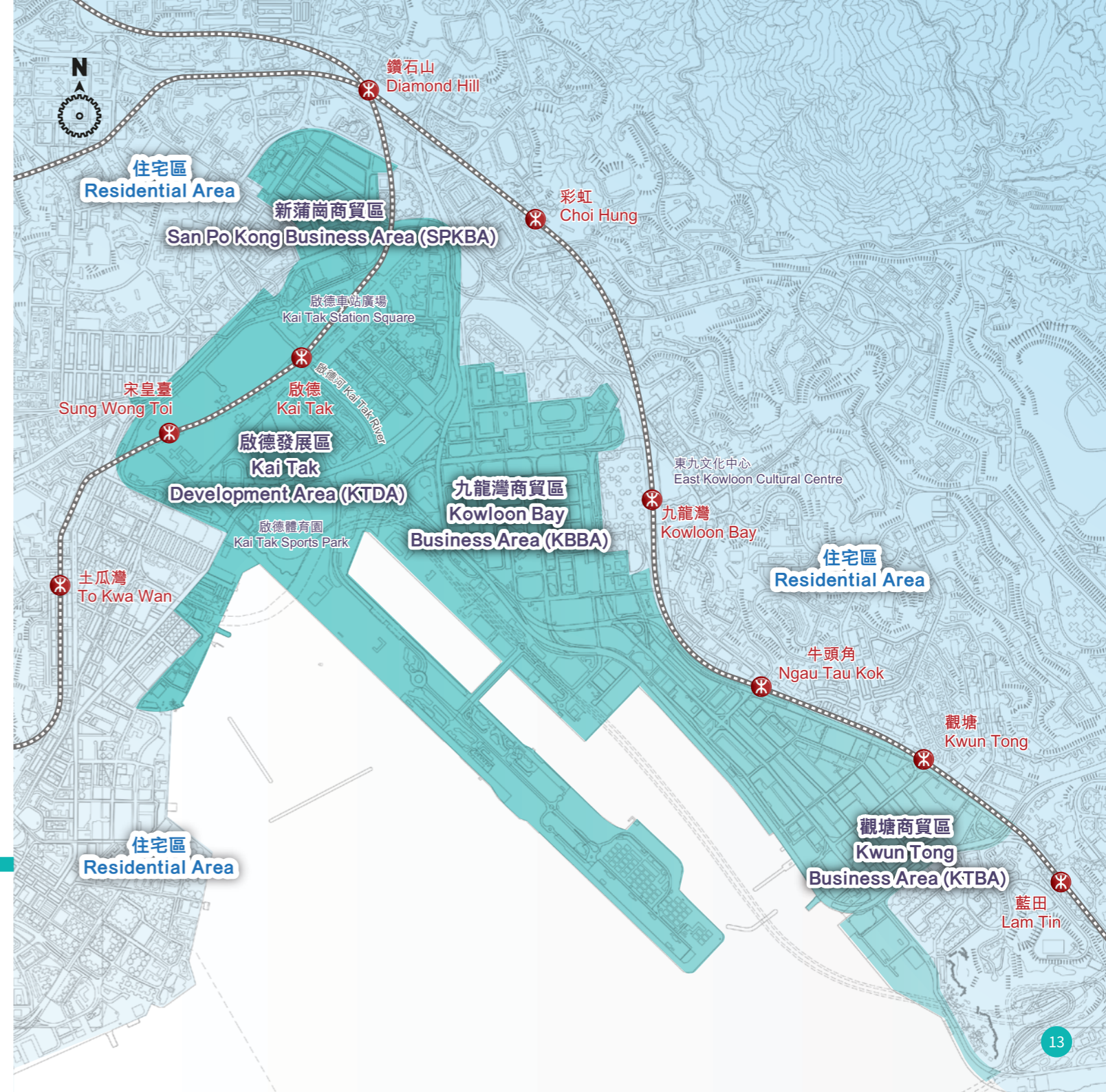
連接新急症醫院的園景美化高架行人道
Landscaped elevated walkway to the New Acute Hospital



翠屏河河畔行人通道
Pedestrian corridors alongside Tsui Ping River

1.2 研究方法 Study Methodology

- 研究範圍包括九龍灣商貿區、觀塘商貿區、新蒲崗商貿區、啟德發展區及毗鄰腹地住宅區
 - 透過人流調查數據及實地考察，建立行人模型及預測行人流量
 - 制定改善措施，旨在改善往來商貿區的行人連繫和暢達度、易行度和行人環境
 - 採納區議員及政府部門的意見
- Study area includes Kowloon Bay Business Area (KBBA), Kwun Tong Business Area (KTBA), San Po Kong Business Area (SPKBA), Kai Tak Development Area (KTDA), as well as nearby residential areas in the hinterland.
 - Establish pedestrian models and forecast pedestrian flows based on pedestrian survey data and on-site review.
 - Identify improvement measures to enhance connectivity to/from the business areas, pedestrian accessibility, walkability, and pedestrian environment.
 - Incorporate relevant comments from district council members and various government departments.



1.3 公眾參與 Public Engagement

本次研究進行了數項收集意見活動，當中包括諮詢觀塘、九龍城及黃大仙區議會。

A number of public engagement activities have been conducted, including the consultations with Kwun Tong District Council, Kowloon City District Council and Wong Tai Sin District Council.



