



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

ARUP

起energizing動 Kowloon East
九龍東

CBD²

第三階段公眾參與摘要
Stage 3 Public Engagement Digest

觀塘
行人環境改善計劃



聯絡我們 Contact Us

電話 Tel: 2268 3887 傳真 Fax: 2779 8498

電郵 Email: general@walkablekwuntong.hk

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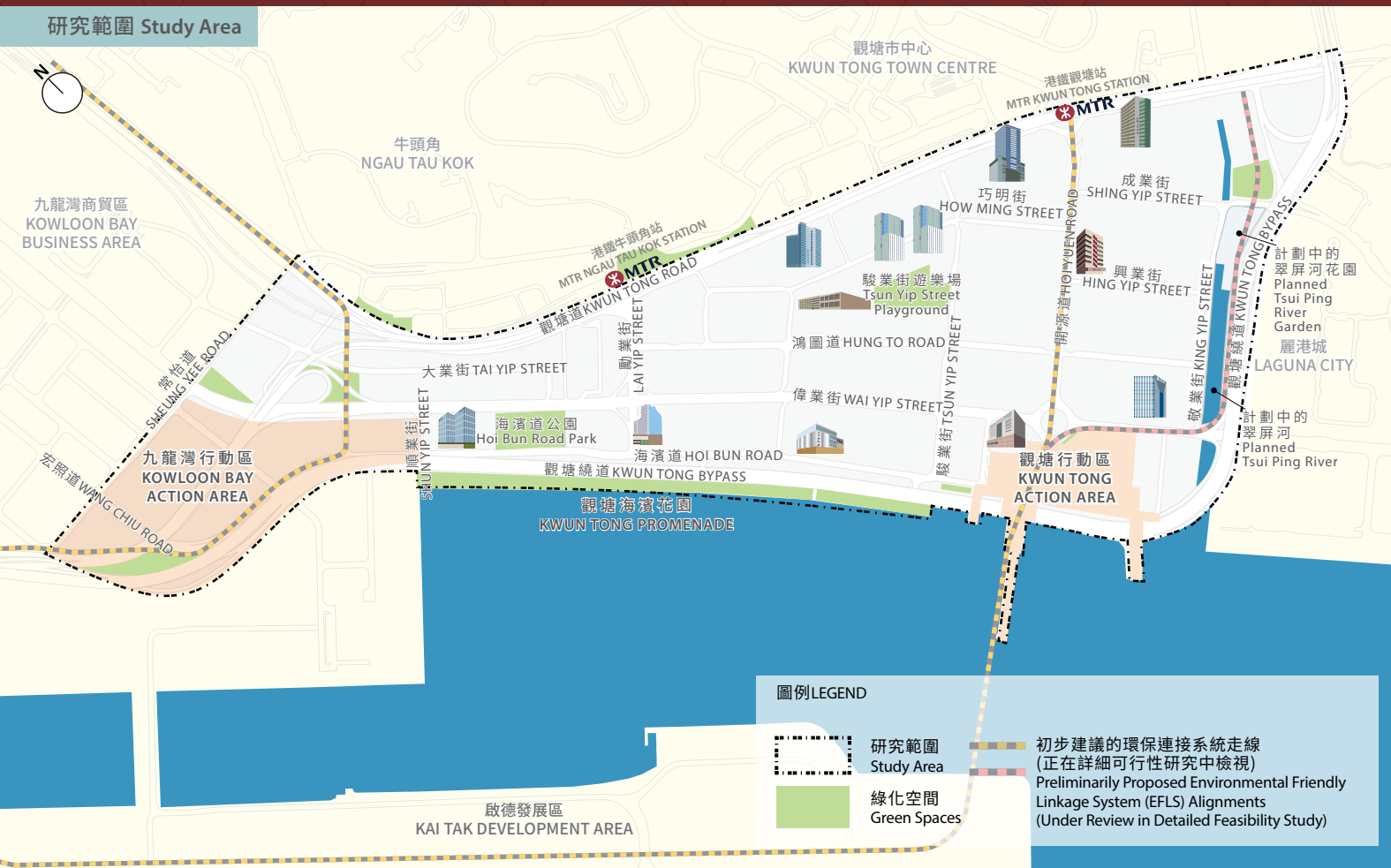
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觀塘商貿區的
行人環境改善計劃
可行性研究

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



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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。

發展局起動九龍東辦事處於 2014 年 5 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 was an important base for manufacturing industries in the past and is now transforming into a core business district (CBD).

In May 2014, the Energizing Kowloon East Office (EKEO) of the Development Bureau commissioned the “Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area (KTBA) 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.

1 引言 INTRODUCTION



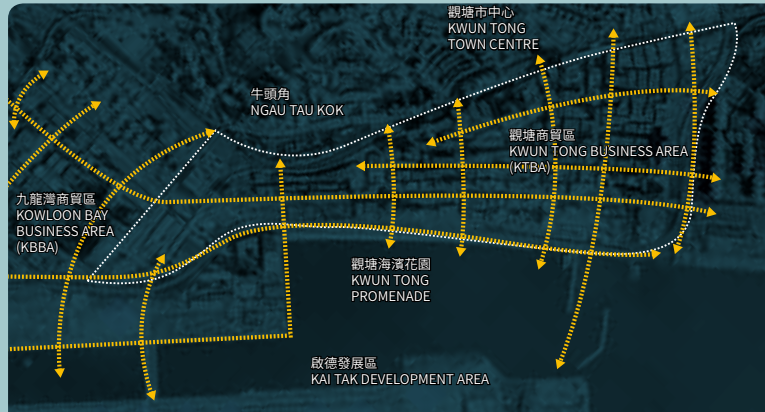
我們的 願景 Our Vision

營造一個可寫意溜躑和舒適的行人環境及暢達的運輸網絡，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 transport network, with enhanced connectivity between MTR Kwun Tong and Ngau Tau Kok Stations, KTBA and the waterfront.

1.1 願景及指導原則 Vision and Guiding Principles

指導原則 Guiding Principles



應用「編織」的概念，改善觀塘商貿區的行人網絡
Apply the “weaving” concept to improve the pedestrian network of KTBA



加強觀塘道至觀塘海濱花園之間的連接，共創活力海濱
Strengthen the connectivity between Kwun Tong Road and Kwun Tong Promenade to achieve a more vibrant waterfront



透過優化城市設計，以工業文化為主題發揮創造精神
Enhance the urban design to display the spirit of creation under the industrial culture theme



連接區內綠化空間，尋找機遇增加綠化
Weave through the green spaces in the area and maximise greening opportunities

研究過程及公眾參與 Study Process and Public Engagement 1.2

為持續吸納市民就改善觀塘商貿區行人環境及交通情況的意見，本研究的公眾參與活動分為三個階段。第一階段及第二階段公眾參與已分別於 2014 年 12 月及 2015 年 9 月完成，期間我們舉辦了一系列的公眾參與活動，包括社區工作坊、簡介會、與持份者會面及巡迴展覽，並透過多個途徑，包括書面、電郵、電話及網上互動公眾參與地圖，收集市民就改善觀塘商貿區行人環境及交通情況的意見。相關的資料可參閱以下網址：www.walkablekwuntong.hk。

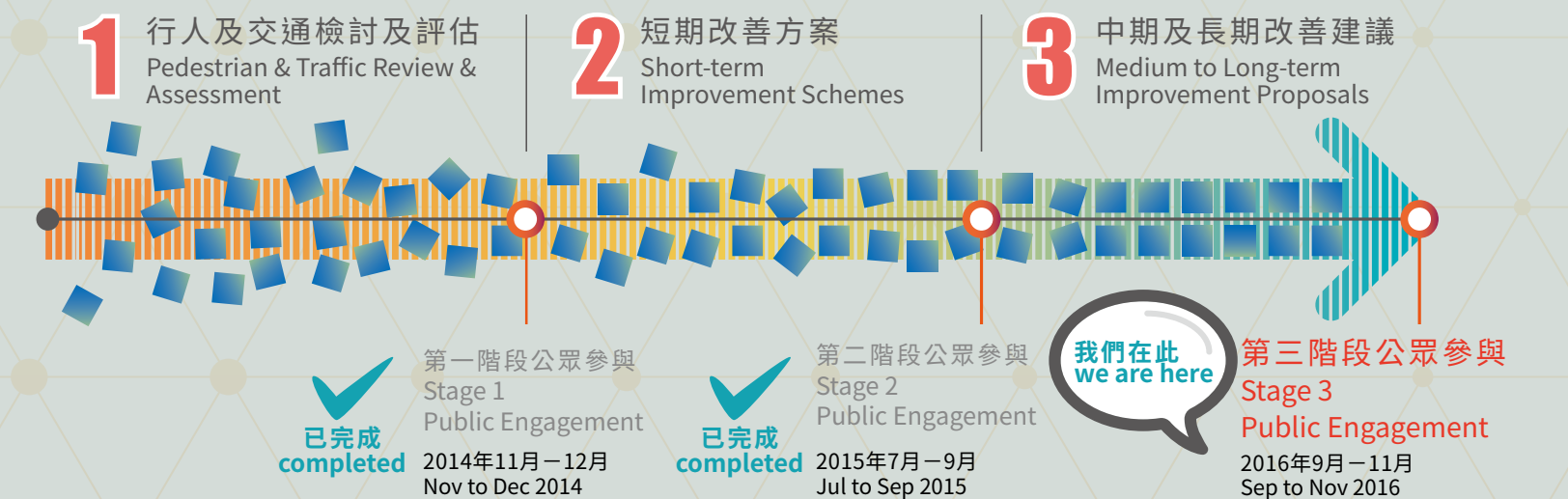
綜合了第一階段及第二階段公眾參與收集到的公眾意見和建議，我們進一步優化了觀塘商貿區的整體行人及交通環境改善框架，並跟進和深化各項短、中及長期改善建議。

我們誠意邀請您參與第三階段公眾參與並表達意見，以便我們在本研究的最後階段完善改善方案，以作進一步詳細研究及逐步落實計劃。

In order to gauge 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 and Stage 2 PE were completed in December 2014 and September 2015 respectively. A series of PE activities including community workshops, briefings, meetings with stakeholders and roving exhibitions were held. Public views on the pedestrian environment and traffic conditions were also collected through various channels, including letters, emails, phone calls and online interactive public engagement map. Relevant information is available at the link below: www.walkablekwuntong.hk.

After consolidating the public comments and suggestions received during the Stage 1 and Stage 2 PE, we have further enhanced the overall framework of pedestrian and traffic environment improvement in KTBA. We have also followed up and further developed the short, medium and long-term improvement proposals.

You are cordially invited to participate in the Stage 3 PE by providing your views, which will help us enhance the improvement schemes in the final stage for further detailed study and progressive implementation of the proposals.



1.3 第二階段公眾參與主要意見



Major Comments from Stage 2 PE 1.3

於第二階段公眾參與中，公眾大都支持本研究建議的行人和交通環境改善方案。收集到的主要意見包括：

主要南北走廊

- 支持美化順業線及擬議行人過路設施，但關注改善方案對交通造成的影響
- 支持擬議連接港鐵牛頭角站至海濱道公園的行人隧道；以及支持在偉業街 / 勵業街路口改善行人連接的建議，並表示應在實施前檢視路口的行車交通容量
- 支持美化巧明里；並同意巧明街 / 創業街路口的改善建議，但關注巧明街 / 鴻圖道路口改善建議對交通的影響
- 支持美化駿業里；建議檢視擬議接駁行人天橋的升降機容量及考慮延長現有的行人天橋以分流行人；支持改善駿業街 / 巧明街及駿業街 / 鴻圖道路口
- 支持擬議沿開源線的改善措施，包括美化連接港鐵觀塘站的行人天橋、擴闊開源道的行人路和優化開源道 / 鴻圖道路口等；支持藉發展環保連接系統的契機，研究連接港鐵觀塘站及未來觀塘行動區的行人走廊
- 支持沿敬業線的改善建議；建議增加行車線、行人設施和旅遊巴停車位等



During the Stage 2 PE, the public largely supported the pedestrian and traffic environment improvement schemes under this Study. The major comments received include:

Major North-South Corridors

- Support for the facelifting works along Shun Yip Link and proposed pedestrian crossing facilities but with concerns on the traffic impact of the improvement schemes
- Support for the proposed subway connecting MTR Ngau Tau Kok Station and Hoi Bun Road Park; and support for the proposed pedestrian connection improvement at Wai Yip Street / Lai Yip Street junction with review of vehicular capacity of the junction before implementation
- Support for the facelifting of How Ming Lane; and supported the improvement proposal at How Ming Street / Chong Yip Street junction with concerns on the traffic impact of the improvement proposal at How Ming Street / Hung To Road junction
- Support for the facelifting along Tsun Yip Lane; suggested reviewing the capacity of the proposed lift linking the footbridge and considering further extension of the existing footbridge to facilitate pedestrian diversion; support for improving Tsun Yip Street / How Ming Street and Tsun Yip Street / Hung To Road junctions
- Support for the proposed improvement measures along Hoi Yuen Link including facelifting of the footbridge connecting MTR Kwun Tong Station, footpath widening at Hoi Yuen Road and enhancement of Hoi Yuen Road / Hung To Road junction, etc.; support for seizing the development opportunity of EFLS to investigate the construction of pedestrian corridor connecting MTR Kwun Tong Station and future Kwun Tong Action Area
- Support for the improvement proposals along King Yip Link; suggested addition of traffic lanes, pedestrian facilities and coach parking spaces, etc.

1.3 第二階段公眾參與主要意見

主要東西走廊

- 建議就擬議新增上落客貨灣位檢視交通容量，並考慮對非法泊車及上落貨活動加強執法
- 建議研究沿偉業線提升道路安全、增設綠化以及重鋪行人路的可行性
- 支持沿海濱線提出的改善方案；建議於該處加強公共交通及行人連接，並研究於觀塘海濱花園增設單車徑及緩跑徑的可行性



智能交通管理

- 建議提供更多實時資訊和整合停車場資訊系統，並研發集多功能的設施或手機應用程式，以提供尋路設施及實時交通資訊
- 要求增加電動汽車的停車位，以及在區內提供免費 Wi-Fi 服務
- 建議在公共空間，特別是在後巷和公園採用節能照明設施
- 支持於便利和人流密集的地方提供智能物流儲物櫃，但關注實施細節如實施機構、安全、保安等問題
- 建議加強執法，檢視運輸網絡、泊車和上落貨設施
- 支持智能交通管理的概念，如提供實時交通資訊、設立平台予物流業界人士使用等

Major East-West Corridors

- Suggested checking the traffic capacity due to the proposed additional loading/unloading bays, and considering stepping up the enforcement of illegal parking and loading/unloading activities
- Suggested exploring the feasibility of enhancing road safety, additional greening and footpath repaving along Wai Yip Link
- Support for the proposed improvement schemes along Hoi Bun Link; suggested strengthening the public transport and pedestrian connection there and exploring the feasibility of adding cycling and jogging tracks along Kwun Tong Promenade

Smart Transport Management

- Suggested providing more real-time information and consolidating car parking information system, and investigating a multi-functional facility or mobile app to provide way-finding facilities and real-time traffic information
- Requested for additional car parking spaces for electric vehicles and free Wi-Fi services in the area
- Suggested adopting energy-saving lighting facilities in public spaces, particularly in back alleys and parks
- Support for the provision of smart logistic lockers at convenient locations with dense pedestrian flow but with concerns on the implementation details such as implementation agent, safety and security issues etc.
- Suggested strengthening enforcement and review transport network, parking and loading/unloading facilities
- Support for the concept of smart transport management, such as provision of real-time traffic information and setting up a platform for the logistic industry, etc.

