



觀塘商貿區的
行人環境改善計劃
可行性研究

4th October 2016
Pedestrian Environment
Improvement Scheme for
Transformation of Kwun Tong Business Area
FEASIBILITY STUDY

Stage 3 Public Engagement

Content

1 Overall Pedestrian and
Traffic Environment
Improvement Framework

2 Main
Recommendations

3 Short-term
Improvement
Schemes

4 Medium and Long-
term Improvement
Proposals

5 Way Forward



Overall Pedestrian and Traffic Environment Improvement Framework

Strategic Transport Network



圖例 LEGEND

- | | | | | | |
|---|---|---|--|---|--|
|  | 九龍東範圍
Kowloon East Area |  | 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 |  | 將軍澳 - 藍田隧道 (施工中)
Tseung Kwan O - Lam Tin Tunnel
(Under Construction) |
|  | 研究範圍
Study Area |  | Alignments (Under Review in
Detailed Feasibility Study) |  | 擬議的單車徑網絡 (研究中)
Proposed Cycle Track Network
(Under Study) |
|  | 港鐵觀塘線
MTR Kwun Tong Line |  | 中九龍幹線 (已落實)
Central Kowloon Route
(Committed) |  | 東區海底隧道
Eastern Harbour Crossing |
|  | 港鐵沙田至中環線
(施工中)
MTR Shatin to Central Link
(Under Construction) |  | T2 主幹路 (規劃中)
Trunk Road T2 (Under Planning) | | |
|  | 港鐵站
MTR Station | | | | |

Overall Pedestrian and Traffic Environment Improvement Framework



圖例 LEGEND

- | | | | | | | | |
|--|--|--|---|--|---|--|---|
| | 短期交通改善方案
Short-term Traffic Improvement Schemes | | 建議主要南北走廊的連接
Proposed Major North-South Corridors | | 現有行人天橋 / 隧道
Existing Footbridges / Subways | | 擬議通往啟德發展區的
行人連接系統
Proposed Pedestrian Connections to
Kai Tak Development Area |
| | 短期行人設施改善方案
Short-term Pedestrian Facility Improvement Schemes | | 建議主要東西走廊的連接
Proposed Major East-West Corridors | | 現有經大廈的行人通道
Existing Passageways through Buildings | | 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) |
| | 中、長期交通改善建議
Medium and Long-term Traffic Improvement Proposals | | 第一階段後巷試點
Stage 1 Pilot Alleys | | 建議行人天橋 / 隧道
Proposed Footbridges / Subways | | 研究範圍
Study Area |
| | 中、長期行人設施改善建議
Medium and Long-term Pedestrian Facility Improvement Proposals | | 第二階段後巷試點
Stage 2 Pilot Alleys | | 建議經大廈的 24 小時無障礙行人通道
Proposed 24-hour Barrier-free
Passageways through Buildings | | |
| | | | 其他後巷
Other Back Alleys | | 綠化空間
Green Spaces | | |



Main Recommendations

Enhance Pedestrian Facilities

- Improving Pedestrian Facilities
- Constructing an Integrated Pedestrian Network
- Adding Barrier-free Facilities
- Enhancing Pedestrian Environment by Seizing Urban Transformation Opportunities
- Strengthening Pedestrian Directional Signage Facilities
- Facilitating Public Access to the Waterfront



Rationalise Traffic in the Area

- Improving Traffic Accessibility
- Enhancing Road Junction Layout
- Managing Kerbside Activities
- Traffic Rerouting
- Responding to Parking Demand



Improve Public Transport Facilities

- Upgrading Bus Stop Facilities

 **50** 個
Nos.

提升巴士站設施
Bus Stop Facilities to be
Improved



11B 九龍城碼頭
Kowloon City Ferry
11C 黃大仙竹園
Wong Tai Sin (Chuk Yuen)
17 何文田愛民
Ho Man Tin (Oi Man)

- Enhancing Public Transport Interchange Layout and Passenger Waiting Environment