與地區持份者實地探討潛在行人改善方案
Discuss potential pedestrian improvement works with local stakeholders on-site

舉行工作坊收集意見
Arrange workshop to collect opinion



向地區持份者介紹附近改善工程
Introduce adjacent planned improvement works with local stakeholders



與地區持份者探討潛在行人改善方案
Discuss potential pedestrian improvement works with local stakeholders



向相關區議員簡介研究成果及改善工程
Brief study findings and improvement works with relevant District Council Members

2

整體行人環境 改善框架

Overall Pedestrian Environment Improvement Framework

2.1 策略 Strategies

2.2 改善框架 Improvement Framework



2.1 策略 Strategies

主要策略

- 把握鄰近發展機遇，進一步改善週邊的行人網絡
- 進一步延伸現有藍綠行人連接，擴展綠色行人網絡覆蓋範圍
- 活化閒置空間，將其創建為公共活動用地，並改造為行人友善的共享空間
- 改善現有使用率偏低的行人通道及後巷的環境，將其轉化為更具吸引力的替代步行路線，以提升區內連接性並紓緩人流擠塞

Key Strategies

- Make use of nearby potential / planned developments to further develop the surrounding pedestrian network.
- Further extension of the existing blue and green links to provide a wider coverage of greenery pedestrian network.
- Revitalization of under-utilized spaces to create public circulation areas and to transform them as pedestrian-friendly space.
- To improve the pedestrian environment of the existing under-utilized lanes and back alleys to make them as better alternative routes to improve connectivity and to alleviate pedestrian congestion.



2.2 改善框架 Improvement Framework

本研究就技術評估數據、現有環境分析、未來鄰近發展因素，以及收集到的持份者意見，提出了四條連接腹地住宅區的行人走線（即翠屏走線、功樂走線、淘大走線和土瓜灣走線），以及九龍東的行人設施改善方案，包括一系列短期及中長期行人環境改善方案，以提供更好的行人環境。

Based on the technical assessment, existing conditions, planned developments nearby and stakeholders' comments, four pedestrian links connecting adjacent residential clusters in hinterlands (i.e. Tsui Ping Link, Kung Lok Link, Amoy Link and To Kwa Wan Link), and improvement proposals for pedestrian facilities within KE, including short-term and medium to long-term pedestrian environment improvement schemes, are proposed under this study to provide a better pedestrian environment.

圖例 Legend

快見成效方案 Quick-win Schemes

- 1 曉明街行人尋路系統
Pedestrian Wayfinding at Hiu Ming Street
- 2 觀塘後巷環境改善方案
Kwun Tong Back Alley Environment Improvement
- 3 沿翠屏河行人尋路系統
Pedestrian Wayfinding along Tsui Ping River
- 4 土瓜灣走線街景美化方案
To Kwa Wan Link Streetscape Enhancement

中長期方案 Medium to Long-Term Schemes

(需在日後作進一步技術性研究才可確立
to be established through further technical review in the future)

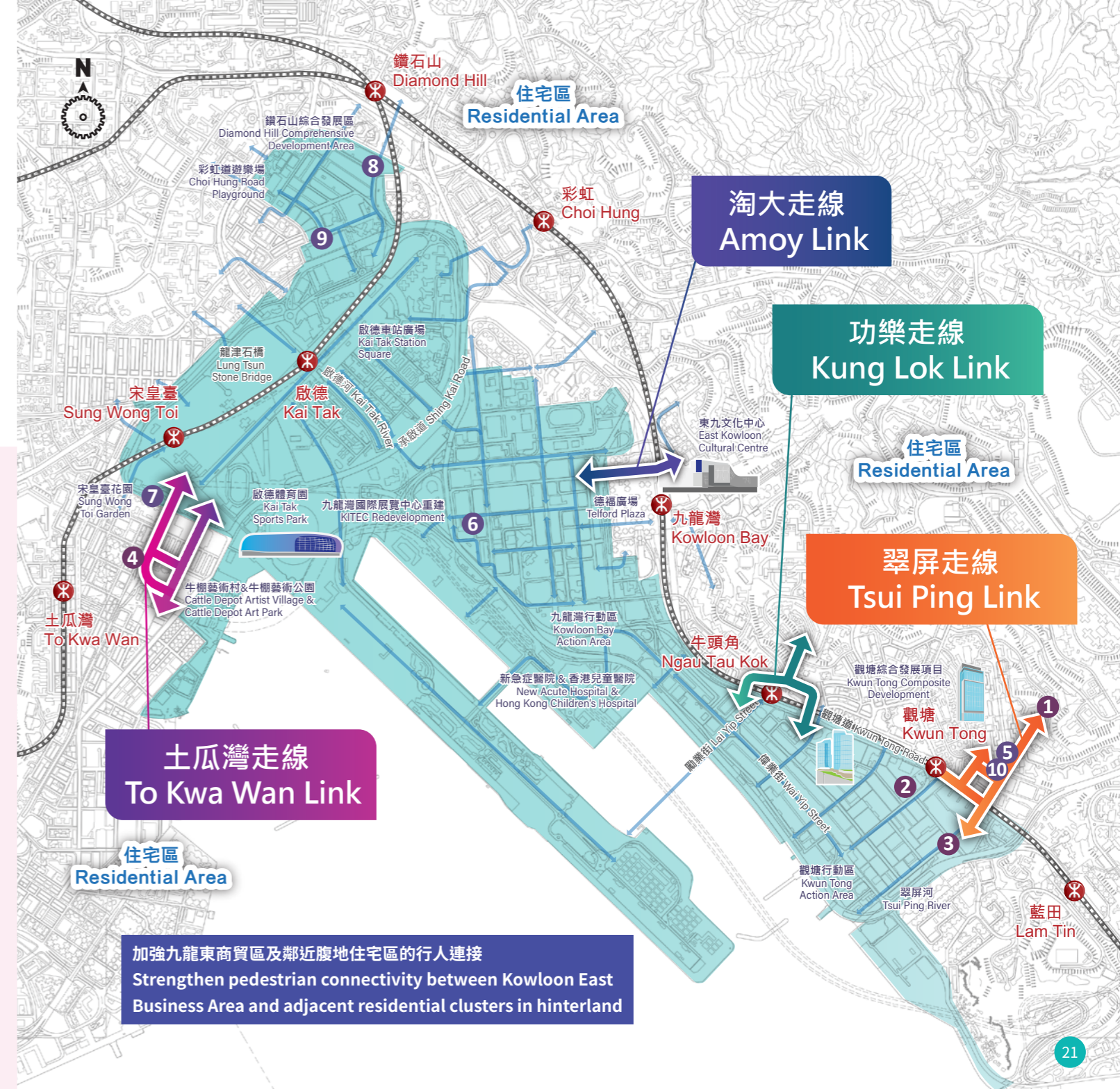
翠屏道至曉明街的高架行人道／升降機塔
Elevated Walkway and Lift Tower
connecting Tsui Ping Road and Hiu Ming Street