其他

- 支持改善後巷環境的方案，並認為應進一步研究增加簷篷、照明及行人指示標誌設施，幫助行人往來後巷
- 建議改善橫跨觀塘道的行人天橋和隧道網絡
- 要求改善行人環境，如增加街道綠化設施和採取行動加強街道的環境衛生和清潔等
- 建議加強觀塘商貿區、九龍灣商貿區及啟德發展區之間的聯繫，疏導人流，以及緩解交通擠塞
- 建議優化區內公共交通服務，例如改善現有巴士站設施，並研究提供更多公共交通服務的可行性
- 建議在觀塘商貿區提供更多路邊停車位或停車場，並研究優化道路安全和降低車速限制的可行性
- 建議在區內提供單車徑，及於特定地方提供智能單車泊位或單車租賃系統
- 擬議環保連接系統的走線應配合觀塘商貿區及其周邊地區的發展



Major Comments from Stage 2 PE

1.3

Others

- Support for the schemes to improve the back alleys environment; suggested further investigating the addition of canopies, lightings and directional signage facilities for the convenience of pedestrians using back alleys
- Suggested improving the footbridges and subways network across Kwun Tong Road
- Requested for improving the pedestrian environment, such as additional street greening facilities, and undertaking actions to strengthen the environmental hygiene and cleanliness of the streets
- Suggested strengthening the linkages between KTBA, Kowloon Bay Business Area and Kai Tak Development Area to divert the pedestrian flows and alleviate traffic congestion
- Suggested enhancing the public transport services in the area, such as improving the existing bus stop facilities and exploring the feasibility of providing more public transport services
- Suggested providing more on-street parking spaces or car parks in KTBA, and exploring the feasibility of enhancing road safety and lowering vehicle speed limit
- Suggested providing cycling tracks in the area and providing smart cycle parking spaces or bike rental system at designated places
- Suggested integrating the proposed alignment of EFLS with the developments in the KTBA and its surroundings

城市發展是一個複雜的過程，在促進發展同時亦需配合現有用途，才能達至新舊相融。

近年新商業大廈、購物中心及酒店已相繼在觀塘商貿區出現，然而區內仍有不少物流活動、貨車和貨倉等，因而上落貨車位的需求仍然存在。

為優化區內環境，我們為觀塘商貿區制訂了一個整體行人及交通環境改善框架。

Urban development is a complex process. New developments should be facilitated in ways that are compatible with the existing uses in order to blend in the new and the old.

In recent years, new commercial buildings, shopping centres and hotels have emerged in KTBA; yet the demand for loading/unloading spaces still persists as there are many logistic activities, lorries and godowns in the area.

To enhance the environment in the area, we have formulated an overall pedestrian and traffic environment improvement framework for KTBA.

2 整體行人及交通環境改善框架

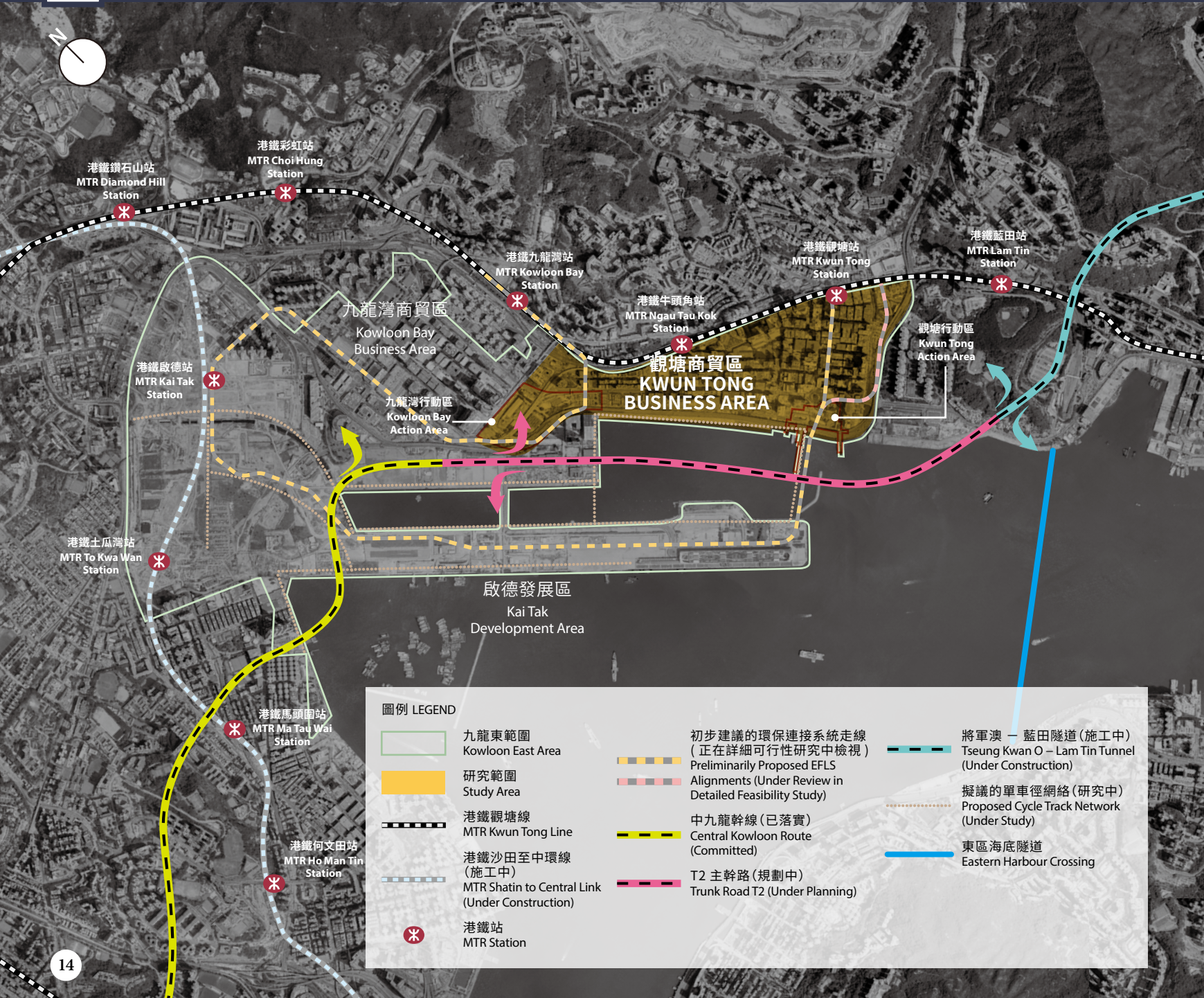
OVERALL PEDESTRIAN AND TRAFFIC ENVIRONMENT IMPROVEMENT FRAMEWORK



制定觀塘商貿區的整體行人及交通環境改善框架時，採取了「地方營造」策略，結合快見成效的短期項目於不同的大小改善方案，分階段改善區內整體行人及交通網絡。

The overall framework of pedestrian and traffic environment improvement in KTBA is formulated with a place-making strategy which integrates effective short-term projects with various improvement schemes of different scales to enhance the overall pedestrian and traffic networks in the area in phases.

2.2 策略性運輸網絡



Strategic Transport Network 2.2

九龍東包括啟德發展區、觀塘和九龍灣商貿區。該區享有策略性運輸網絡連繫至全港各區。政府正推展一系列交通基建包括施工中的港鐵沙田至中環線及將軍澳—藍田隧道、已落實發展的中九龍幹線、規劃中的 T2 主幹路和正詳細研究可行性的環保連接系統。政府亦正研究單車網絡連接啟德發展區的可行性。

這些鐵路及跨區道路網絡將可加強九龍東的連接性。

Kowloon East comprises of the Kai Tak Development Area, Kwun Tong and Kowloon Bay Business Areas. It enjoys a strategic transport network with linkage to various districts in Hong Kong. The Government is taking forward a series of transport infrastructures, including MTR Shatin to Central Link and Tseung Kwan O - Lam Tin Tunnel which are under construction, the committed Central Kowloon Route, the Trunk Road T2 under planning and the EFLS under detailed feasibility study. The Government is also conducting a feasibility study on the proposed cycling network linking Kai Tak Development Area.

These railway and inter-district road networks will strengthen the connectivity of Kowloon East.



2.3 整體行人及交通環境改善框架

Overall Pedestrian and Traffic Environment Improvement Framework 2.3

根據本研究的願景及公眾參與中收集到的主要意見，我們進一步確立了觀塘商貿區的整體行人及交通環境改善框架，以三個互相交織的層次，包括六條主要南北走廊、四條主要東西走廊及後巷網絡為基礎，制定了各個短期、中期和長期的改善方案。

Based on the vision of this Study and the major comments received from the PE, we have further established the overall pedestrian and traffic environment improvement framework in KTBA. Taking the three interweaving levels including six major north-south corridors, four major east-west corridors, as well as the back alley network as the basis, we have formulated short, medium and long-term improvement proposals.



以整體行人及交通環境改善框架為基礎，我們提出建議優化行人設施、理順區內交通及改善公共運輸設施。我們亦希望締造優質綠化空間和街景，並提升後巷吸引力。我們將與各政府部門攜手合作，於區內推行並落實以上建議。

Based on the overall pedestrian and traffic environment improvement framework, recommendations are proposed to enhance pedestrian facilities, rationalise traffic in the area and improve public transport facilities. We also hope to create quality green spaces and streetscape, as well as to enhance the attractiveness of back alleys. We will collaborate with various Government departments to put forward and implement the aforementioned recommendations.

3 主要建議 MAIN RECOMMENDATIONS



優化

行人設施

Enhance Pedestrian
Facilities

理順

區內交通

Rationalise Traffic in
the Area

改善

公共運輸設施

Improve
Public
Transport
Facilities



締造

優質綠化空間和街景
Create Quality Green
Spaces and Streetscape

提升

後巷吸引力
Enhance
Attractiveness of
Back Alleys

3.1 優化行人設施

Enhance Pedestrian Facilities 3.1

改善行人設施

我們建議改善觀塘商貿區的行人設施，包括興建行人天橋及隧道、擴闊行人路及理順行人過路設施等。預計改善方案實施後，可有效舒緩區內現有行人路的擠塞情況。

Improving Pedestrian Facilities

We propose to improve the pedestrian facilities in KTBA, including the construction of footbridges and subways, footpath widening, and rationalisation of pedestrian crossing facilities, etc. Upon implementation, it is anticipated that the congestion on existing footpaths in the area could be effectively relieved.



建設綜合行人網絡

我們尋找機遇提供安全、舒適和便捷的行人連接。我們建議擴闊行人路、興建行人天橋和隧道及經大廈的行人通道等，以建設綜合行人網絡，逐步改善區內行人及交通環境。

Constructing an Integrated Pedestrian Network

We look for opportunities to provide safe, comfortable and convenient pedestrian links. We propose footpath widening, construction of footbridges and subways, and passageways through buildings, etc. to build an integrated pedestrian network to progressively improve the pedestrian and traffic environment in the area.

加設無障礙設施

現時區內部分行人天橋及隧道沒有無障礙設施，對傷殘人士構成不便。我們建議與相關政府部門進一步檢視於合適設施加設升降機，以建立「易行」的行人環境。

Adding Barrier-free Facilities

At present, some footbridges and subways are unfriendly to the disabled due to the lack of barrier-free facilities. To create a "walkable" pedestrian environment, we suggest further study with relevant Government departments to incorporate lifts to suitable facilities.

3.1 優化行人設施

Enhance Pedestrian Facilities 3.1



把握市區轉型機遇，改善行人環境

區內不少新建商廈已實施建築物後移，部分行人路已經擴闊及綠化，行人環境及街道景觀正逐步改善。我們將繼續把握市區轉型機遇，改善區內行人環境。

Enhancing Pedestrian Environment by Seizing Urban Transformation Opportunities

Building setbacks have been implemented in a number of new commercial buildings in the area. Some footpaths have been widened and greening has been provided. The pedestrian environment and streetscape have been gradually improved. We will continue to seize opportunities in the urban transformation process to improve the pedestrian environment in the area.

加強行人指示標誌設施

現時通往海濱方向的行人指示牌主要設置於勵業街及開源道，我們建議於區內其他主要行人路增加指示標誌。我們亦會與各方商討，為區內的主要設施如公共運輸交匯處及港鐵站更新指示標誌，以提供最新的路徑資訊。

Strengthening Pedestrian Directional Signage Facilities

At present, pedestrian directional signs to the waterfront are mainly provided along Lai Yip Street and Hoi Yuen Road. We propose additional directional signage facilities along other main pedestrian pathways in the area. Besides, we will liaise with various parties on updating the directional signage in the major facilities in the area, such as public transport interchanges and MTR stations, to provide the latest routing information.

方便市民前往海濱

我們會重點加強行人前往海濱的連接，改善六條主要南北走廊，包括擴闊行人路和優化行人環境等。例如我們建議沿開源線擴闊行人路以優化港鐵觀塘站與未來觀塘行動區之間的連接，以及於勵業線設置行人隧道連接港鐵牛頭角站及海濱道公園。

在實施改善方案後，我們期望市民更快捷和舒適地往來觀塘道及海濱。

Facilitating Public Access to the Waterfront

We will focus on strengthening the public access to the waterfront and improve the six major north-south corridors, including footpath widening and enhancement of the pedestrian environment, etc. For instance, we propose to enhance the connection between MTR Kwun Tong Station and the future Kwun Tong Action Area by footpath widening along Hoi Yuen Link, as well as to provide a subway along Lai Yip Link connecting between MTR Ngau Tau Kok Station and the Hoi Bun Road Park.

Upon implementation of the improvement schemes, we anticipate that the public can move between Kwun Tong Road and the waterfront more quickly and comfortably.



改善**六條**主要南北走廊，使市民更快捷和舒適地往來觀塘道及海濱

Improving the **six** major north-south corridors to facilitate the public to move between Kwun Tong Road and the waterfront more quickly and comfortably

3.2 理順區內交通

提高交通暢達度

交通問題是區內其中一個主要議題，於繁忙時段的擠塞情況更為人關注。

我們提出多個改善方案，包括優化路口布局、管理路旁活動、更改交通流向及回應泊車需求等，以解決交通問題。

Improving Traffic Accessibility

Traffic problem is one of the key issues in the area. The congestion during peak hours is of concern.

In order to resolve the traffic problem, we propose various improvement schemes, including junction layout enhancement, kerbside activity management, traffic rerouting and catering for parking demand, etc.



Rationalise Traffic in the Area 3.2



優化路口布局

現時區內交通路口於繁忙時段出現擠塞情況，隨著更多商廈落成，預料交通會進一步增加。

我們建議優化各主要路口，並研究透過實施建築物後移增加行車線的可能性，應付交通增長。

Enhancing Road Junction Layout

At present, congestion occurs at road junctions during peak hours in the area. With new commercial buildings coming on stream, more traffic is anticipated.

To cope with the potential increase in traffic, we propose to enhance various major junctions, and explore the possibility of additional traffic lanes through implementation of building setbacks.

管理路旁活動

區內路旁上落客貨活動頻繁，不時影響交通。

我們正在區內尋找合適的位置設置上落客貨灣位，以滿足上落客貨的需求。我們亦會檢視區內禁區時段，以保持交通暢順。

Managing Kerbside Activities

Frequent kerbside loading and unloading activities in the area affect traffic circulation.

We are looking for appropriate locations to designate loading/unloading bays in the area to cater for the loading/unloading demand in the area. To maintain smooth traffic, we will also review the no-stopping restriction period in the area.

3.2 理順區內交通 Rationalise Traffic in the Area



更改交通流向

現時勵業街 / 海濱道路口於繁忙時段交通流量較多，不時出現交通擠塞情況。

因此，我們建議修改偉業街及海濱道之間的巧明街交通流向，由單向南行改為北行，從而提供替代路線予車輛，紓緩勵業街 / 海濱道的擠塞情況。

Traffic Rerouting

Currently the significant traffic flow at the Lai Yip Street / Hoi Bun Road junction at peak hours leads to frequent congestion.

Therefore, we propose traffic rerouting at How Ming Street between Wai Yip Street and Hoi Bun Road from southbound to northbound to provide alternative route and alleviate congestion at Lai Yip Street / Hoi Bun Road.

回應泊車需求

「反轉天橋底 4 號場」將提供私家車、旅遊巴士及電單車停車位，方便市民前往海濱。

另外，為滿足貨車夜間泊車的需求及更有效運用上落客貨灣位，我們建議於合適上落客貨灣位設置夜間泊車位。

Responding to Parking Demand

To serve the public going to the waterfront, the Fly the Flyover04 site will provide parking spaces for private cars, coaches, and motorcycles.

Besides, to cater for the demand for night-time parking spaces for goods vehicles and to better utilise loading/unloading bays, we propose to provide parking spaces for goods vehicles at appropriate loading/unloading bays at night.