 **3** 個
Nos.

優化巴士總站布局
Bus Terminus Layout to be
Enhanced



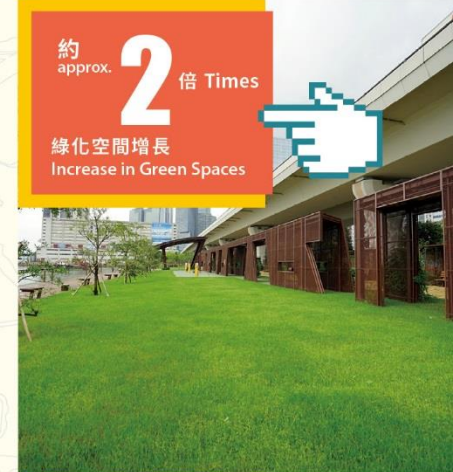
Create Quality Green Space and Streetscape

- Strengthening Green Spaces

- Facelifting Pedestrian Facilities



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



圖例 LEGEND

- 研究範圍 Study Area
- 擬議新增綠化空間 Proposed Additional Green Spaces
- 擬議美化現有行人設施 (有待與有關機構進一步商討) Proposed Facelifting of Existing Pedestrian Facilities (Subject to further discussion with relevant organisations)
- 現有綠化空間 Existing Green Spaces
- 擬議街景改善工程 Proposed Streetscape Improvement Works
- 現有行人天橋 / 隧道 Existing Footbridges / Subways
- 擬議現有綠化空間優化 Proposed Enhancement of Existing Green Spaces
- 現有經大廈的行人通道 Existing Passageways through Buildings

Enhance Attractiveness of Back Alleys



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



加入公共藝術元素
Introducing public
art elements



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



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



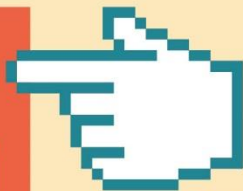
在後巷增加標示
Adding signage on
back alleys



重鋪路面，改善地面
不平
Repaving uneven
surface

約
approx.

16%



後巷的最高人流增長
Highest Pedestrian Flow
Increase at Back Alleys



Short-term Improvement Schemes

A high-angle, wide shot of a busy city street, likely in Hong Kong, showing a mix of pedestrians and vehicles. The street is flanked by multi-story buildings with various commercial signs and advertisements. The overall scene is captured in a desaturated, greenish-yellow color palette. The text 'Short-term Improvement Schemes' is prominently displayed in the center of the image in a large, white, sans-serif font.

Completed Short-term Improvement Schemes

- Provision of a new pedestrian crossing
- Changing no-stopping restriction periods
- Provision of loading/unloading bays



Further Short-term Improvement Schemes

- Footpath widening
- Improvement of pedestrian crossing facilities
- Upgrading bus stop facilities along Kwun Tong Road

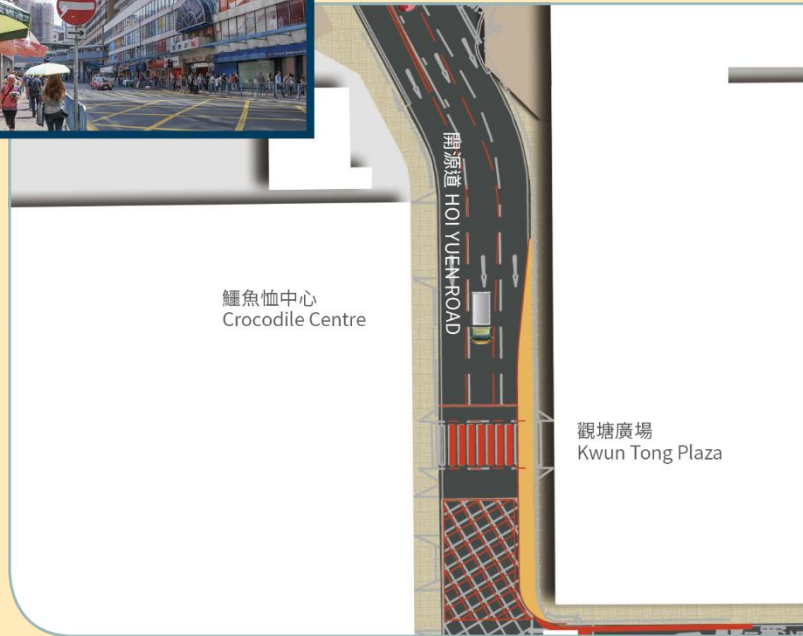


Further Short-term Improvement Schemes (Examples)