功樂道至康利道的高架行人道／升降機塔
Elevated Walkway and Lift Tower
connecting Kung Lok Road and Hong Lee Road

短期方案 Short-Term Schemes

- 5 翠屏道燈控行人過路處
Signalized Pedestrian Crossing across Tsui Ping Road
- 6 宏基街行人過路處
Pedestrian Crossing across Wang Kee Street
- 7 宋皇臺道燈控行人過路處
Signalized Pedestrian Crossing across Sung Wong Toi Road
- 8 四美街/五芳街路口行人環境改善方案
Pedestrian Environment Improvement at Junction of Sze Mei Street / Ng Fong Street
- 9 景福街/三祝街路口行人環境改善方案
Pedestrian Environment Improvement at Junction of King Fuk Street / Sam Chuk Street
- 10 福寧道悠閒式街道方案
Traffic Calming Scheme at Fuk Ning Road

← 現有及已規劃的主要行人連接
Existing and Planned Major Pedestrian Connection



3

連接附近腹地住宅區的 行人走線

Pedestrian Link Connecting Adjacent Residential Clusters in Hinterlands

- | | | |
|-----|-------|-----------------|
| 3.1 | 翠屏走線 | Tsui Ping Link |
| 3.2 | 功樂走線 | Kung Lok Link |
| 3.3 | 淘大走線 | Amoy Link |
| 3.4 | 土瓜灣走線 | To Kwa Wan Link |



翠屏走線 Tsui Ping Link

曉明街
Hiu
Ming
Street

翠屏道
Tsui
Ping
Road

福寧道
Fuk
Ning
Road



翠屏河
Tsui
Ping
River

園景行人平台
Landscaped
Pedestrian
Deck

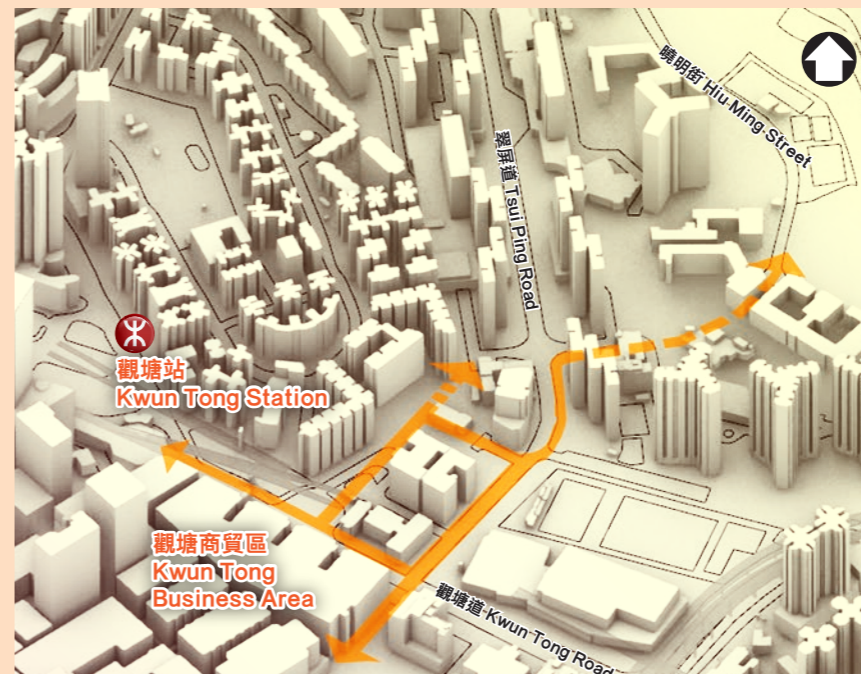
觀塘站
Kwun Tong
Station

觀塘
商貿區
KTBA

3.1 翠屏走線 Tsui Ping Link

走線包括興建中的觀塘綜合發展項目設有的內部行人通道連接港鐵觀塘站和福寧道、及港鐵觀塘站旁的高架園景行人平台、擬議於福寧道設置的悠閒式街道、於翠屏道新增的行人過路處、及於曉明街新增的行人尋路標牌，將提供便捷的行人走線連接觀塘商貿區至翠屏邨一帶，受惠居民包括翠屏（北）邨、翠屏（南）邨、寶珮苑等。長遠而言，配合未來發展機遇，走線有機會透過提供高架行人道網絡 / 升降機塔由觀塘綜合發展項目連接至翠屏（北）邨，以及由翠屏（南）邨一帶連接至曉明街。提供高架行人道網絡 / 升降機塔的構思需在日後作進一步技術性研究才可確立。