改善公共運輸設施 Improve Public Transport Facilities 3.3

提升巴士站設施

我們建議有關部門及巴士公司提升巴士站設施，包括加裝巴士到站時間預報顯示屏、提供目的地指示牌、候車乘客座椅及免費無線上網服務。

巴士公司將分階段沿觀塘道改善超過 50 多個巴士站及巴士總站設施。近巧明里及駿業里的巴士站改善工程已經完成。

Upgrading Bus Stop Facilities

We suggest relevant departments and bus companies to upgrade bus stop facilities, including installing display panels of bus arrival information, providing destination signs, seats for passengers in-line and free Wi-Fi service.

The bus companies will improve over 50 bus stops and bus terminus facilities along Kwun Tong Road in phases. Improvement works of bus stops near How Ming Lane and Tsun Yip Lane have already been completed.

優化公共運輸交匯處布局和乘客候車環境

為改善候車環境，我們建議優化區內 3 個公共運輸交匯處，分別毗鄰港鐵牛頭角站、港鐵觀塘站及觀塘碼頭。此外，我們會考慮把觀塘碼頭公共運輸交匯處部分巴士線搬至港鐵觀塘站公共運輸交匯處，以配合觀塘行動區的未來發展。

Enhancing Public Transport Interchange Layout and Passenger Waiting Environment

To improve the passenger waiting environment, we suggest enhancing the 3 public transport interchanges in the area, which are next to the MTR Ngau Tau Kok Station, MTR Kwun Tong Station and Kwun Tong Ferry Pier. Moreover, we will consider relocating some bus routes from Kwun Tong Ferry Pier Public Transport Interchange to MTR Kwun Tong Station Public Transport Interchange to coordinate with the future development of the Kwun Tong Action Area.



3.4 締造優質綠化空間和街景

Create Quality Green Spaces and Streetscape 3.4

加強綠化空間

海濱道一帶（包括觀塘海濱花園）的綠化和環境改善工程已為觀塘的海濱帶來新面貌及注入更多活力。

我們會繼續在區內增加及改善綠化空間和休憩用地，務求將這區建設為一個舒適怡人及「易行」的商貿區。

Strengthening Green Spaces

The greening and environment improvement works in the Hoi Bun Road area (including Kwun Tong Promenade) have brought a new face and injected more vibrancy to the Kwun Tong waterfront.

With a vision to build a comfortable, pleasant and “walkable” business area, we will continue to increase and improve the green spaces and open spaces in the area.

(註：數字包括自 2012 年以來已完成 / 計劃中的綠化及休憩用地項目，但不包括街景綠化。)
(Note: The figure includes the completed (since 2012) / planned greening and open space projects, excluding streetscape greening.)

美化行人設施

觀塘道的行人天橋和隧道是連接觀塘商貿區及鄰近住宅區的重要行人設施。

我們建議採用特色圖案，分階段美化 6 條行人天橋和隧道。

Facelifting Pedestrian Facilities

The footbridges and subways across Kwun Tong Road in the area are important pedestrian facilities connecting KTBA and the adjacent residential areas.

We propose to adopt distinctive patterns to facelift 6 footbridges and subways in phases.



約
approx. **2** 倍 Times

綠化空間增長 Increase in Green Spaces



6 條 Nos.

美化行人天橋 / 隧道
Footbridges / Subways to be Facelifted

有待與各方進一步商討
Subject to further discussion with various parties



3.5 提升後巷吸引力

善用大廈之間的後巷，可把後巷融入整個商貿區的行人網絡中。

我們推行了第一階段後巷試點，落實了多項改善項目。全部後巷試點的人流都有所增加，個別後巷人流增長高達 16%。

我們將分階段把改善工程延伸到觀塘商貿區其他後巷，推展第二階段後巷試點，以增加後巷的吸引力。

Utilisation of back alleys among buildings allows integrating the back alleys into the pedestrian network of the whole business area.

We have carried out the Stage 1 Pilot Alleys and implemented various improvement works. The pedestrian flows of all these pilot alleys have increased after the implementation of improvement works. The pedestrian flow increase in certain back alleys reaches 16%.

We will extend the improvement works to other back alleys in KTBA in phases, and take forward the Stage 2 Pilot Alleys to enhance the attractiveness of back alleys.

約
approx. **16%**
後巷的最高人流增長
Highest Pedestrian Flow
Increase at Back Alleys



Enhance Attractiveness of Back Alleys

3.5



以觀塘區昔日工業命名
Naming back alleys
after past industries
in Kwun Tong



改善後巷環境衛生
Improving
environmental
hygiene of
back alleys



重鋪路面，改善地面
不平
Repaving uneven
surface



鼓勵舉行活動例如夜跑
Encouraging
activities such as
night runs



加入公共藝術元素
Introducing public
art elements



在後巷增加標示
Adding signage on
back alleys

公眾對改善觀塘商貿區的行人環境及交通情況有殷切期望。我們建議採取易於實行而快見成效的短期改善方案，儘快改善區內的行人環境及交通情況。

我們已完成部分短期改善方案，並將會推展進一步改善方案，以紓緩交通擠塞並提供舒適「易行」的行人環境。

我們與相關部門制訂了實施時間表，以儘早落實各個進一步短期改善方案。

The public have strong aspirations for improving pedestrian environment and traffic conditions in KTBA. We propose adopting short-term improvement schemes that can be easily implemented and are effective to improve the pedestrian environment and traffic conditions as soon as possible.

We have completed some short-term improvement schemes and will initiate further improvement schemes to alleviate traffic congestion and provide a comfortable and “walkable” pedestrian environment.

We and the relevant departments have formulated implementation schedule for early implementation of various further short-term improvement schemes.

4 短期改善方案

SHORT-TERM IMPROVEMENT SCHEMES



效果圖 Artist's Impression

4.1 已完成短期改善方案



我們已完成部分短期改善方案，務求改善行人過路設施和理順路旁上落客貨活動。完成方案包括加設行人過路處、更改不准停車限制時段和提供上落客貨灣位等。

We have completed some short-term improvement schemes aiming at improving pedestrian crossing facilities and rationalising kerbside loading/unloading activities. The completed schemes include provision of a new pedestrian crossing, changing no-stopping restriction periods and provision of loading/unloading bays etc.

Completed Short-term Improvement Schemes 4.1

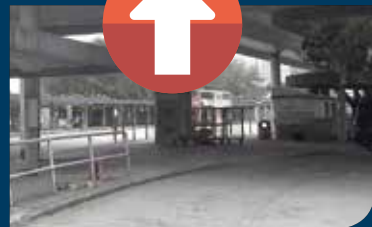
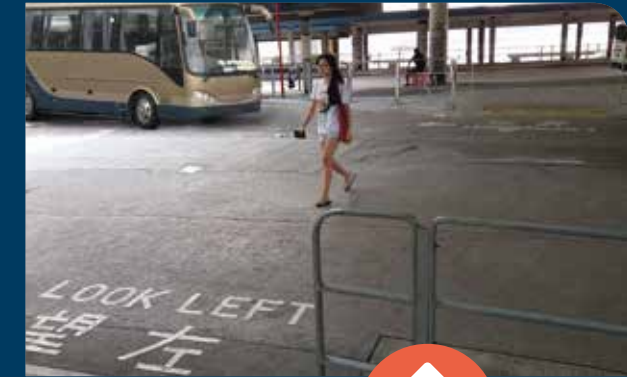


於觀塘碼頭公共運輸交匯處
增設行人過路處
New Pedestrian Crossing at
Kwun Tong Ferry Pier Public
Transport Interchange

已加闊觀塘碼頭公共運輸交匯處的行人路面並加設行人過路處，改善行人連接。



The footpath is widened with a new pedestrian crossing at Kwun Tong Ferry Pier Public Transport Interchange to improve pedestrian connectivity.

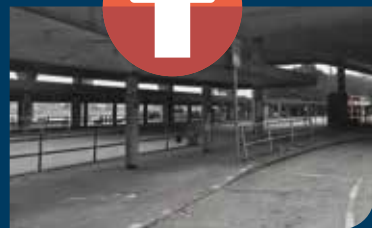


於觀塘碼頭公共運輸交匯處
提供旅遊巴上落客停車灣位
Provision of Coach Pick-Up /
Drop-Off Bays at Kwun Tong
Ferry Pier Public Transport
Interchange

已於觀塘碼頭公共運輸交匯處加設旅遊巴上落客停車灣位。

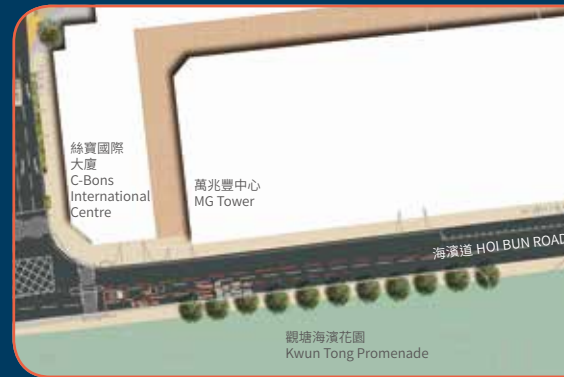


New coach pick-up/drop-off bays are provided at Kwun Tong Ferry Pier Public Transport Interchange.



4.1 已完成短期改善方案

3

改善勵業街 / 海濱道的路口布局
Improvement of Lai Yip Street / Hoi Bun Road Junction Layout

已更改勵業街 / 海濱道路口的道路標記，以提供更多車輛排隊空間。

Lane markings at junction of Lai Yip Street / Hoi Bun Road are modified to provide more vehicular queuing spaces.



4

更改成業街近開源道的不准停車限制時段
Change of No-stopping Restriction Period at Shing Yip Street near Hoi Yuen Road

已更改成業街近開源道不准停車限制時段為全日生效，使交通更暢順。

No-stopping restriction period at Shing Yip Street near Hoi Yuen Road is modified to full day effective to facilitate smooth traffic.

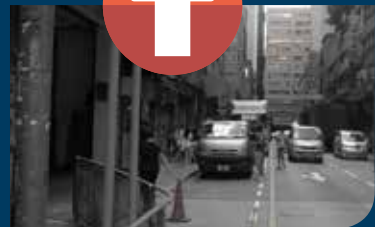


5

更改巧明街近駿業街的不准停車限制時段
Change of No-stopping Restriction Period at How Ming Street near Tsun Yip Street

已更改巧明街近駿業街不准停車限制時段為全日生效，使交通更暢順。

No-stopping restriction period at How Ming Street near Tsun Yip Street is modified to full day effective to facilitate smooth traffic.

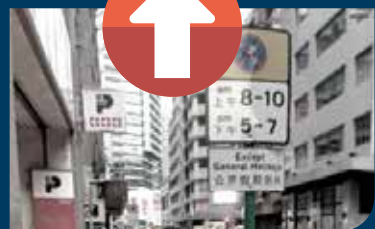
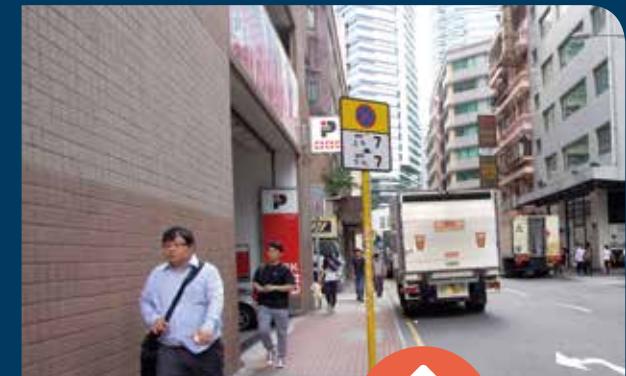


6

更改巧明街近鴻圖道的不准停車限制時段
Change of No-stopping Restriction Period at How Ming Street near Hung To Road

已更改巧明街近鴻圖道的不准停車限制時段為全日生效，並已更改巧明街不准停車限制時段為上午七時至下午七時，使交通更暢順。

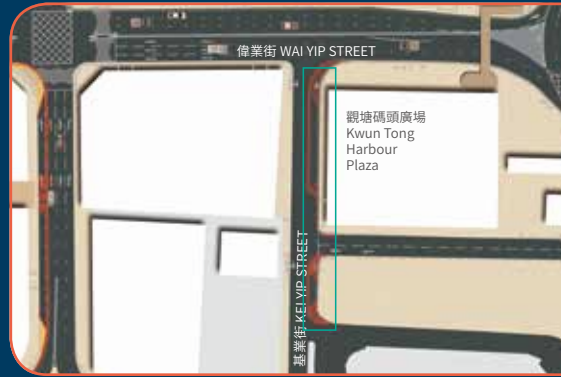
No-stopping restriction period at How Ming Street near Hung To Road is modified to full day effective. No-stopping restriction period along How Ming Street is modified to 7am–7pm to facilitate smooth traffic.



4.1 已完成短期改善方案

7

於基業街近偉業街提供上落客貨灣位
Provision of Loading/Unloading Bay at Kei Yip Street near Wai Yip Street



已於基業街近偉業街提供上落客貨灣位，不准停車限制時段已改為全日生效，以理順路旁上落客貨活動。

A loading/unloading bay at Kei Yip Street near Wai Yip Street is provided and no-stopping restriction period is modified to full day effective to rationalise kerbside loading/unloading activities.



8

於駿業街近偉業街提供上落客貨灣位
Provision of Loading/Unloading Bay at Tsun Yip Street near Wai Yip Street



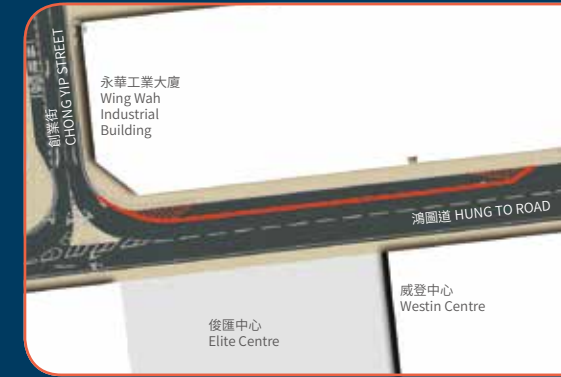
已於駿業街近偉業街提供上落客貨灣位，以理順路旁上落客貨活動。

A loading/unloading bay at Tsun Yip Street near Wai Yip Street is provided to rationalise kerbside loading/unloading activities.



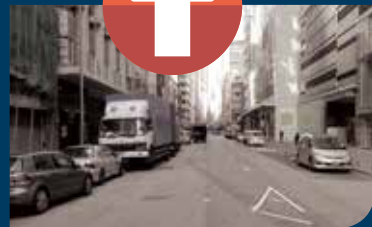
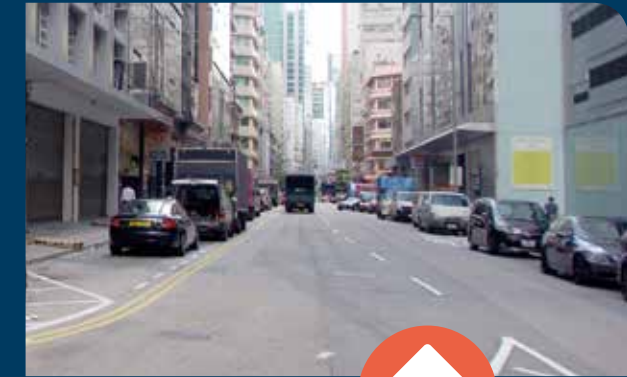
9

於鴻圖道近創業街提供上落客貨灣位
Provision of Loading/Unloading Bay at Hung To Road near Chong Yip Street



已於鴻圖道近創業街提供上落客貨灣位，不准停車限制時段已改為全日生效，以理順路旁上落客貨活動。

A loading/unloading bay at Hung To Road near Chong Yip Street is provided and no-stopping restriction period is full day effective to rationalise kerbside loading/unloading activities.



10

於大業街提供上落客貨灣位
Provision of Loading/Unloading Bay at Tai Yip Street



已於大業街提供上落客貨灣位，不准停車限制時段已改為全日生效，以理順路旁上落客貨活動。

A loading/unloading bay at Tai Yip Street is provided and no-stopping restriction period is full day effective to rationalise kerbside loading/unloading activities.



4.2 進一步短期改善方案

Further Short-term Improvement Schemes

4.2



我們會繼續與有關部門商討，推展進一步短期改善方案，如擴闊行人路和改善行人過路設施等，以改善區內的行人環境及交通情況。

We will continue to liaise with relevant departments to take forward further short-term improvement schemes, such as footpath widening and improvement of pedestrian crossing facilities, etc., to improve the pedestrian environment and traffic conditions in the area.