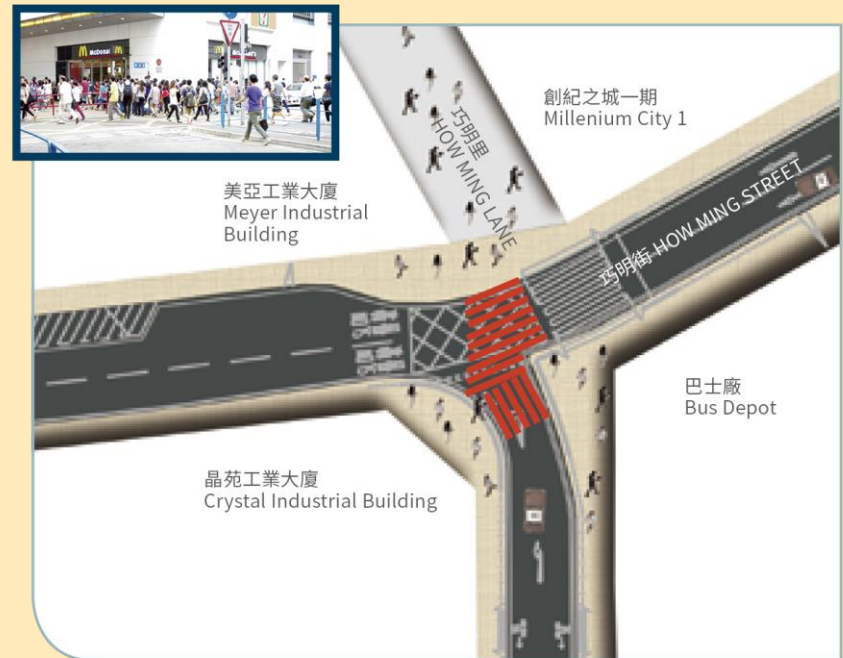
擬議擴闊觀塘道及成業街之間的開源道行人路

Proposed Widening at Hoi Yuen Road Footpath
between Kwun Tong Road and Shing Yip Street



擬議擴闊巧明街 / 創業街行人過路處

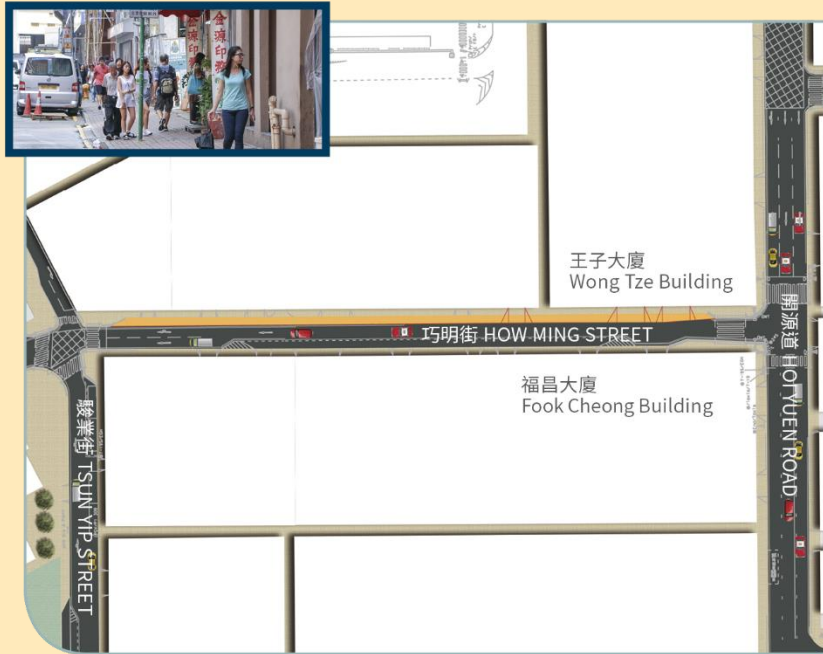
Proposed Widening of How Ming Street /
Chong Yip Street Pedestrian Crossing