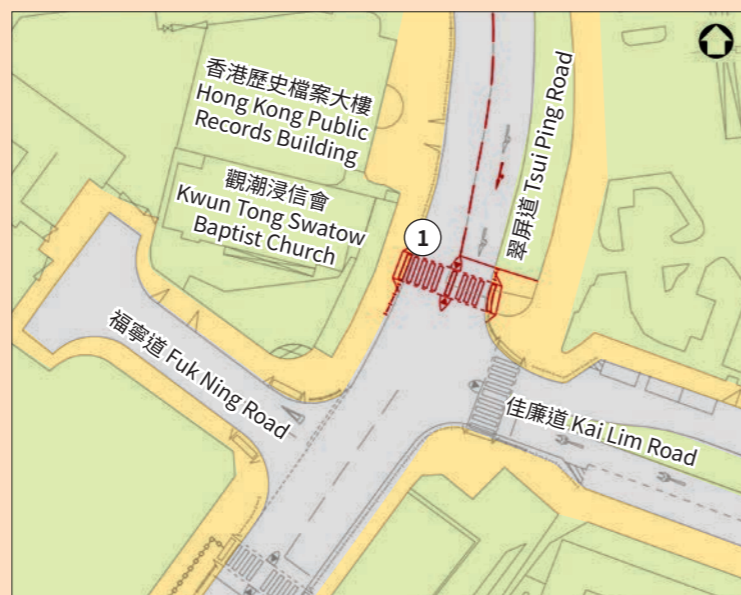
This Link includes an internal passageway within Kwun Tong Composite Development (KTCD) connecting MTR Kwun Tong station and Fuk Ning Road and an elevated landscaped pedestrian deck near MTR Kwun Tong station under construction, proposed traffic calming at Fuk Ning Road, pedestrian crossing across Tsui Ping Road and pedestrian wayfinding signage at Hiu Ming Street. A convenient pedestrian link between Kwun Tong Business Area (KTBA) and Tsui Ping Estate nearby will be provided. The residents of Tsui Ping (North) Estate, Tsui Ping (South) Estate, Po Pui Court, etc can be benefited. In the long term, with future development opportunities, this Link can provide elevated walkway / lift tower to Tsui Ping (North) Estate from Kwun Tong Composite Development, and to Hiu Ming Street from Tsui Ping (South) Estate, subject to further technical review in later stage.



3.1.1 翠屏道燈控行人過路處 Signalized Pedestrian Crossing across Tsui Ping Road

為提供安全便捷的行人設施讓行人橫過翠屏道及經翠屏走線前往觀塘商貿區，擬議於現有翠屏道 / 佳廉道路口附近新增燈控行人過路處。

To provide safe and convenient pedestrian facilities for pedestrians across Tsui Ping Road and access Kwun Tong Business Area (KTBA) via Tsui Ping Link, it is proposed to provide a new signalized pedestrian crossing at the existing junction of Tsui Ping Road / Kai Lim Road.



1 新增燈控行人過路處
Provide a Pedestrian Signalized Crossing



3.1.2 福寧道悠閒式街道 Traffic Calming Scheme at Fuk Ning Road

福寧道將成為連接翠屏道與觀塘綜合發展區內部通道的便捷步行走線。為令走線更行人友善，擬議在福寧道採用悠閒式街道設計以優化行人環境，便利市民經翠屏走線前往觀塘商貿區。

Fuk Ning Road will become a convenient link between Tsing Ping Road and the internal passageway within Kwun Tong Composite Development (KTCD). To make it more pedestrian friendly, it is proposed to adopt traffic calming measures at Fuk Ning Road to improve the pedestrian environment and facilitate the general public to access to Kwun Tong Business Area (KTBA) via Tsui Ping Link.



1 採用悠閒式街道設計
Adopt traffic calming measures

3.1.3 曉明街行人尋路系統 Pedestrian Wayfinding at Hiu Ming Street

擬議增設合適行人尋路標牌，引導市民從曉明街經翠屏走線前往觀塘商貿區。

Suitable pedestrian wayfinding signs will be provided to help people navigate from Hiu Ming Street to Kwun Tong Business Area (KTBA) via Tsui Ping Link.

● 新增行人尋路標牌
Proposed Pedestrian Wayfinding Signage



功樂走線 Kung Lok Link

康利道
Hong Lee Road

功樂道
Kung Lok Road

牛頭角道
Ngau Tau Kok Road

牛頭角站
Ngau Tau Kok Station

牛頭角行人隧道
Ngau Tau Kok Subway

觀塘道
Kwun Tong Road

觀塘商貿區
KTBA

3.2 功樂走線 Kung Lok Link

走線包括已規劃的功樂道和牛頭角道之間的高架行人道 / 升降機塔、港鐵牛頭角站附近橫跨觀塘道 / 雅麗道的行人隧道、橫跨觀塘道的行人天橋、以及擬議的牛頭角道行人過路處等。

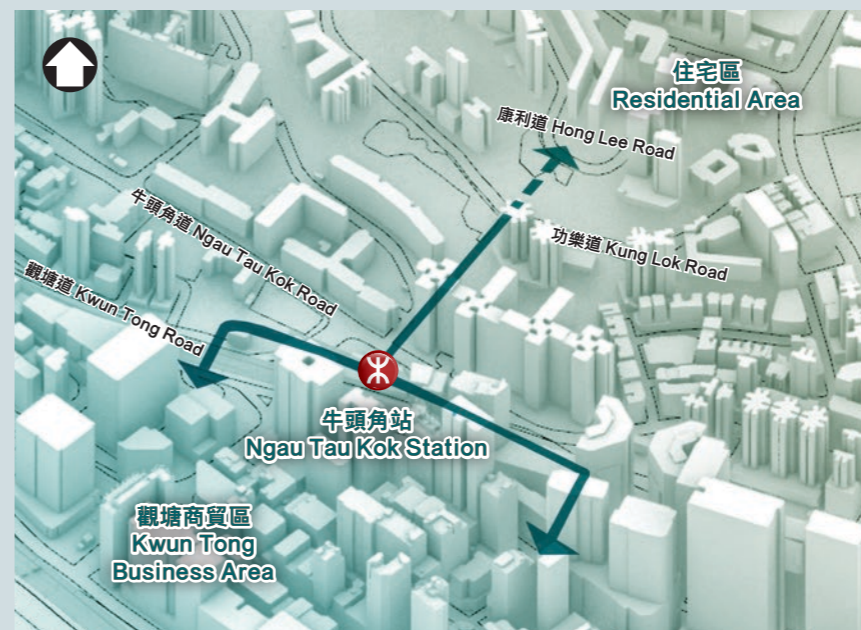
提供便捷的行人走線連接觀塘商貿區至功樂道一帶的住宅區，受惠居民主要包括凱德大廈、功樂大廈、富麗花園、康利苑等。

長遠而言，配合未來發展機遇，走線有機會透過提供高架行人道 / 升降機塔由功樂道伸延至康利道。提供高架行人道 / 升降機塔的構思需在日後作進一步技術性研究才可確立。

This Link includes the planned elevated walkway / lift tower between Kung Lok Road and Ngau Tau Kok Road, pedestrian subway across Kwun Tong Road / Elegance Road near MTR Ngau Tau Kok station, elevated walkway across Kwun Tong Road, and the proposed at-grade signaled pedestrian crossing across Ngau Tau Kok Road, etc.