擬議擴闊觀塘道及成業街之間的開源道行人路 Proposed Widening at Hoi Yuen Road Footpath between Kwun Tong Road and Shing Yip Street

- 開源道行人眾多，繁忙時段出現擠迫

方案：

- 擴闊行人路

- Pedestrian volume on Hoi Yuen Road is significant and congestion occurs during peak hours

Scheme:

- Footpath widening



擬議擴闊駿業街及開源道之間的巧明街行人路 Proposed Widening at How Ming Street Footpath between Tsun Yip Street and Hoi Yuen Road

- 巧明街行人眾多，繁忙時段出現擠迫

方案：

- 擴闊行人路

- Pedestrian volume on How Ming Street is significant and congestion occurs during peak hours

Scheme:

- Footpath widening

4.2 進一步短期改善方案



擬議擴闊鴻圖道及偉業街之間的巧明街行人路
Proposed Widening at How Ming Street Footpath between Hung To Road and Wai Yip Street

- 巧明街行人眾多，繁忙時段出現擠迫

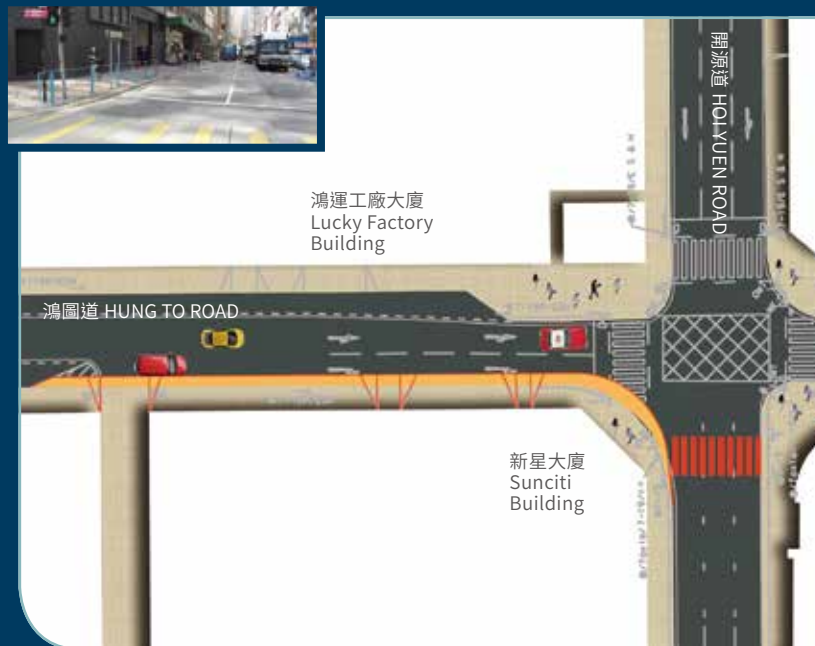
方案：

- 擴闊行人路

- Pedestrian volume on How Ming Street is significant and congestion occurs during peak hours

Scheme:

- Footpath widening



擬議加闊鴻圖道近開源道南面行人路並加設行人過路處
Proposed Widening at the Southern Footpath of Hung To Road near Hoi Yuen Road and Provision of Additional Pedestrian Crossing

- 橫過鴻圖道的行人過路距離較長
- 橫過開源道的行人連接不足
- Pedestrian crossing distance at Hung To Road is relatively long
- Pedestrian connectivity across Hoi Yuen Road is insufficient

方案：

- 擴闊行人路
- 加設行人過路處

Scheme:

- Footpath widening
- Additional pedestrian crossing

Further Short-term Improvement Schemes

4.2



擬議加闊興業街近開源道北面行人路
Proposed Widening at the Northern Footpath of Hing Yip Street near Hoi Yuen Road

- 橫過興業街的行人過路距離較長

方案：

- 擴闊行人路

- Pedestrian crossing distance at Hing Yip Street is relatively long

Scheme:

- Footpath widening



擬議加闊興業街近敬業街南面行人路及提供上落客貨灣位
Proposed Widening at the Southern Footpath of Hing Yip Street near King Yip Street and Provision of Loading/Unloading Bay

- 橫過興業街的行人過路距離較長
- 上落客貨活動頻繁
- Pedestrian crossing distance at Hing Yip Street is relatively long
- Loading/unloading activities are frequent

方案：

- 擴闊行人路
- 加設上落客貨灣位，並檢視不准停車時段
- Footpath widening
- Provision of loading/unloading bay and review of no-stopping restriction period

4.2 進一步短期改善方案

Further Short-term Improvement Schemes 4.2

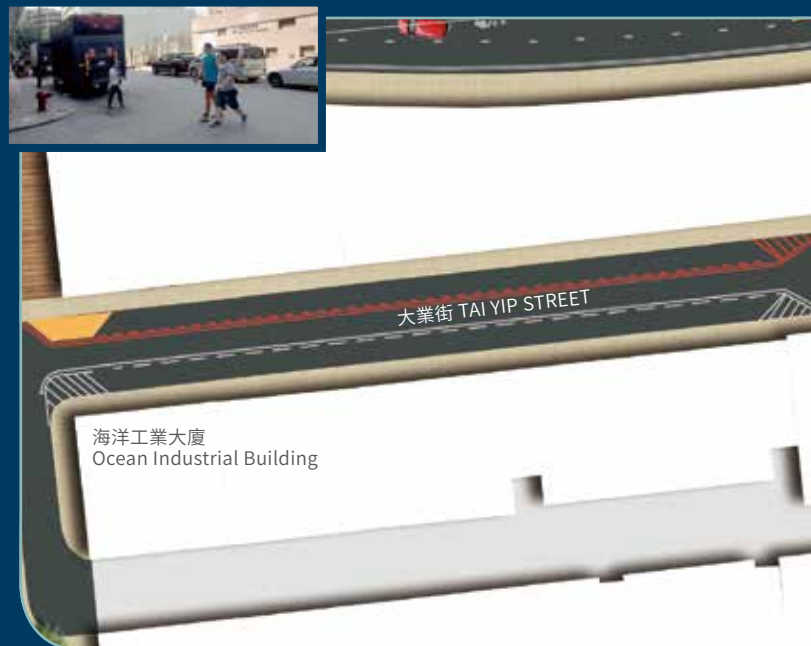


H 擬議加闊巧明街近海濱道西面行人路及提供上落客貨灣位
I Proposed Widening at the Western Footpath of How Ming Street near Hoi Bun Road and Provision of Loading/Unloading Bay

- 橫過巧明街的行人過路距離較長
- 上落客貨活動頻繁
- Pedestrian crossing distance at How Ming Street is relatively long
- Loading/unloading activities are frequent

方案：

- 擴闊行人路
- 加設上落客貨灣位，並檢視不准停車時段
- Scheme:**
- Footpath widening**
- Provision of loading/unloading bay and review of no-stopping restriction period**



J 擬議增設大業街行人過路處及提供上落客貨灣位
K Proposed New Tai Yip Street Pedestrian Crossing and Provision of Loading/Unloading Bay

- 沒有提供行人過路處
- 上落客貨活動頻繁
- Pedestrian crossing is not provided
- Loading/unloading activities are frequent

方案：

- 擴闊行人路並加設行人過路處
- 加設上落客貨灣位，並檢視不准停車時段
- Scheme:**
- Footpath widening and provision of pedestrian crossing**
- Provision of loading/unloading bay and review of no-stopping restriction period**



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

- 成業街過路行人眾多，繁忙時段出現擠迫

方案：

- 擴闊現有行人過路處
- Pedestrian volume crossing Shing Yip Street is significant and congestion occurs during peak hours

Scheme:

- Widening of existing pedestrian crossing**



M 擬議擴闊駿業街 / 巧明街行人過路處
M Proposed Widening of Tsun Yip Street / How Ming Street Pedestrian Crossing

- 巧明街過路行人眾多，繁忙時段出現擠迫

方案：

- 擴闊現有行人過路處
- Pedestrian volume crossing How Ming Street is significant and congestion occurs during peak hours

Scheme:

- Widening of existing pedestrian crossing**

4.2 進一步短期改善方案



擬議優化鴻圖道 / 駿業街為交通燈控制的行人過路處
Proposed Enhancement of Hung To Road / Tsun Yip Street to Traffic Signal Control Pedestrian Crossing

- 鴻圖道 / 駿業街路口行人眾多，不時出現人車爭路的情況

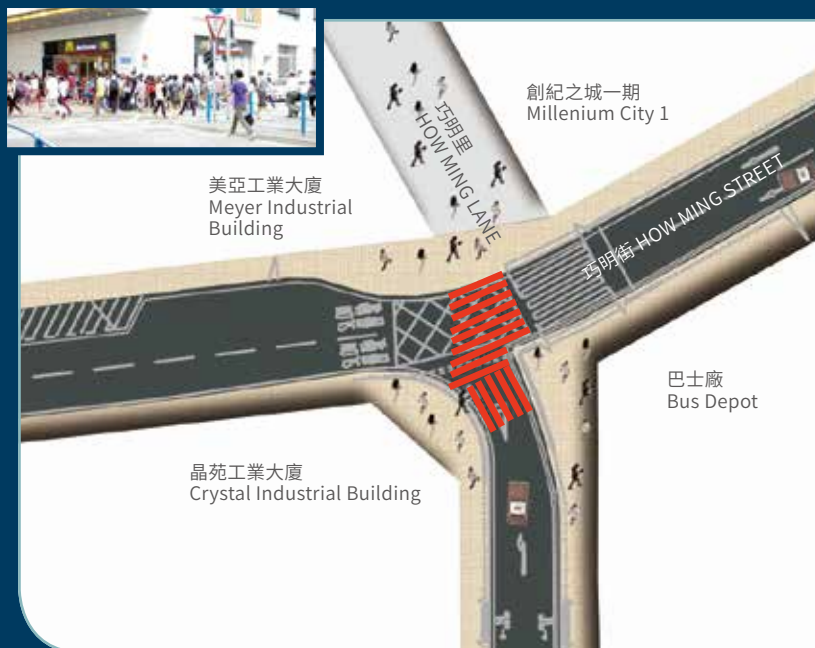
方案：

- 優化路口管理模式，以交通燈控制行人過路處

- Pedestrian volume at Hung To Road / Tsun Yip Street is significant resulting in pedestrian and vehicular conflicts

Scheme:

- Enhancement of junction management mode by using traffic signal control pedestrian crossing



擬議擴闊巧明街 / 創業街行人過路處
Proposed Widening of How Ming Street / Chong Yip Street Pedestrian Crossing

- 巧明街過路行人眾多，繁忙時段出現擠迫

方案：

- 擴闊現有行人過路處，連接巧明街和巧明里的行人路

- Pedestrian volume crossing How Ming Street is significant and congestion occurs during peak hours

Scheme:

- Widening of existing pedestrian crossing for connecting the footpaths of How Ming Street and How Ming Lane

Further Short-term Improvement Schemes

4.2



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

- 沒有提供行人過路處

方案：

- 加設行人過路處

- Pedestrian crossing facility is not provided

Scheme:

- Provision of pedestrian crossing



擬議增設大業街近大業里行人過路處
Proposed New Tai Yip Street near Tai Yip Lane Pedestrian Crossing

- 沒有提供行人過路處

方案：

- 加設行人過路處

- Pedestrian crossing facility is not provided

Scheme:

- Provision of pedestrian crossing

4.2

進一步短期改善方案



擬議重置及擴闊偉業街 / 順業街行人過路處
Proposed Relocation and Widening of Wai Yip Street / Shun Yip Street Pedestrian Crossing

- 偉業街過路行人眾多，繁忙時段出現擠迫

方案：

- 擴闊現有行人過路處
- 簡化行人過路走線

- Pedestrian volume crossing Wai Yip Street is significant and congestion occurs during peak hours

Scheme:

- Widening of existing pedestrian crossing
- Simplifying pedestrian crossing alignment



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

- 勵業街的綠化空間不足

方案：

- 拆卸部分勵業街中央分道帶的欄杆
- 增加綠化

- Green spaces at Lai Yip Street is insufficient

Scheme:

- Demolition of some railings along median strips of Lai Yip Street
- Additional greening

Further Short-term Improvement Schemes

4.2



提升沿觀塘道巴士站設施
Upgrading of Bus Stop Facilities along Kwun Tong Road

- 巴士站設施需要改善
- Bus stop facilities require improvement

方案：

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

- Bus stop facilities require improvement

Scheme:

- Installation of display panels of bus arrival information
- Installation of bus routing and destination signs
- Installation of seats for waiting passengers
- Provision of free Wi-Fi service



實施時間表

我們正與有關政府部門商討，務求改善建議能儘早推展。我們將會分階段完成有關改善方案，並考慮附近其他工程項目的推行時間表和政府部門的資源分配。

Implementation Schedule

We are liaising with the relevant Government departments aiming at implementing the improvement proposals in the near future. We will take forward the relevant improvement proposals in phases taking into account of the implementation schedule of other adjacent projects and the resources allocation of Government departments.



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可行性。實際情況將會取決於在實施階段期間與相關部門的配合。另外，巴士站設施提升的實施時間表將有待巴士公司確定。
The anticipated commencement and completion years are based on the current information available taking into account the technical considerations and feasibilities of individual schemes. They will be subject to liaison with relevant departments in the implementation stage. Besides, the implementation schedule of upgrading bus stop facilities along Kwun Tong Road will be subject to the confirmation of the bus companies.

除了短期改善方案，我們亦於上階段根據行人及交通環境改善框架和區內未來發展提出了一些初步的中、長期改善建議，並收集了公眾的意見。

經詳細考慮公眾意見、技術評估、地理環境限制、現有及未來的發展等因素後，我們於本階段制訂了一系列的中、長期改善建議，務求編織一個緊密的行人網絡，連接區內及周邊地區，同時亦滿足交通需求。我們會密切與相關部門研究這些建議的可行性，主要範疇包括：

5.1 主要南北走廊

5.2 主要東西走廊

5.3 後巷計劃 @ 九龍東

Apart from the short-term improvement schemes, some initial medium and long-term improvement proposals based on the overall pedestrian and traffic environment improvement framework and future developments in the area were formulated during the previous stage to collect public views.

After detailed consideration of the factors including public views, technical assessments, geographical constraints as well as existing and future developments in the surrounding areas, etc. a series of medium and long-term improvement proposals have been developed in this stage with an aim to weave an interconnected pedestrian network connecting KTBA and its surrounding areas while catering for the traffic needs. We will liaise closely with relevant departments to study the feasibility of these proposals. Key features include:

5.1 Major North-South Corridors

5.2 Major East-West Corridors

5.3 Back Alleys Project @ Kowloon East

5 中、長期改善建議

MEDIUM AND LONG-TERM IMPROVEMENT PROPOSALS



5.1 主要南北走廊

Major North-South Corridors 5.1

為了提供一個「易行」的環境方便人們前往觀塘商貿區以至海濱，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。此章收錄了中及長期改善建議。

In order to provide a “walkable” environment for people going to KTBA and the waterfront, emphasis has been put on enhancing the six existing major north-south corridors connecting Kwun Tong Road and the Kwun Tong Promenade. This section includes medium and long-term improvement proposals.