A convenient pedestrian Link connecting Kwun Tong Business Area (KTBA) to the residential clusters around Kung Lok Road will be provided. The beneficiary residents include Hyde Towers, Kung Lok Building, Fulrich Garden, Hong Lee Court, etc.

In the long term, with future development opportunities, this Link can provide elevated walkway / lift tower from Kung Lok Road to Hong Lee Road, subject to further technical review.

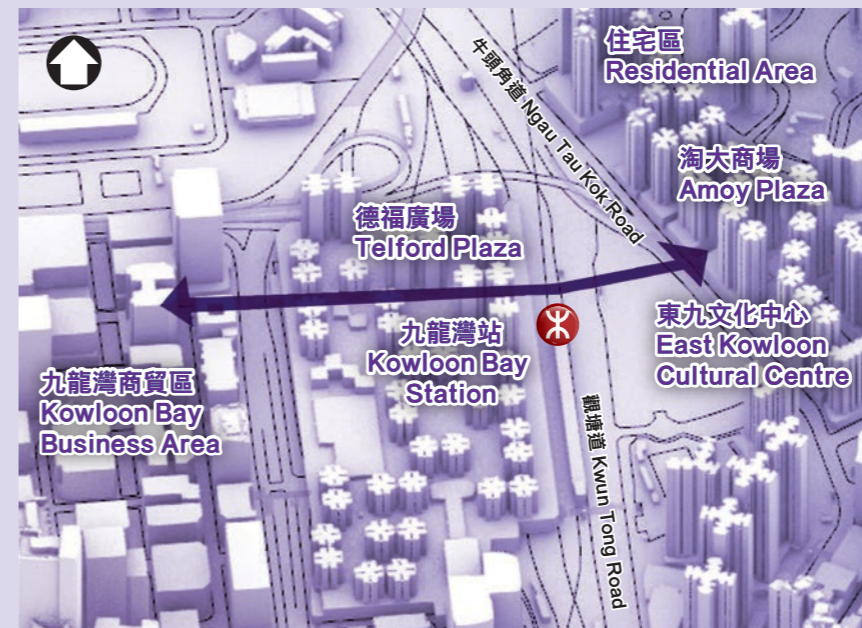




3.3 淘大走線 Amoy Link

隨著東九文化中心開放，其內部行人通道已連接港鐵九龍灣站和牛頭角道，配合已規劃的橫跨牛頭角道行人天橋連接東九文化中心和淘大商場及已落成近港鐵九龍灣站 B 出口的行人天橋，淘大走線可提供直接的行人設施連接九龍灣商貿區至淘大花園及牛頭角道一帶，受惠居民主要包括淘大花園、牛頭角道的住宅大廈等。

With the opening of East Kowloon Cultural Centre (EKCC), an internal passageway has been provided between MTR Kowloon Bay station and Ngau Tau Kok Road. Together with the elevated walkway (under construction) across Ngau Tau Kok Road connecting EKCC and Amoy Plaza and the recently completed elevated walkway near Exit B of MTR Kowloon Bay station, the Amoy Link can provide a direct pedestrian link connecting Kowloon Bay Business Area (KBBA) to Amoy Gardens and Ngau Tau Kok Road. Residents of Amoy Gardens, residential buildings on Ngau Tau Kok Road, etc can be benefited.



土瓜灣走線 To Kwa Wan Link

土瓜灣
To
Kwa
Wan

牛棚
Cattle
Depot

九龍城道
Kowloon
City
Road

重建項目
Redevelopment
Project

宋皇臺道
Sung
Wong
Toi
Road

未來
宋皇臺公園
Future
SWT Park

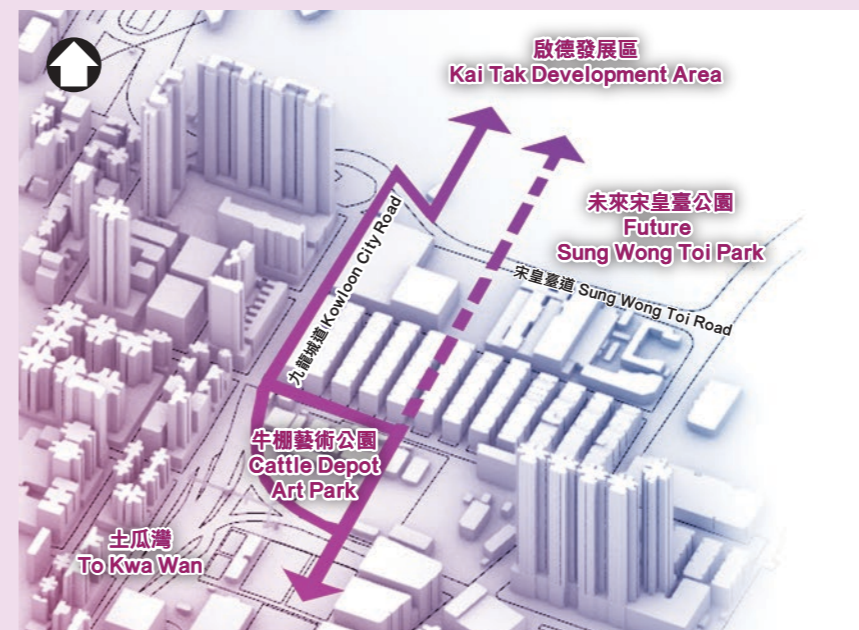


啟德
發展區
KTDA

3.4 土瓜灣走線 To Kwa Wan Link

通過規劃中的宋皇臺公園、已規劃橫跨宋皇臺道的行人天橋及綜合發展項目設有的內部行人通道、以及現有的牛棚藝術村和藝術公園，土瓜灣區市民可便捷地往來啟德發展區。為了讓市民盡早受惠，本研究擬議於宋皇臺道新增行人過路處作為短期行人走線，及於部分相連土瓜灣區的街道進行街景美化。受惠居民主要包括附近的住宅發展項目，如傲雲峰、十三街一帶住宅等。

With Sung Wong Toi Park under planning, the planned elevated walkway across Sung Wong Toi Road and internal passageway within Comprehensive Development Area (CDA) site and the existing Cattle Depot Artist Village and Art Park, residents in To Kwa Wan can easily travel to / from KTDA. In order to allow early enjoyment by the general public, this study has proposed a pedestrian crossing across Sung Wong Toi Road and streetscape enhancement along the proposed pedestrian link with To Kwa Wan, as a short-term pedestrian link. Residents of Sky Tower and residential clusters area around 13 Streets, etc. can be benefited.



3.4.1 宋皇臺道燈控行人過路處 Signalized Pedestrian Crossing across Sung Wong Toi Road

為便利行人橫過宋皇臺道往來啟德發展區，擬議於現有九龍城道 / 宋皇臺道路口新增燈控行人過路處橫過宋皇臺道東行及西行行車線，並新增一段行人路。

To facilitate pedestrians across Sung Wong Toi Road to access KTDA, it is proposed to provide a pedestrian signalized crossing across Sung Wong Toi Road eastbound and westbound at the existing junction of Kowloon City Road / Sung Wong Toi Road and a new section of footpath.



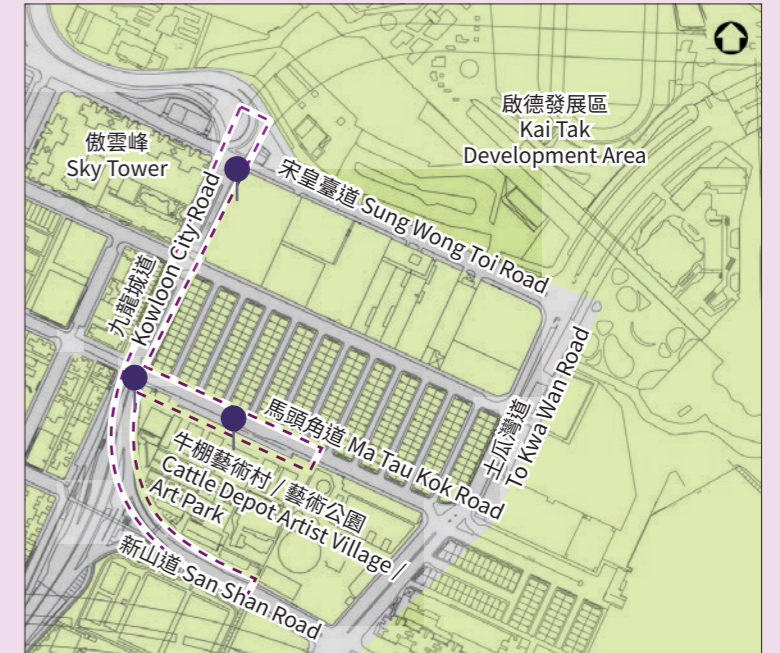
- ① 新增行人過路處
Provide a Pedestrian Signalized Crossing
- ② 新增一段行人路
Provide a new section of footpath



3.4.2 土瓜灣走線街景美化方案 To Kwa Wan Link Streetscape Enhancement

建議沿九龍城道及馬頭角道部分現有的行人路欄杆及街燈引入色彩設計，以點綴現有街景並融合周圍環境，此外，擬議於土瓜灣走線增設合適行人尋路標牌指示前往啟德發展區的路線。

It is proposed to adopt colour design on existing pedestrian railings and public street lightings at Kowloon City Road and Ma Tau Kok Road along To Kwa Wan Link for better blending into surrounding environment. In addition, it is proposed to provide appropriate pedestrian wayfinding signage at To Kwa Wan Link to indicate the path to KTDA.