5.1 主要南北走廊

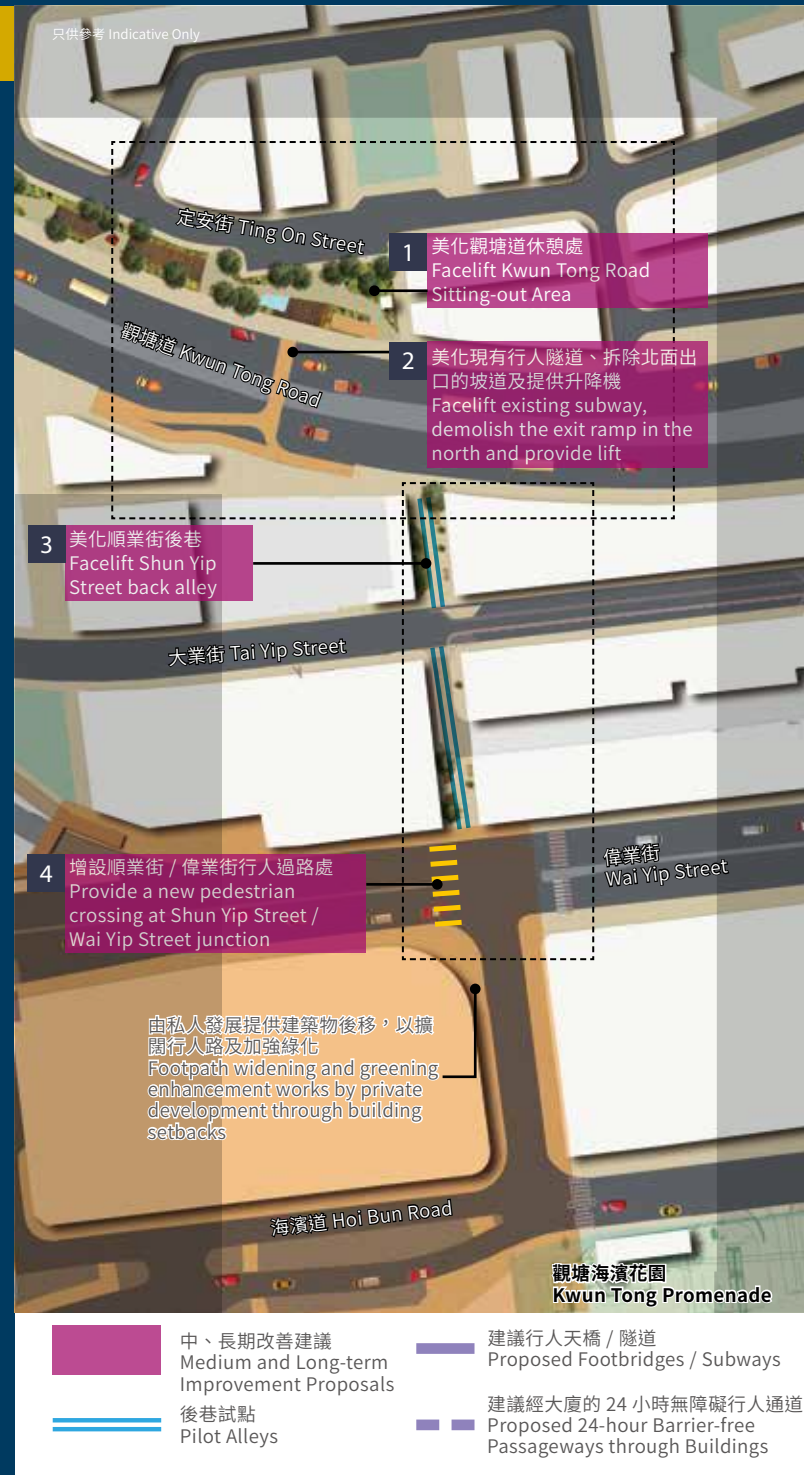
5.1.1 順業線
Shun Yip Link

順業線為觀塘道和牛頭角附近住宅區來往未來九龍灣行動區及海濱的最短路線，隨著更多商廈進駐海濱一帶，預計人流將不斷增加。

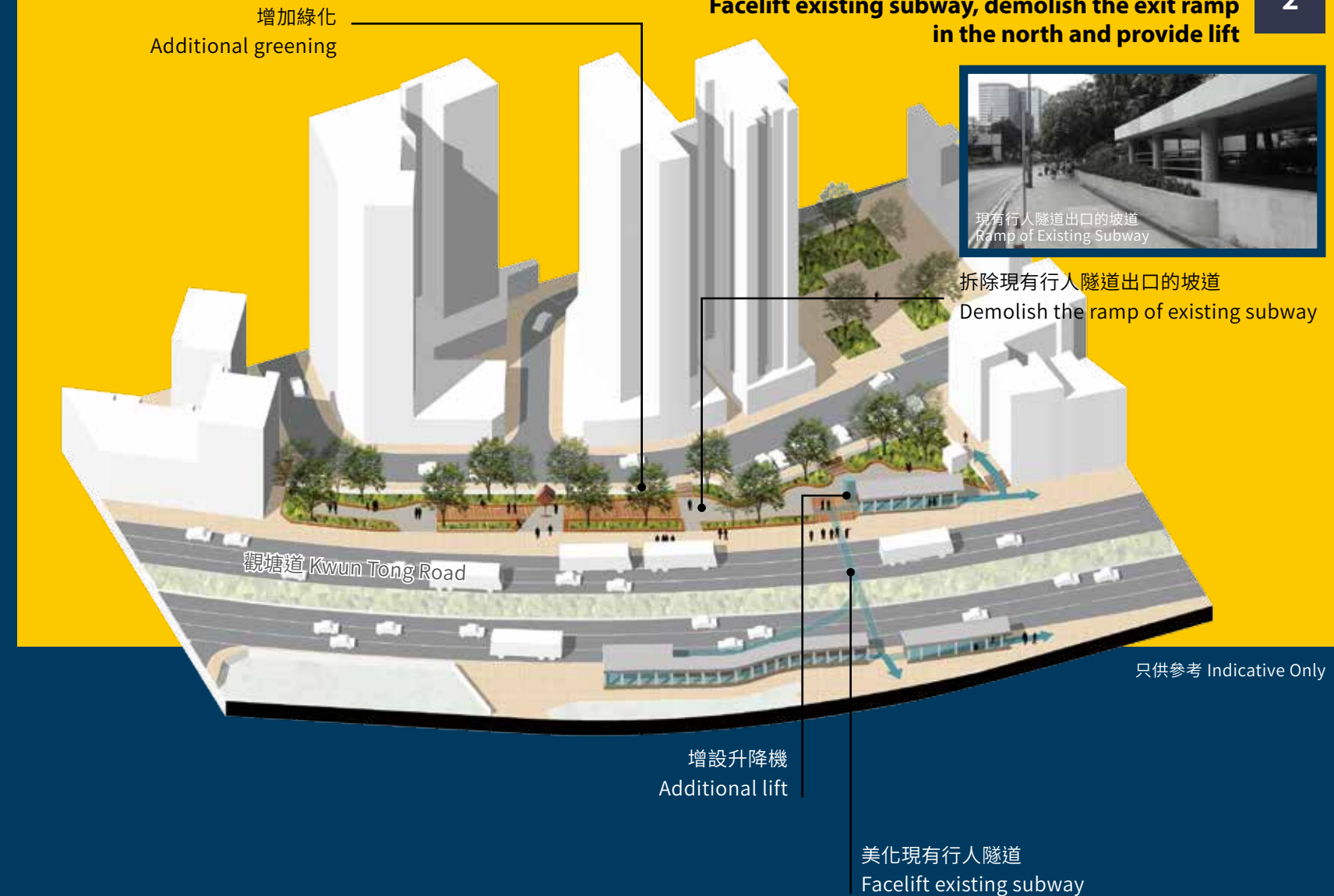
我們於上一階段公眾參與初步建議綠化順業線，包括美化觀塘道休憩處及順業街後巷，並增加行人過路處及理順附近的路旁上落客貨活動。大部分公眾表示支持改善方案，我們現於本階段公眾參與深化有關建議，為日後的詳細設計及落實工作做好準備。建議包括擬定美化順業街後巷設計元素，以及增設順業街 / 偉業街行人過路處等，務求締造一個舒適的步行環境。

Shun Yip Link is the shortest route linking the future Kowloon Bay Action Area and the waterfront with Kwun Tong Road and the neighbouring residential areas in Ngau Tau Kok. As more commercial developments are built near the waterfront, it is anticipated that the pedestrian flow will continue to increase.

In the previous PE, we proposed greening works along Shun Yip Link including facelifting of Kwun Tong Road Sitting-out Area and Shun Yip Street back alley, additional pedestrian crossings as well as rationalisation of adjacent kerbside loading/unloading activities. Majority of the public were supportive of the improvement schemes. During this stage, the proposals have been developed in order to pave the way for the detailed design and implementation works. Proposals include formulating the design elements for facelifting of Shun Yip Street back alley and providing a new pedestrian crossing at Shun Yip Street / Wai Yip Street junction, etc. which aim at creating a pleasant walking environment.



Major North-South Corridors 5.1

1 美化觀塘道休憩處
Facelift Kwun Tong Road Sitting-out Area2 美化現有行人隧道、拆除北面出口的坡道及提供升降機
Facelift existing subway, demolish the exit ramp in the north and provide lift

5.1 主要南北走廊

Major North-South Corridors

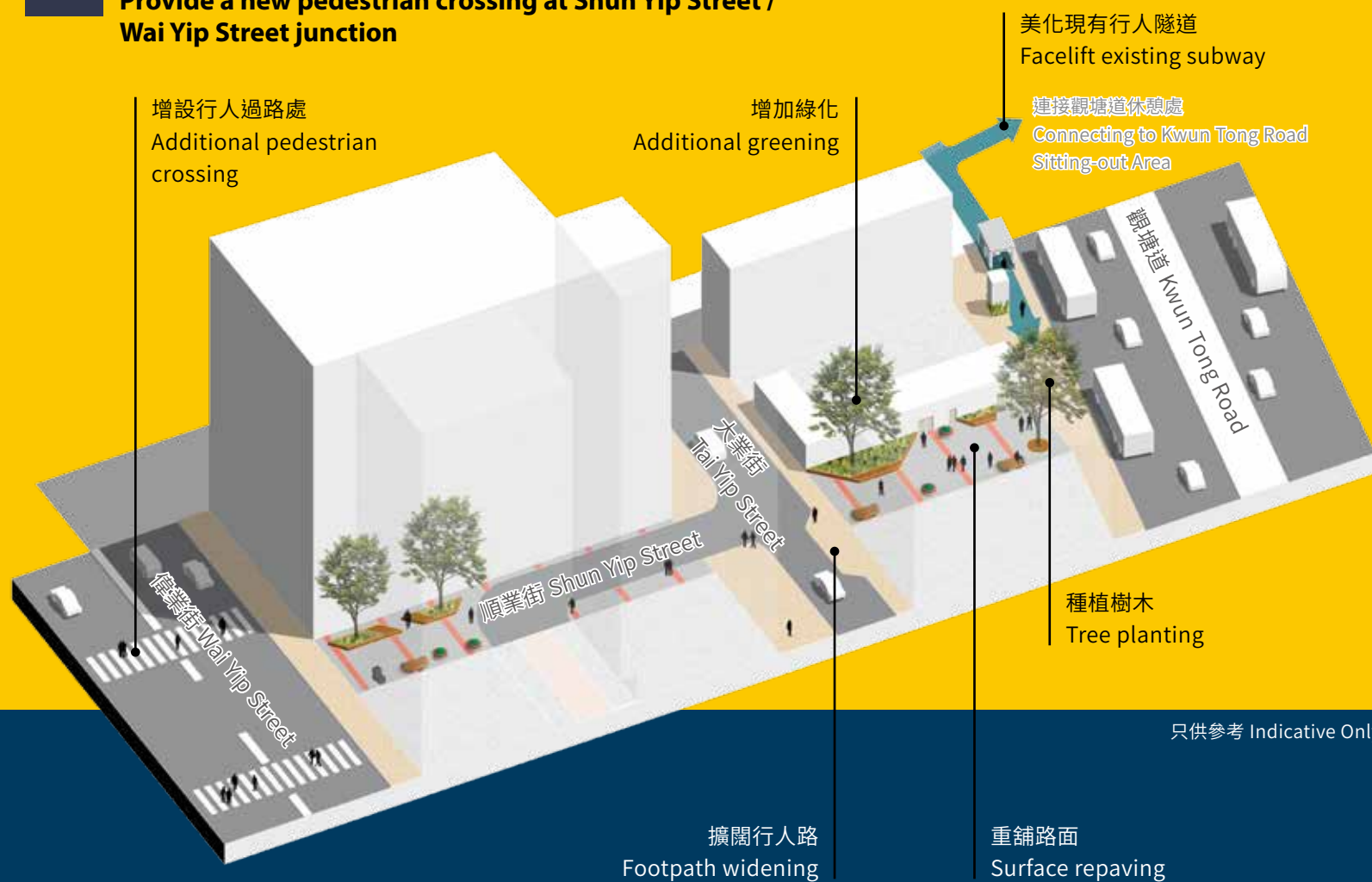
5.1

3 美化順業街後巷
Facelift Shun Yip Street back alley

4 增設順業街 / 偉業街行人過路處
Provide a new pedestrian crossing at Shun Yip Street /
Wai Yip Street junction

美化順業街後巷
Facelift Shun Yip Street back alley

3



5.1 主要南北走廊

5.1.2 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，屬區內連接鐵路交通至海濱的主要通道之一。

公眾於上一階段普遍認同開拓一條新的行人連接前往海濱。為讓行人更方便前往海濱，我們擬定初步走線為延伸現有港鐵牛頭角站行人隧道至欣業街與觀塘道交界的新建商廈，及興建一條通往海濱道公園橫跨偉業街的行人隧道。

另外，我們建議簡化偉業街 / 勵業街路口的行人過路走線，並於路口旁增設綠化空間。我們會於詳細設計階段檢視改善工程對交通的影響，務求於行人及交通之間取得平衡，妥善回應公眾對行車交通順暢的期望。

Lai Yip Link connects MTR Ngau Tau Kok Station to the north. In recent years, numerous new commercial developments have been setup along this link. It serves as one of the major corridors in KTBA connecting the railway transport and the waterfront.

The public generally supported the new pedestrian connection to the waterfront proposed in the previous stage. To enhance public accessibility to the waterfront, we developed the preliminary alignment by extending the existing MTR Ngau Tau Kok Station subway to the new commercial buildings at Kwun Tong Road and Yan Yip Street junction, and constructing a subway across Wai Yip Street linking Hoi Bun Road Park.

Besides, we propose to simplify the pedestrian crossing alignment at Wai Yip Street / Lai Yip Street junction and provide green spaces next to the junction. We will review the traffic impacts of improvement works in the detailed design stage to strike a balance between the pedestrians and traffic, in response to the public aspiration for smooth vehicular traffic.