- 擬議行人尋路標牌
Proposed Pedestrian Wayfinding Signage



4

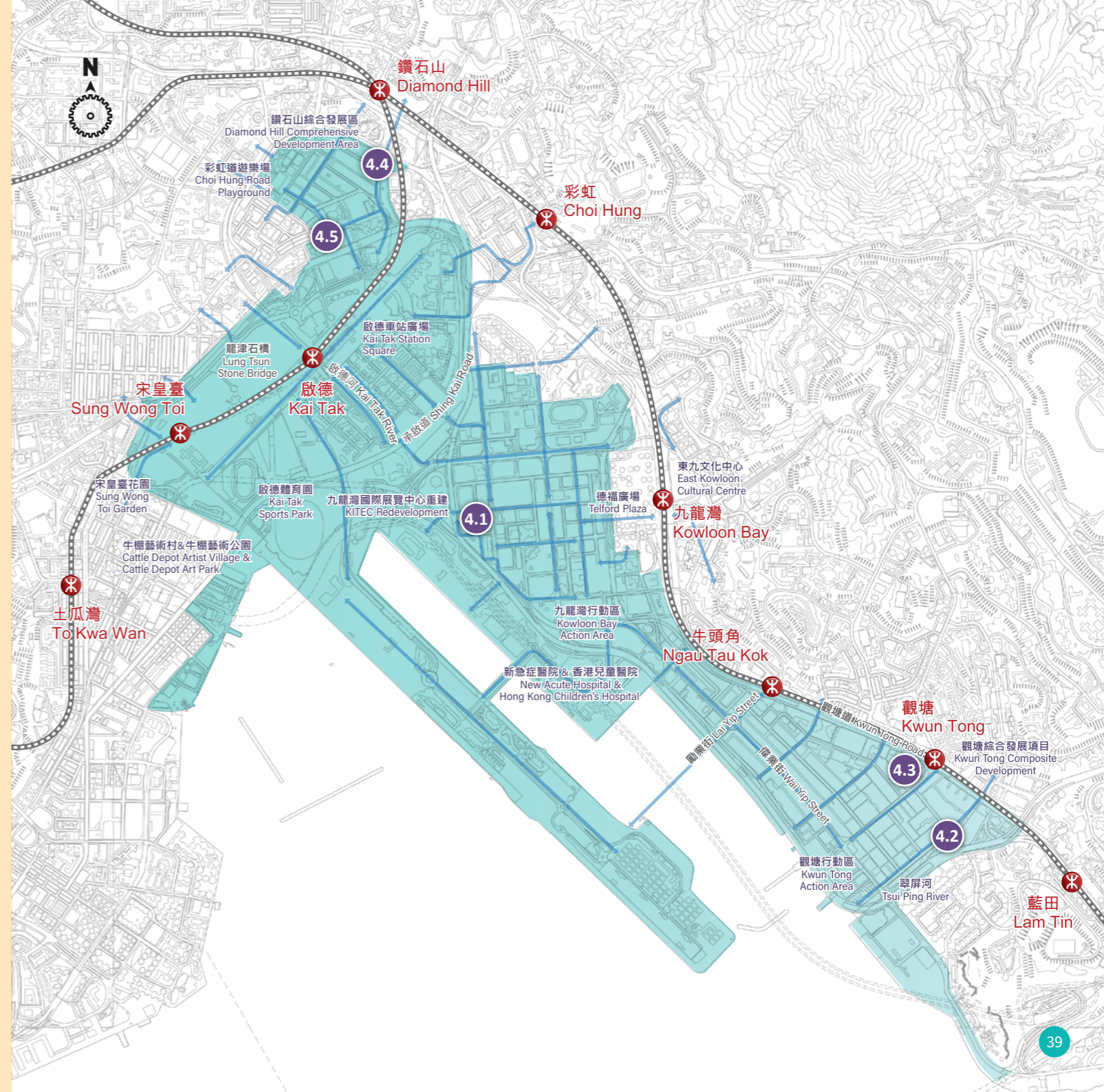
快見成效及短期行人環境改善方案

Quick-win and Short-term Pedestrian Improvement Schemes

除了擬議的 4 條行人走線，研究亦於商貿區內制定了快見成效和短期行人環境改善方案，以進一步改善行人連通性，其中包括：

In addition to the 4 proposed pedestrian links, the study has also developed quick-win, and short-term pedestrian improvement schemes within the business areas to further improve pedestrian connectivity, including:

- | | | |
|-----|---------------------|---|
| 4.1 | 宏基街行人過路處 | Pedestrian Crossing across Wang Kee Street |
| 4.2 | 沿翠屏河行人尋路系統 | Pedestrian Wayfinding along Tsui Ping River |
| 4.3 | 觀塘後巷環境改善方案 | Kwun Tong Back Alley Environment Improvement |
| 4.4 | 四美街 / 五芳街路口行人環境改善方案 | Pedestrian Environment Improvement at Junction of Sze Mei Street / Ng Fong Street |
| 4.5 | 景福街 / 三祝街路口行人環境改善方案 | Pedestrian Environment Improvement at Junction of King Fuk Street / Sam Chuk Street |



4.1

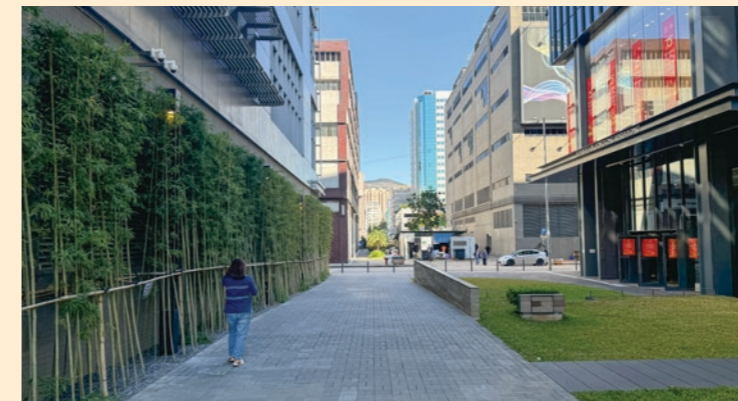
宏基街行人過路處 Pedestrian Crossing across Wang Kee Street

為優化九龍灣商貿區綠色走廊「東西段」的連接性，擬議於宏基街新增行人過路處。

To enhance pedestrian connectivity of east-west corridor of Green Spine in Kowloon Bay Business Area, it is proposed to provide a pedestrian cautionary crossing across Wang Kee Street.



1 新增行人過路處
Provide a Pedestrian Signalized Crossing



4.2

沿翠屏河行人尋路系統

Pedestrian Wayfinding along Tsui Ping River

為更好引導市民沿敬業街經舒適路線前往港鐵觀塘站，擬議配合翠屏河的行人尋路系統於敬業街增設合適行人尋路標牌。

To better guide the general public to MTR Kwun Tong station along a comfortable path near King Yip Street, it is proposed to provide appropriate pedestrian wayfinding signage on King Yip Street to indicate the path to MTR Kwun Tong station.

擬議行人尋路標牌 Proposed Pedestrian Wayfinding Signage



4.3

觀塘後巷環境改善方案

Kwun Tong Back Alley Environment Improvement

為提升行人環境令更多行人使用港鐵觀塘站附近後巷，擬議翻新相關後巷地面特色路標，以及新增公共照明系統。

To enhance pedestrian environment and attract pedestrian using back alleys near MTR Kwun Tong station, it is proposed to refurbish identified back alley with featured road markings and the provision of public street lighting.