Major North-South Corridors

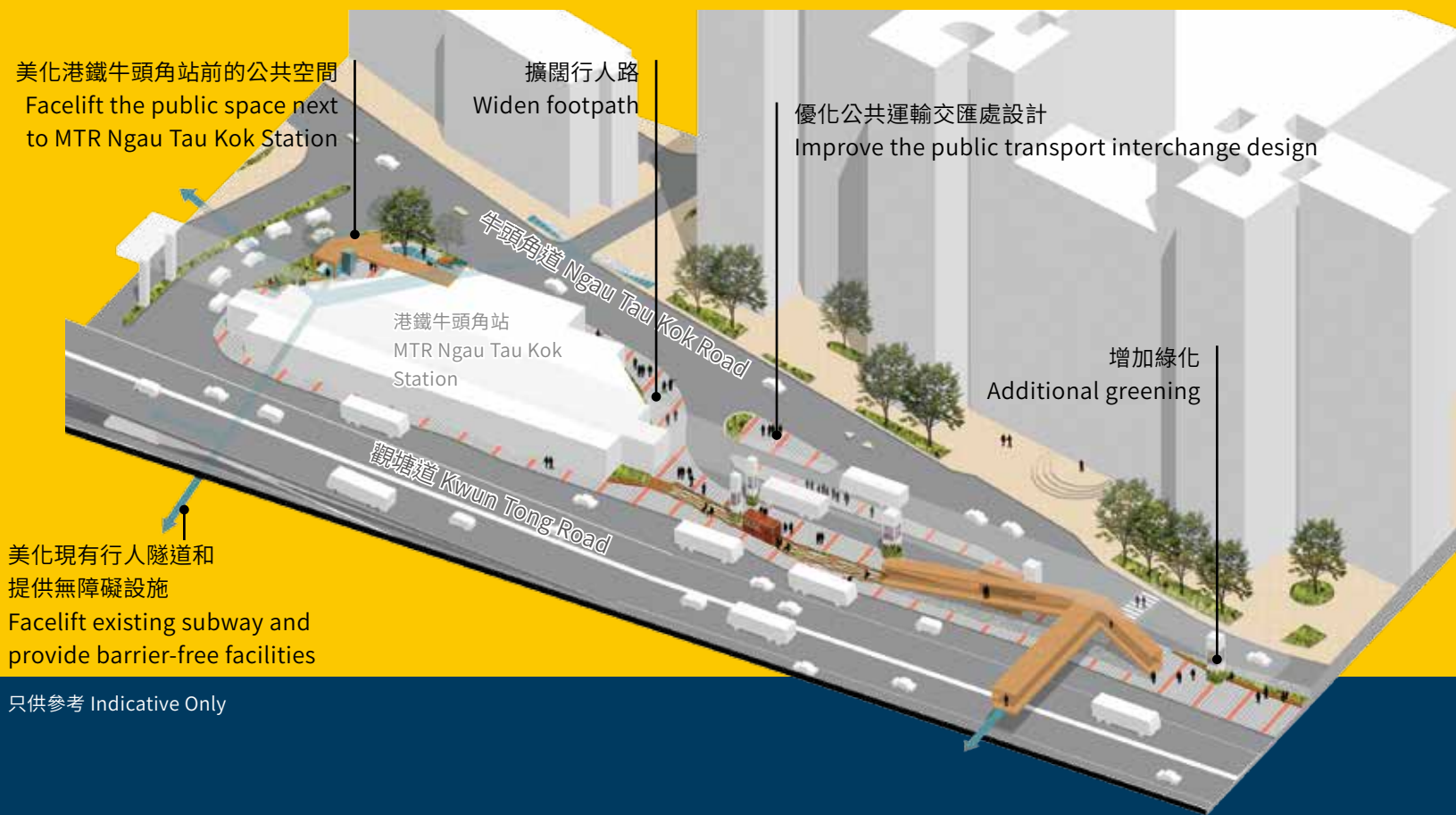
5.1

美化毗鄰港鐵牛頭角站的公共運輸交匯處和附近一帶的公共空間
Facelift the public transport interchange next to MTR Ngau Tau Kok Station and the adjacent public space

1

美化現有連接港鐵牛頭角站行人隧道和提供無障礙設施
Facelift the subway connecting MTR Ngau Tau Kok Station and provide barrier-free facilities

2



只供參考 Indicative Only

有待與各方進一步商討 Subject to further discussion with various parties

5.1 主要南北走廊

Major North-South Corridors

3

擬議行人隧道連接港鐵牛頭角站和海濱道公園 Proposed subways connecting MTR Ngau Tau Kok Station and Hoi Bun Road Park

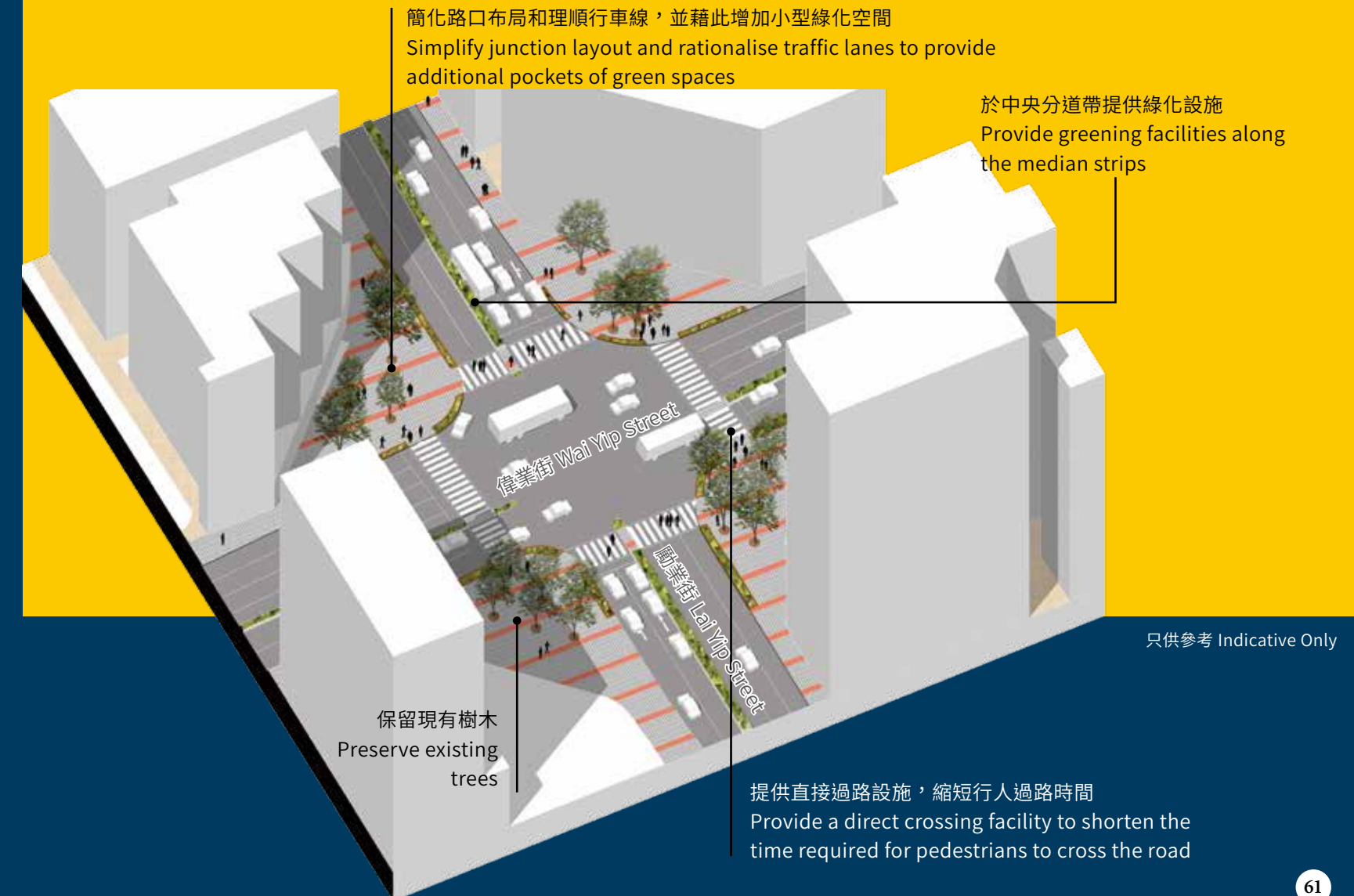


4

簡化偉業街 / 勵業街路口行人過路走線 Simplify pedestrian crossing alignment at Wai Yip Street / Lai Yip Street junction

5

增加中央分道帶的綠化設施 Provide additional greening facilities at the median strips



5.1 主要南北走廊

5.1.3
巧明
線
How Ming
Link

巧明線北面連接港鐵牛頭角站公共運輸交匯處。沿巧明線工商廈林立，行人路於繁忙時段非常擠迫，亦不時有車輛停車等候上落客貨，影響行人環境。

公眾於上一階段普遍支持有關美化建議。因此，本階段除了確立美化港鐵牛頭角站公共運輸交匯處附近公共空間的建議，亦進一步美化巧明里的設計。以上建議將配合各短期行人及交通改善方案，如擴闊行人路，更改不准停車限制時段等，逐步地改善沿線的行人環境及交通情況。

此外，為改善區內交通循環，我們建議更改巧明街（偉業街至海濱道之間）的交通流向。

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

The public generally supported the facelifting proposals in the previous stage. Besides the facelifting of the public space near MTR Ngau Tau Kok Station Public Transport Interchange, we have developed the design for facelifting How Ming Lane to tie in with the short-term pedestrian and traffic improvement schemes including footpath widening and change of no-stopping restriction period to progressively improve the pedestrian environment and traffic condition.

In addition, to improve the traffic circulation in the area, we propose to reroute the traffic of How Ming Street (between Wai Yip Street and Hoi Bun Road).



Major North-South Corridors

5.1

1 美化觀塘道休憩花園及連接巧明里的行人隧道
Facelift Kwun Tong Road Rest Garden and the subway connecting How Ming Lane

5.1 主要南北走廊

Major North-South Corridors

2

美化巧明里 Facelift How Ming Lane



效果圖 Artist's Impression

3

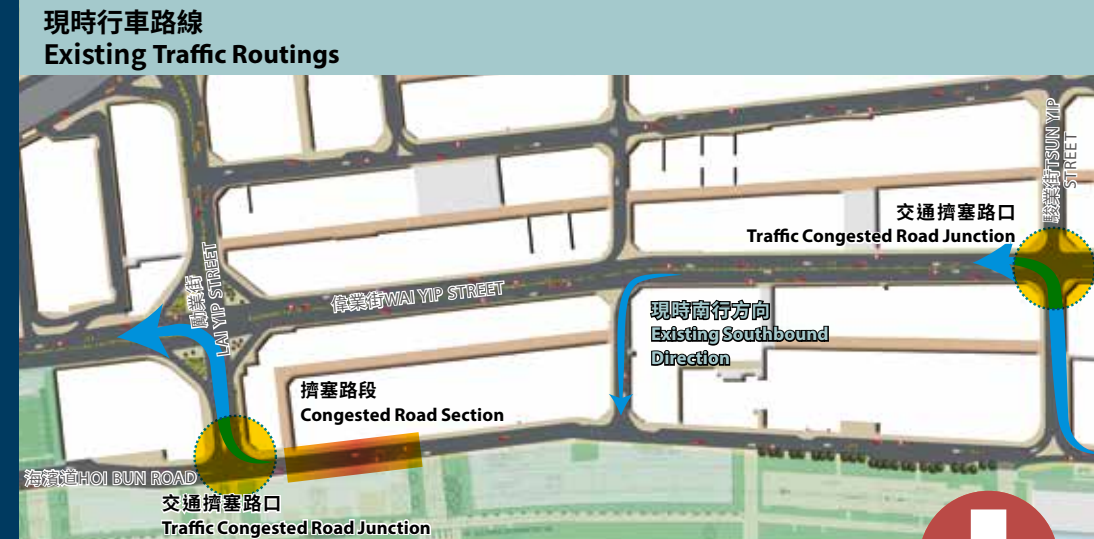
擴闊偉業街行人過路處

Pedestrian crossing widening at Wai Yip Street

4

更改巧明街（偉業街至海濱道之間）的交通流向

Reroute the traffic of How Ming Street (between Wai Yip Street and Hoi Bun Road)



勵業街 / 海濱道路口於繁忙時間出現車龍
Traffic queue observed at Lai Yip Street / Hoi Bun Road junction during peak hours



擴闊偉業街行人過路處
Widen pedestrian crossing at Wai Yip Street

5.1 主要南北走廊

5.1.4
駿業
線
Tsun Yip Link

駿業線北面連接觀塘市中心，途經各工商大廈到達觀塘海濱花園。隨著沿線大廈的轉型，預計沿線人流將進一步增加。

公眾於上階段普遍支持改善沿途路口及延長現有行人天橋的方案。為加強行人連接及安全，我們在本階段確立巧明街 / 駿業街及鴻圖道 / 駿業街行人過路處的改善方案。為應付人流需求，我們亦會擴闊巧明街（駿業街至開源道之間）的行人路，並會探討延伸現有行人天橋至區內的可能性。

除了上述建議，我們亦已經進一步深化駿業里的設計，以配合駿業街公園二期的美化工程。

Tsun Yip Link connects Kwun Tong Town Centre in the north and routes through various commercial and industrial buildings before reaching Kwun Tong Promenade. As the buildings along the link undergo transformation, it is anticipated that the pedestrian flow will increase.

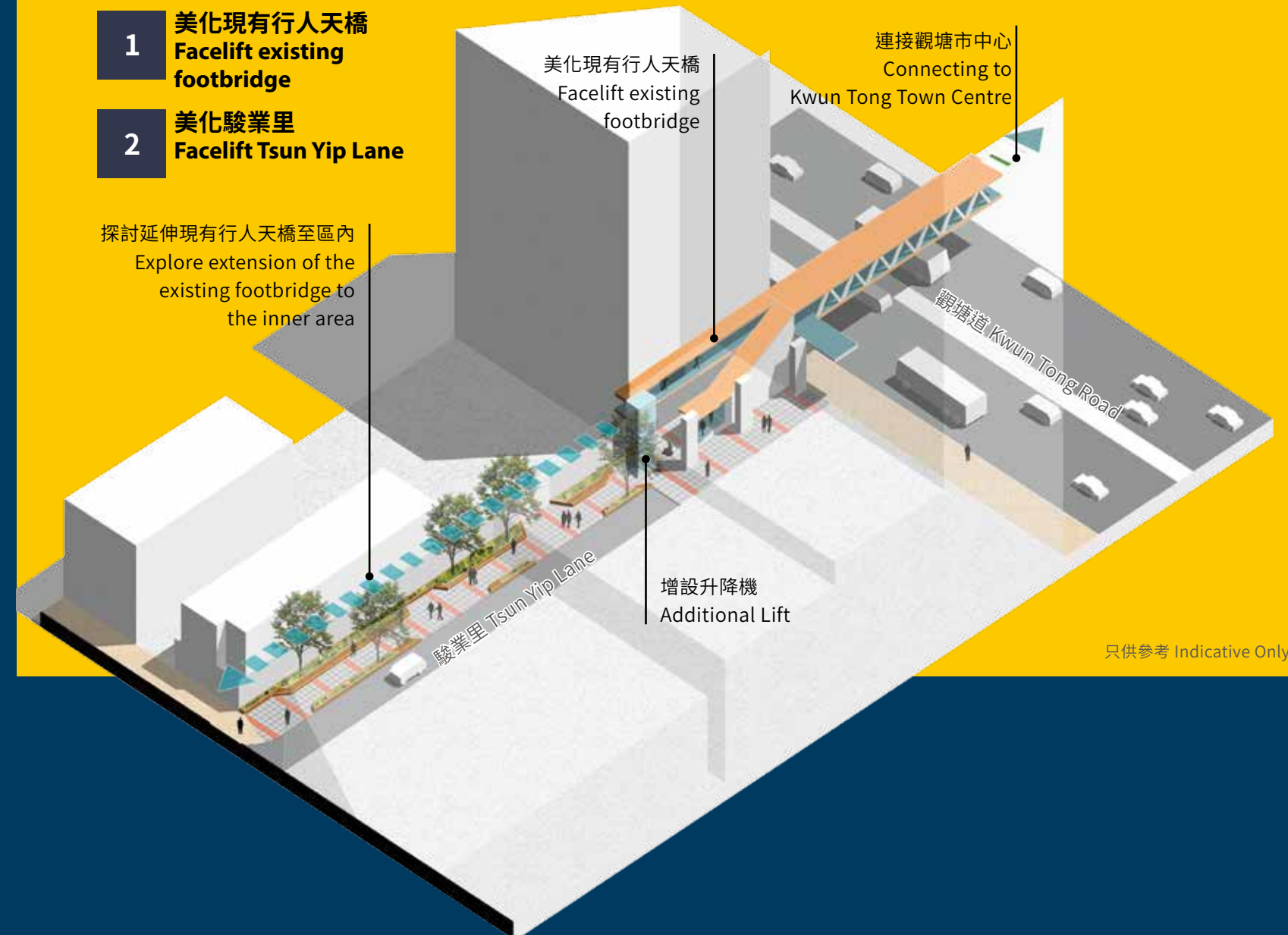
In the previous stage, the public generally supported the junction improvement along the link and the proposal of extending of the existing footbridge. At this stage, we propose improvement schemes at How Ming Street / Tsun Yip Street and Hung To Road / Tsun Yip Street pedestrian crossings to strengthen pedestrian connectivity and safety. To cater for the pedestrian demand, we also propose footpath widening at How Ming Street between Tsun Yip Street and Hoi Yuen Road, and will explore the possibility of extending the existing footbridge to the inner area.

In addition to the above proposals, we have also developed the design for facelifting Tsun Yip Lane to tie in with that of Tsun Yip Street Playground Phase 2.