1 翻新地面特色路標及新增公共照明系統
Refurbish Featured Road Marking and Provide Public Street Lighting

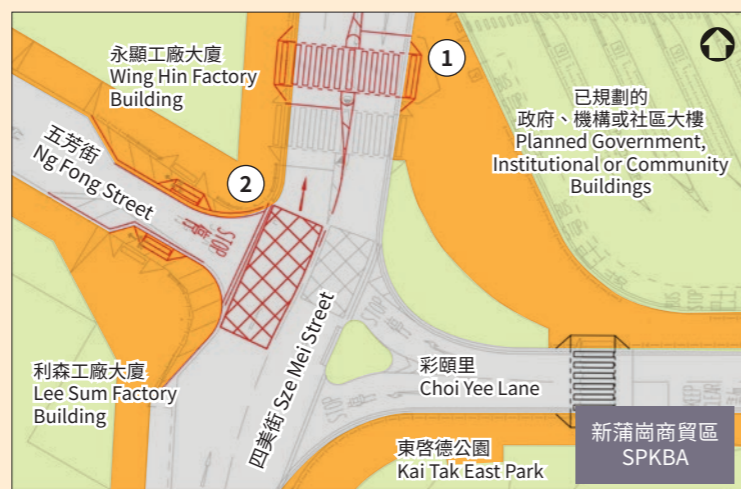


4.4

四美街 / 五芳街路口行人環境改善方案 Pedestrian Environment Improvement at Junction of Sze Mei Street / Ng Fong Street

擬議將現有四美街燈控行人過路處往北遷移，為四美街及五芳街的行人過路處提供更充裕的等候區；另外，擬議擴闊現有五芳街行人過路處的行人路，以縮短過路距離。

To provide more waiting space at the pedestrian crossings at Sze Mei Street and Ng Fong Street, the existing pedestrian signaled crossing at Sze Mei Street is proposed to shift northward. Besides, it is proposed to widen footpaths at the existing Ng Fong Street pedestrian crossing to shorten crossing distance.



- ① 往北遷移現有燈控行人過路處
Shift Existing Signalized Pedestrian Crossing Northward
- ② 擴闊過路處的行人路
Widen Footpaths at Crossing

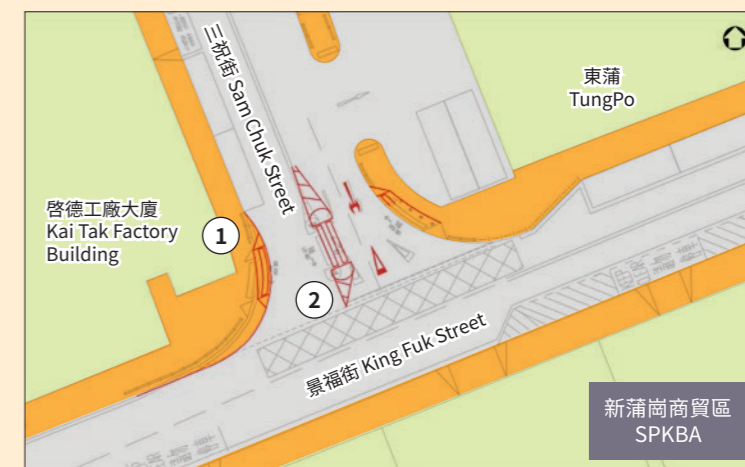


4.5

景福街 / 三祝街路口行人環境改善方案 Pedestrian Environment Improvement at Junction of King Fuk Street / Sam Chuk Street

擬議擴闊現有三祝街行人過路處的行人路，及擴大現有三祝街行人過路處的安全島，以縮短過路距離，並提供更充裕的行人過路處等候區。

It is proposed to widen footpath and enlarge refuge island at the existing Sam Chuk Street pedestrian crossing to shorten crossing distance and provide more waiting space at pedestrian crossing.



- ① 擴闊過路處的行人路
Widen Footpaths at Crossing
- ② 擴闊現有行人過路處安全島
Enlarge Refuge Island at Existing Pedestrian Crossing



5

總結

Summary



本研究回顧了以往在九龍灣、觀塘、新蒲崗商貿區及啟德發展區進行的行人環境改善研究提出的建議，並因應九龍東地區的持續發展及轉型，對現有行人環境進行分析，透過實地觀察、行人流量調查及行人模型數據模擬，評估九龍東商貿區現時及未來的行人環境狀況。

基於技術評估及九龍東商貿區的發展機遇，以及區內已規劃或興建中的行人設施，本研究提出四條概念性行人走線（即翠屏走線、功樂走線、淘大走線及土瓜灣走線）連接九龍東商貿區與附近腹地住宅區，涵蓋了不同行人環境改善方案。

期望已規劃及擬議的行人環境改善落成後，可營造一個可寫意踴躍的行人環境，並加強九龍東商貿區與毗鄰腹地的連接，方便周邊居民往來九龍東核心商業區，讓市民享受九龍東發展的成果，同時為九龍東持續轉型奠定良好基礎。

The study has reviewed pedestrian improvement measures proposed under previous studies in KBBA, KTBA, SPKBA and KTDA, and analyzed existing and future pedestrian environment based on existing situation, on-site observations, pedestrian flow surveys, and pedestrian modeling analysis.

In consideration of the analysis above, development opportunities near KE business areas, and pedestrian facilities planned or under construction in the area, the study has proposed four pedestrian connections between business area and adjacent residential areas in the hinterland (viz. Tsui Ping Link, Kung Lok Link, Amoy Link and To Kwa Wan Link) which comprises various pedestrian improvement schemes to the pedestrian environment.

The planned and proposed pedestrian environment enhancements are expected, upon completion, to create a pleasant and leisurely walking environment. These improvements aim to strengthen the connectivity between the KE business district and its surrounding areas, making it more convenient for nearby residents to access KE CBD. This will allow the public to enjoy the benefits of KE's development while laying a solid foundation for its continued transformation.



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