Major North-South Corridors

5.1



5.1 主要南北走廊

5.1.5
開源
線
Hoi Yuen
Link

開源線北面連接港鐵觀塘站，南面連接未來觀塘行動區。沿線工商業活動發展繁盛，成為區內人流最高的走廊。

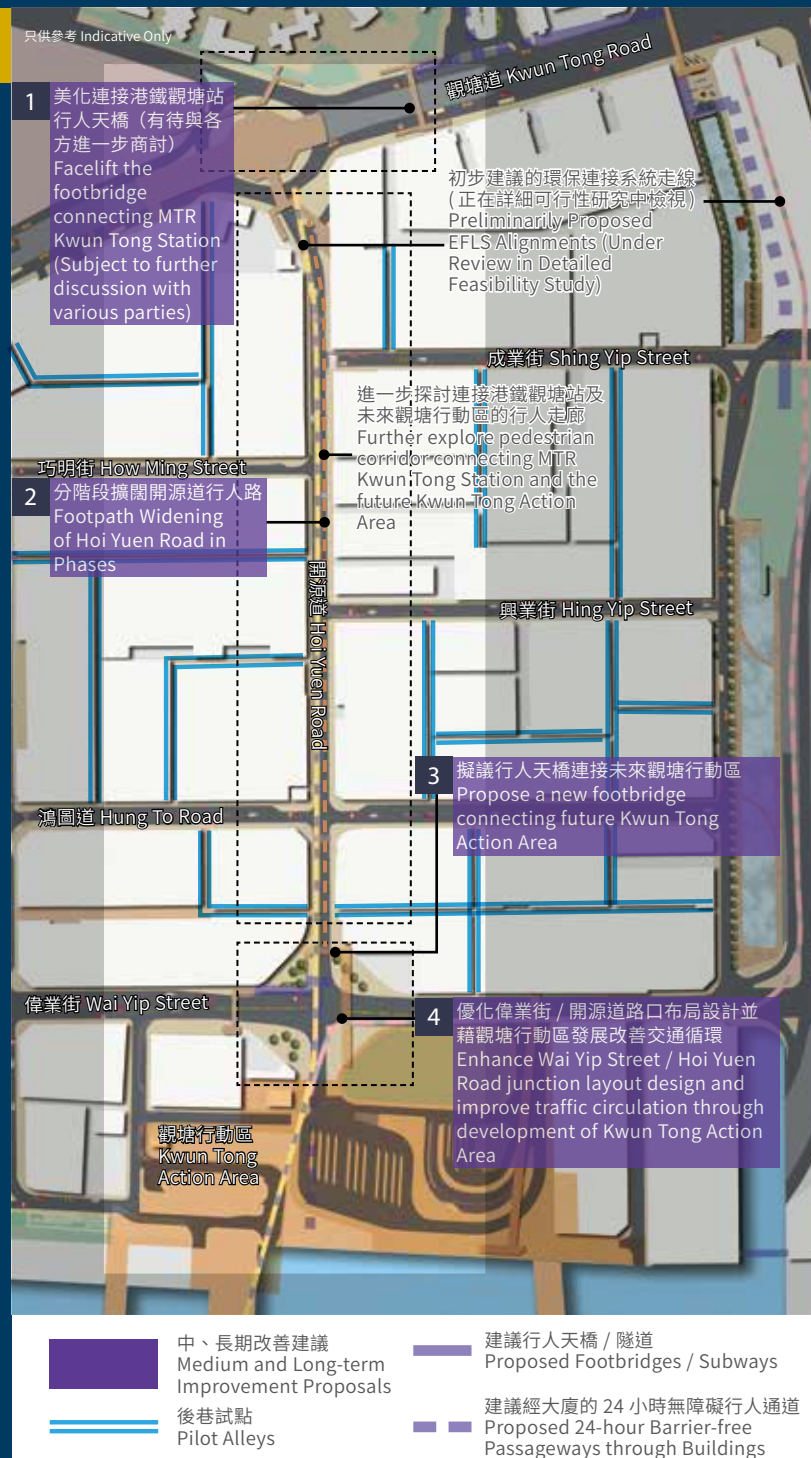
公眾於上階段建議沿開源線設立行人走廊接駁至海濱。為此，我們建議先分階段擴闊開源道行人路，以儘快提供「易行」的行人環境，我們將進一步探討連接港鐵觀塘站及未來觀塘行動區的行人走廊的可行性。

為改善未來觀塘行動區附近的行人連接及交通循環，我們建議興建行人天橋橫越偉業街及優化偉業街 / 開源道路口布局設計。擬議行人天橋及路口布局改善建議將於「觀塘行動區規劃及工程可行性研究」作進一步研究。

Hoi Yuen Link connects MTR Kwun Tong Station to the north and the future Kwun Tong Action Area to the south. Prosperous industrial and commercial activities are found along the link. Hoi Yuen Link is a key pedestrian corridor with the highest pedestrian flow in the area.

In the previous stage, the public suggested formulating a pedestrian corridor to connect to the waterfront along Hoi Yuen Link. In this regard, we propose widening of Hoi Yuen Road footpaths in phases for early provision of a “walkable” pedestrian environment. We will further explore the feasibility of a pedestrian corridor connecting MTR Kwun Tong Station and the future Kwun Tong Action Area.

To improve pedestrian connectivity and traffic circulation near the future Kwun Tong Action Area, we propose to construct a footbridge across Wai Yip Street and enhance the junction layout design of Wai Yip Street / Hoi Yuen Road. The proposed footbridge and junction layout improvement proposal will be further investigated in the “Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study”.



Major North-South Corridors

5.1

美化連接港鐵觀塘站行人天橋

Facelift the footbridge connecting MTR Kwun Tong Station

1

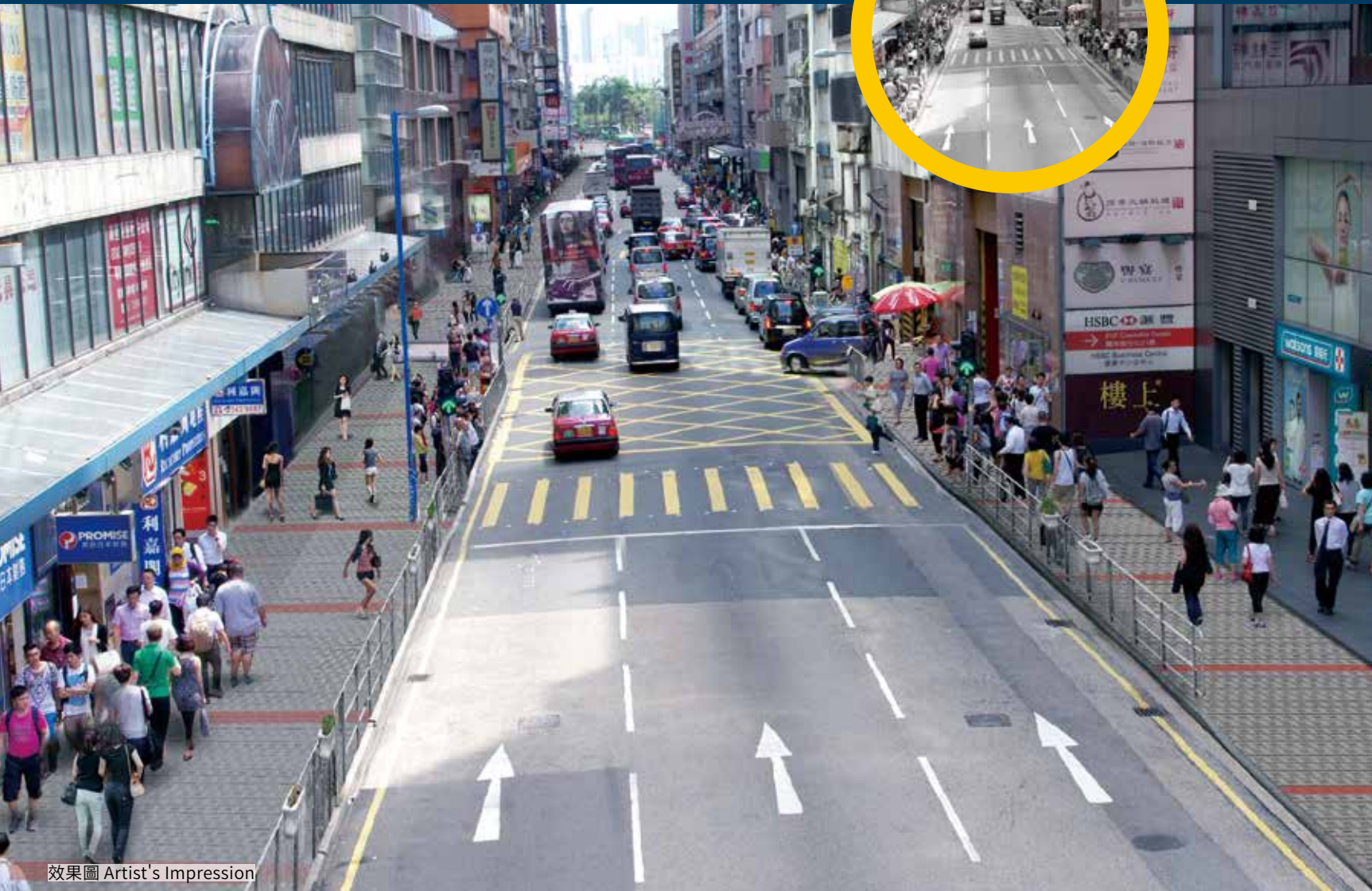


效果圖 Artist's Impression

有待與各方進一步商討 Subject to further discussion with various parties

2

分階段擴闊開源道行人路 Footpath widening of Hoi Yuen Road in phases



效果圖 Artist's Impression

4

優化偉業街 / 開源道路口布局設計並藉觀塘行動區發展改善交通循環
Enhance Wai Yip Street / Hoi Yuen Road junction layout design and improve
traffic circulation through redevelopment of Kwun Tong Action Area

Wai Yip Street / Hoi Yuen Road roundabout is one of the major traffic nodes entering and leaving KTBA. Traffic congestion is often observed during peak hours. We will seize the opportunity of developing the Kwun Tong Action Area to explore the diversion of traffic to adjacent junctions to help resolve the relevant traffic problem. Details will be further investigated in the "Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study".

探討將偉業街 / 開源道迴旋處的交通分流到周邊路口
Explore the diversion of traffic at Wai Yip Street / Hoi Yuen Road roundabout to adjacent junctions



5.1 主要南北走廊

5.1.6
敬業
線
King Yip
Link

敬業線毗鄰計劃中的翠屏河及翠屏河花園，現為連接觀塘碼頭及翠屏北邨的其中一條主要通道，預計人流將進一步增加。

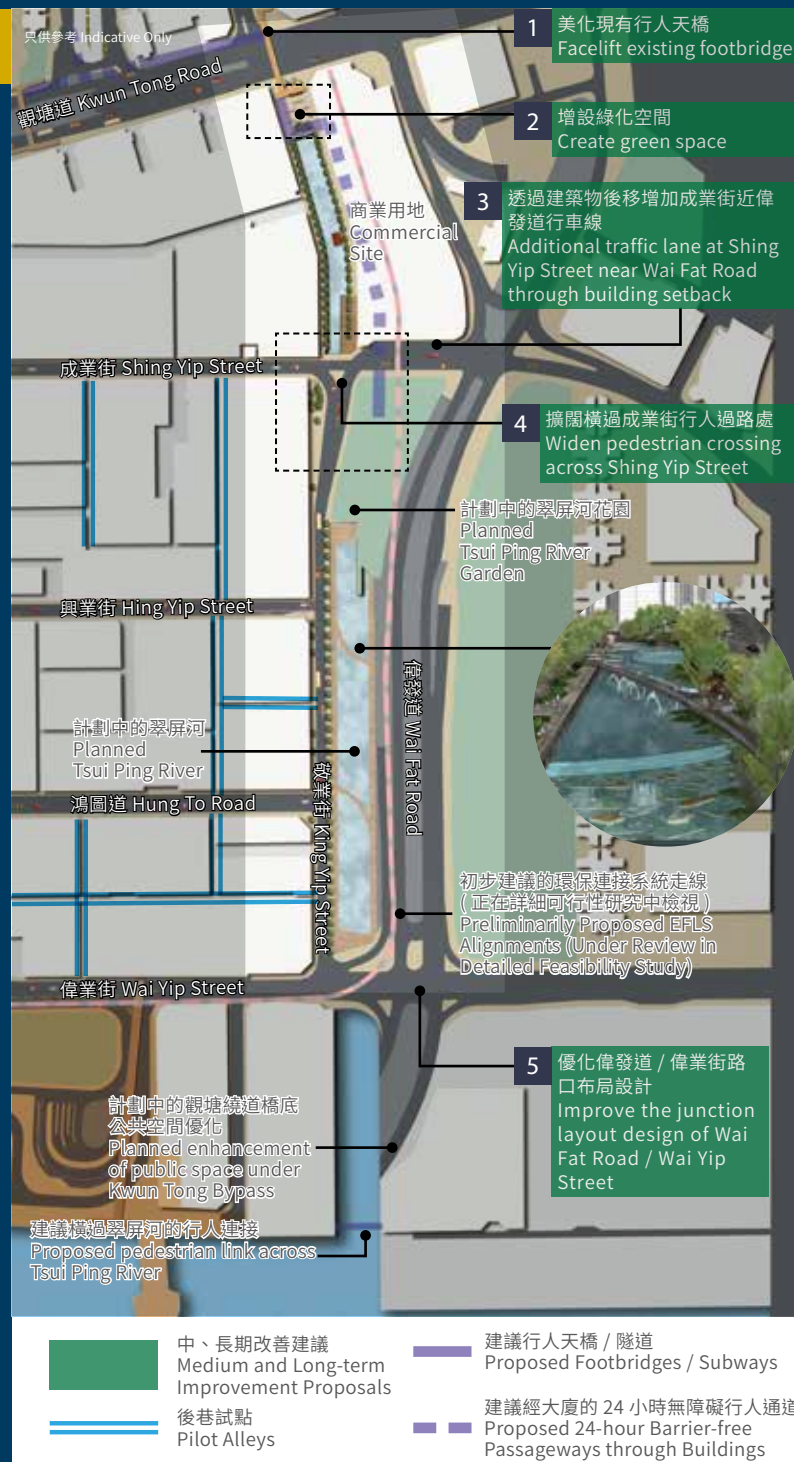
我們將營造敬業線為宜人和連貫的綠色都市空間，連接各南北活動節點。公眾於上階段普遍支持行人設施改善建議。我們在本階段確立擴闊敬業街／成業街路口行人過路處，並美化敬業里北端的行人天橋及增加綠化，務求創造休閒舒適的河畔步行環境。此外，為加強行人連接，我們計劃延伸現有行人天橋至鄰近商業用地。

我們亦會顧及車輛通行需要，優化沿翠屏河包括成業街／偉發道及偉業街／偉發道一帶各主要路口的布局設計。

King Yip Link is one of the main corridors connecting Kwun Tong Ferry Pier and Tsui Ping (North) Estate, as it adjoins the planned Tsui Ping River and Tsui Ping River Garden. It is anticipated that the pedestrian flow will increase.

We will turn King Yip Link into an inviting and coherent greening urban space to connect various north-south activity nodes. The public generally supported the pedestrian facility improvement proposals in the previous stage. At this stage, we propose to widen the pedestrian crossing at King Yip Street / Shing Yip Street and facelift the footbridge at the northern part of King Yip Lane and provide additional greening to create a pleasant riverside walking environment. Furthermore, to strengthen pedestrian connectivity, we plan to extend the existing footbridge to the adjacent commercial site.

To cater for the needs of vehicular traffic, we will also enhance the layout design of various major junctions along Tsui Ping River including Shing Yip Street / Wai Fat Road and Wai Yip Street / Wai Fat Road.



Major North-South Corridors

5.1

計劃中的翠屏河花園
Planned Tsui Ping River Garden

效果圖 Artist's Impression

5.1 主要南北走廊

Major North-South Corridors

5.1

1 美化現有行人天橋
Facelift existing footbridge

2 增設綠化空間
Create green spaces

美化現有行人天橋
Facelift existing footbridge

增設綠化空間
Create green spaces

觀塘道
Kwun Tong Road

計劃中的翠屏河
Planned Tsui Ping River
敬業里 King Yip Lane

商業用地
Commercial Site

只供參考 Indicative Only

連接計劃中的翠屏河花園
Connecting to the planned
Tsui Ping River Garden

延伸現有行人天橋至鄰近商業用地
Extend the existing footbridge to the adjacent
commercial site

擴闊敬業街 / 成業街路口行人過路處
Widen pedestrian crossing at King Yip Street /
Shing Yip Street junction

4



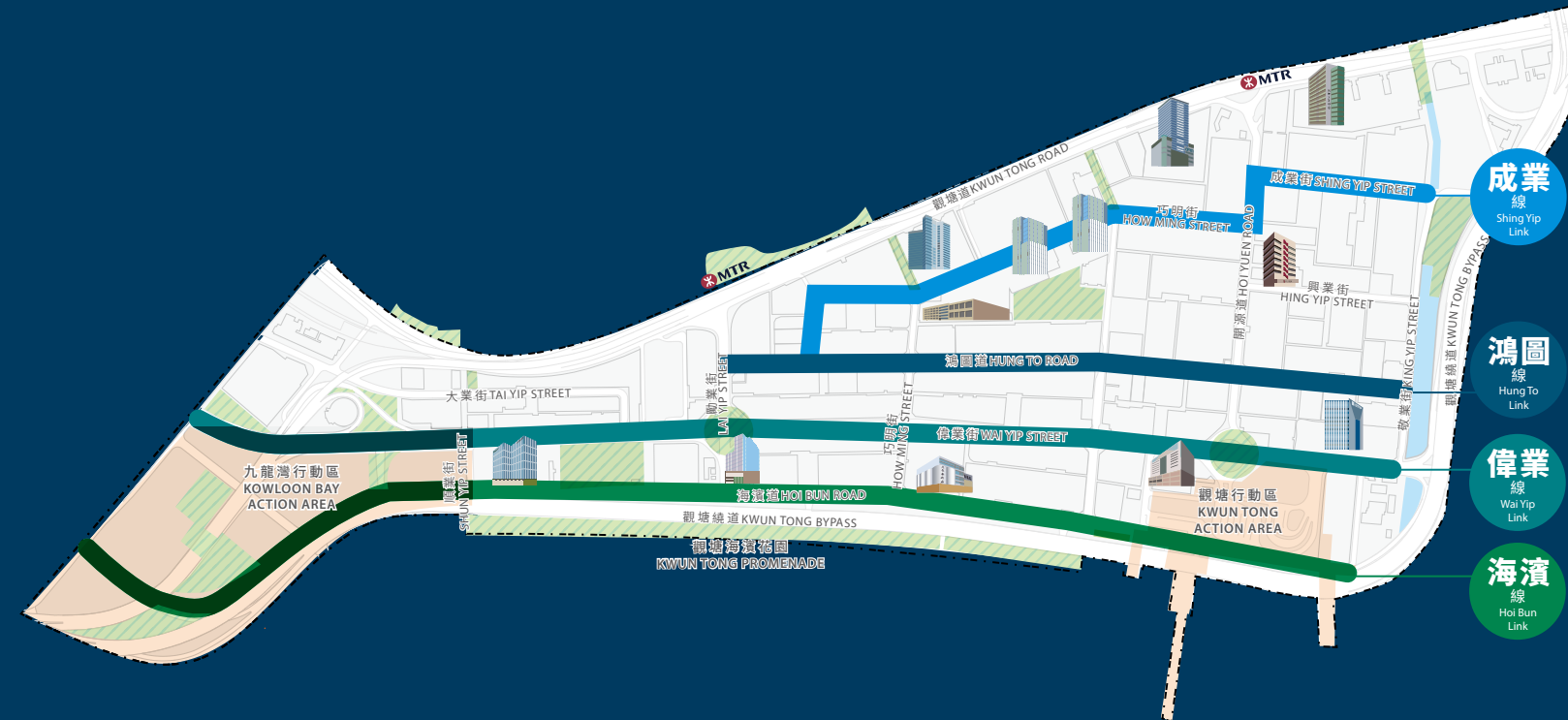
效果圖 Artist's Impression

5.2 主要東西走廊

Major East-West Corridors

除了加強觀塘道至海濱的南北連接，我們亦希望透過改善各主要東西走廊，進一步理順區內的行人及交通環境，配合觀塘商貿區日後的發展。此章展示了有關四條主要東西走廊的中及長期改善建議。

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 tie in with the future development of KTBA. This section presents medium and long-term improvement proposals for these four major east-west corridors.



Major East-West Corridors 5.2

海濱線中、長期改善建議 Hoi Bun Link Medium and Long-term Improvement Proposals

■ Proposed 24-hour Barrier-free Passageways through Buildings

14 優化偉發道 / 偉業街路口布局設計
Improve the junction layout design of Wai Fat Road / Wai Yip Street



海濱
線
Hoi Bun
Link

初步建議的環保連接系統走線
(正在詳細可行性研究中檢視)
Preliminarily Proposed EFLS
Alignments (Under Review in
Detailed Feasibility Study)

5.2 主要東西走廊

探討利用資訊科技理順上落貨活動 Explore the Application of Information Technology to Rationalise Loading/Unloading Activities

現時各主要東西走廊路旁上落貨活動頻繁，我們會研究在部分地方限定上落客貨時間的可行性，以更有效管理上落貨活動。

我們亦將與業界溝通，研究利用資訊科技理順上落貨活動。詳細情況將於「發展九龍東為智慧城市區 — 可行性研究」作進一步研究。

Kerbside loading/unloading activities are currently frequent along various major east-west corridors. We will assess the feasibility of restricting the time period for loading/unloading activities at certain locations for better management of kerbside activities.

We will also liaise with the industry to explore the application of information technology to rationalise loading/unloading activities. Details will be further investigated in the “Developing Kowloon East into a Smart City District – Feasibility Study”.



增設上落客貨灣位標示
Addition of loading/unloading bay signs

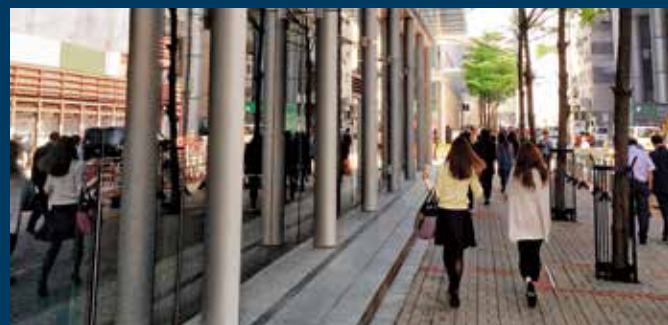
透過重建改善路旁停泊及街景綠化 Improve Kerbside Parking and Streetscape Greening through Redevelopment

隨著區內轉型，預計路旁上落貨活動的需求會逐漸下降。我們建議改善路旁停泊及上落客貨灣位的安排，並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綠化，從而提升行人暢達度。

As KTBA transforms, it is expected that the demand for kerbside loading/unloading activities will gradually decrease. We propose to improve the arrangements of kerbside parking and loading/unloading bays and implement building setbacks upon redevelopment to release more space for footpath widening as well as greening, which will in turn enhance pedestrian accessibility.



改善路旁停泊及上落客貨灣位的安排
Improvement of arrangements for kerbside parking and loading/unloading bays



實施建築物後移，以釋放空間來擴闊行人路和進行綠化
Implement building setbacks upon redevelopment to release more space for footpath widening as well as greening

藉翠屏河工程計劃延伸中央分道帶的綠化設施 Extend Greening along Median Strips through Tsui Ping River Project

偉業街近海濱道公園路段中央分道帶已有綠化，我們建議進一步延伸綠化至偉業街其他部分，以完善區內整體東西走廊的連貫性。有關綠化將與翠屏河工程計劃一併進行。

There is greening along the median strips of Wai Yip Street near Hoi Bun Road Park. We propose to extend the greening to the other sections of Wai Yip Street, so as to facilitate the continuity of the east-west corridors within the area. Relevant greening will be carried out together with the Tsui Ping River project.



延伸現時偉業街中央分道帶的綠化
Extend greening along median strips of Wai Yip Street



Major East-West Corridors

5.2

加強未來九龍灣與觀塘行動區的連接 Strengthen Connectivity between Future Kowloon Bay and Kwun Tong Action Areas

海濱線為連接未來九龍灣與觀塘行動區的主要行人走廊。我們建議可進一步延伸現有綠色走廊並配合周邊的綠化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。

Hoi Bun Link is the major pedestrian corridor connecting the future Kowloon Bay and Kwun Tong Action Areas. We propose to extend the existing green corridor to integrate with surrounding green spaces, such as Hoi Bun Road Park and the “Fly the Flyover Operation” sites to create a continuous green pedestrian corridor connecting the two action areas.



延伸現有綠色走廊配合周邊的綠化空間
Extend the existing green corridor to integrate with surrounding green spaces



5.3 後巷計劃 @ 九龍東

Back Alleys Project @ Kowloon East 5.3



為鼓勵更多市民使用後巷，我們將延伸第一階段後巷試點的改善項目概念到觀塘商貿區其他後巷，並持續改善工作。

考慮到現時區內仍有不少後巷為人車共用，為減少人車爭路的情況，我們建議選取主要為行人使用的後巷為第二階段後巷試點。揀選第二階段後巷試點亦基於其他因素，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、實施可行性以及進一步改善的潛力等。

我們期望未來可逐步推展建議改善措施至於其他後巷，以營造一個連貫後巷網絡，把觀塘商貿區的街道串連起來。

In order to encourage more pedestrians to utilise the back alleys, we will extend the improvement works of Stage 1 Pilot Alleys to other back alleys in KTBA in phases, and continue with the improvement works.

Considering that quite a number of back alleys are still used by pedestrians and vehicles, we propose selecting back alleys which are mainly used by the pedestrians as Stage 2 Pilot Alleys, so as to minimise the pedestrian and vehicular conflicts. The Stage 2 Pilot Alleys are also selected based on other factors, such as the current pedestrian usage, the connectivity of back alleys with current pedestrian network and other destinations in the area, implementation feasibility and potentials for further enhancement, etc.

We aspire to extend the proposed improvement measures to other back alleys, in order to create a coherent back alleys network and link up with the streets in KTBA.

除了第一階段後巷試點實施的改善工程外，我們建議以下的改善工程：

In addition to the improvement works implemented in Stage 1 Pilot Alleys, we propose the following improvement works:

1



除了以標示及圖案翻新路面，我們建議於合適的後巷路段以路磚鋪設地面圖案。

Apart from facelifting the pavement surface with signs and patterns, we propose to pave appropriate sections of back alleys with paving blocks.

2



我們建議於人車共用的後巷設置路牌管理車輛出入，理順後巷車流。

We propose to install signs to manage vehicular access at back alleys being shared use by pedestrians and vehicles, to rationalise the traffic flow at back alleys.

3



我們建議於後巷之間提供行人過路設施，優化後巷之間的連接。

We propose to provide pedestrian facilities and optimise the connections between the back alleys.

4



上一階段落實的多個後巷改善項目已証明其成效。有見及此，我們會於第二階段後巷試點繼續推展，包括於適合的後巷位置加入公共藝術元素，以加強後巷特色，吸引更多行人使用後巷。

The improvement works implemented in the previous stage have proven its effectiveness. We will continue with these in the Stage 2 Pilot Alleys including introducing public art elements at appropriate locations to strengthen the characters of back alleys to attract more pedestrians to use them.

5



我們會繼續改善後巷的可步行性和連接性，並優化步行環境和增加吸引力，例如加設指示標誌和研究加設照明等。

We will continue to improve the walkability and connectivity, and enhance pedestrian environment and increase the attractiveness of back alleys, such as providing more directional signage and investigate the addition of lighting, etc.

6 未來路向 WAY FORWARD

靈活運用貨車上落貨位 Flexible Use of Goods Vehicle Loading/Unloading Bays

現時建築物內的部分貨車位只供上落貨使用，我們建議在九龍灣及觀塘行動區靈活運用貨車上落貨位，日間供上落貨使用而夜間則供貨車及旅遊巴停泊，善用有限車位滿足停車及上落貨需求。

Some goods vehicle bays in the existing buildings are only used for loading/unloading activities. We propose to adopt flexible use of goods vehicle loading/unloading bays in the Kowloon Bay and Kwun Tong Action Areas. The bays will be used for loading/unloading at day-time while they can be used for goods vehicle and coach parking at night-time. This will optimise the limited spaces to meet the parking and loading/unloading demand.



為促進九龍東轉型為第二個核心商業區，我們將於區內推動綠色智慧措施、促進私營機構提供行人連接設施，及研究伸延啟德發展區規劃中的單車徑網絡連接至觀塘海濱的可行性等。

To facilitate the transformation of Kowloon East into the second CBD, we will promote green and smart measures in the area, facilitate provision of pedestrian links by the private sector and investigate the feasibility of extension of the planned cycle track network connecting to the Kwun Tong waterfront.

建設綠色交通樞紐 Build Green Transportation Hub

為提倡環保及減少空氣污染，巴士公司正推行超級電容巴士 5M 來往啟德及九龍灣的試驗計劃。我們建議於未來的九龍灣行動區設置綠色交通樞紐。觀塘商貿區內將來的新商業用地會提供電動車充電設施，以推展電動車的使用。

To promote environmental friendliness and reduce air pollution, the bus company is launching a pilot scheme of deploying supercapacitor buses on route 5M, plying between Kai Tak and Kowloon Bay. We recommend a green transport hub to be built in the future Kowloon Bay Action Area. Electric vehicle charging facilities will also be provided in future commercial sites in KTBA for promoting the use of electric vehicles.



檢視九龍東泊車需求 Review Parking Demand in Kowloon East

隨著九龍東的轉型，我們預計貨車數目將逐漸下降，由其他商用車輛取而代。我們現正檢視區內泊車需求。

In tandem with transformation of Kowloon East, we anticipate that the volume of goods vehicles in the area will decrease, while other commercial vehicles will increase. We are reviewing the parking demand in the area.

推動智慧城市措施 Promote Smart City Initiatives

起動九龍東辦事處於 2016 年 2 月開展「發展九龍東為智慧城市區—可行性研究」，研究發展「智慧城市」的可行性。我們會積極推動各界在區內應用智能科技，改善行人環境及交通情況。

EKEO commenced “Developing Kowloon East into a Smart City District – Feasibility Study” in February 2016 to examine the feasibility for developing a “Smart City”. We will proactively promote all sectors to apply smart technologies for improving the pedestrian environment and traffic conditions in the area.

促進私營機構提供行人連接 Facilitate Provision of Pedestrian Links by the Private Sector

為加強區內連繫和暢達度，政府於 2016 年推出「促進私營機構提供行人連接」政策。我們已經制訂觀塘商貿區的分隔行人網絡，我們將會更新發展大綱圖及鼓勵私人機構興建行人連接。

To enhance connectivity and accessibility, the Government launched the policy of “Facilitating Provision of Pedestrian Links by the Private Sector” in 2016. We have formulated a grade-separated pedestrian network in KTBA. We will revise the Outline Development Plan and encourage the private sector to build pedestrian links.

研究延伸單車徑網絡 Investigate Extension of Cycle Track Network

土木工程拓展署現正進行「啟德發展區單車徑網絡—可行性研究」，擬議單車徑網絡包括連接至觀塘海濱。

The Civil Engineering and Development Department is carrying out the “Cycle Track Network in Kai Tak Development – Feasibility Study”. The proposed cycle track network includes connection to the Kwun Tong waterfront.

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以電腦或手提電子裝置透過網站表達個人意見。

於**二零一六年十一月三十日或之前**，您可透過郵遞、傳真、電郵或網上互動公眾參與地圖就本研究提供意見。

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.

You are welcome to send your views on this Study to us by post, fax, email or visit our interactive public engagement map **on or before 30 November 2016**.



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

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



第三階段公眾參與活動 Stage 3 Public Engagement Activities

公眾論壇 Public Forum

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: 22/10/2016 (星期六 SAT)
時間 Time: 下午 2:30—5:00pm



請於**2016 年 10 月 14 日或以前**
於本網頁登記。
Please register via the website
on or before
14 October 2016.
<http://www.walkablekwuntong.hk>

巡迴展覽 Roving Exhibitions*

駿業街遊樂場
Tsun Yip Street Playground
29/09/2016—08/10/2016
港鐵牛頭角站對出空地
Open area outside MTR Ngau
Tau Kok Station
09/10/2016—20/10/2016
起動九龍東辦事處展覽廳
Exhibition Hall, EKEO Office
21/10/2016—31/10/2016
觀塘海濱花園
Kwun Tong Promenade
01/11/2016—10/11/2016

麗港公園
Laguna Park
11/11/2016—21/11/2016
翠屏道 (近觀塘游泳池)
Tsui Ping Road (near Kwun Tong
Swimming Pool)
22/11/2016—30/11/2016

流動展覽 Mobile Exhibitions

於巡迴展覽期間，流動展覽車會於日間不定時停泊於以下地點：
During the Roving Exhibition period, a mobile exhibition
car will 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.