Further Short-term Improvement Schemes (Examples)



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



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



A high-angle, wide shot of a busy city street, likely in Hong Kong, showing a mix of pedestrians and vehicles. The street is flanked by multi-story buildings with various commercial signs and advertisements. The scene is overlaid with a semi-transparent green filter, and large white text is centered across the middle. The text reads "Medium and Long-term Improvement Proposals".

Medium and Long-term Improvement Proposals

Major North-South Corridors

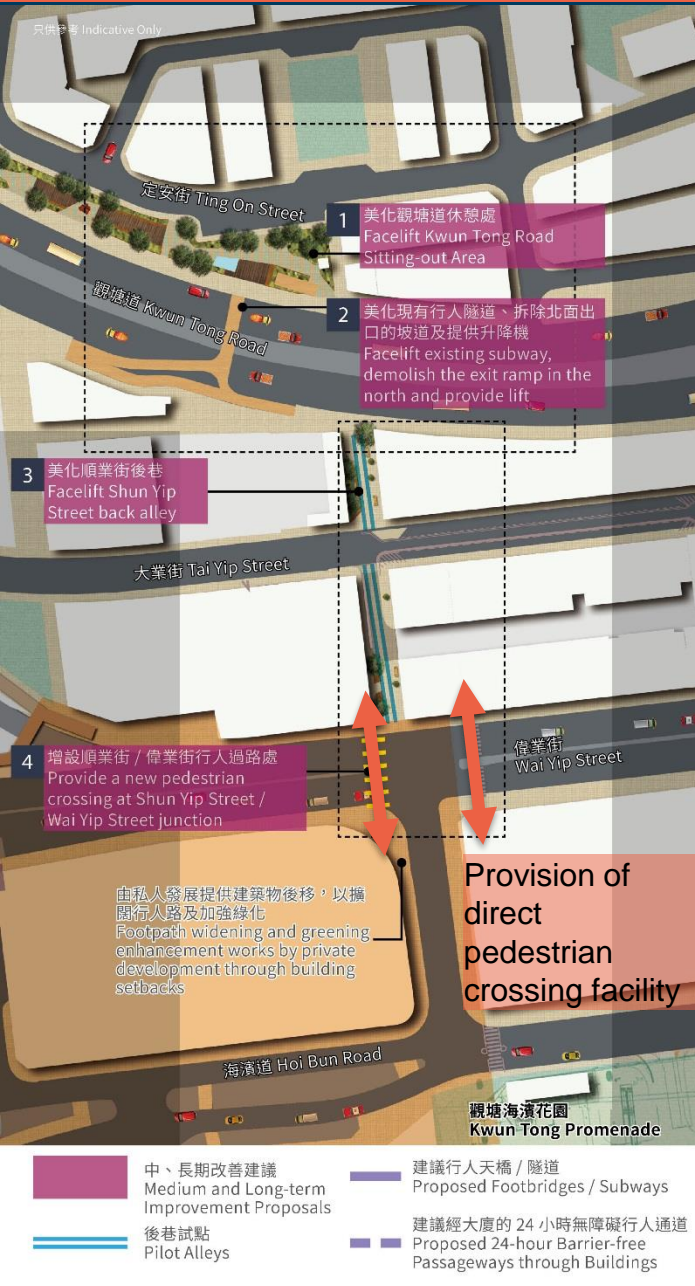
Six Major North-South Corridors:

- Shun Yip Link
- Lai Yip Link
- How Ming Link
- Tsun Yip Link
- Hoi Yuen Link
- King Yip Link



- ✓ Providing a “walkable” environment for people going to KTBA and the waterfront

Shun Yip Link



1. Facelift Kwun Tong Road Sitting-out Area



3. Facelift Shun Yip Street back alley

4. Provide a new pedestrian crossing at Shun Yip Street / Wai Yip Street junction



Lai Yip Link



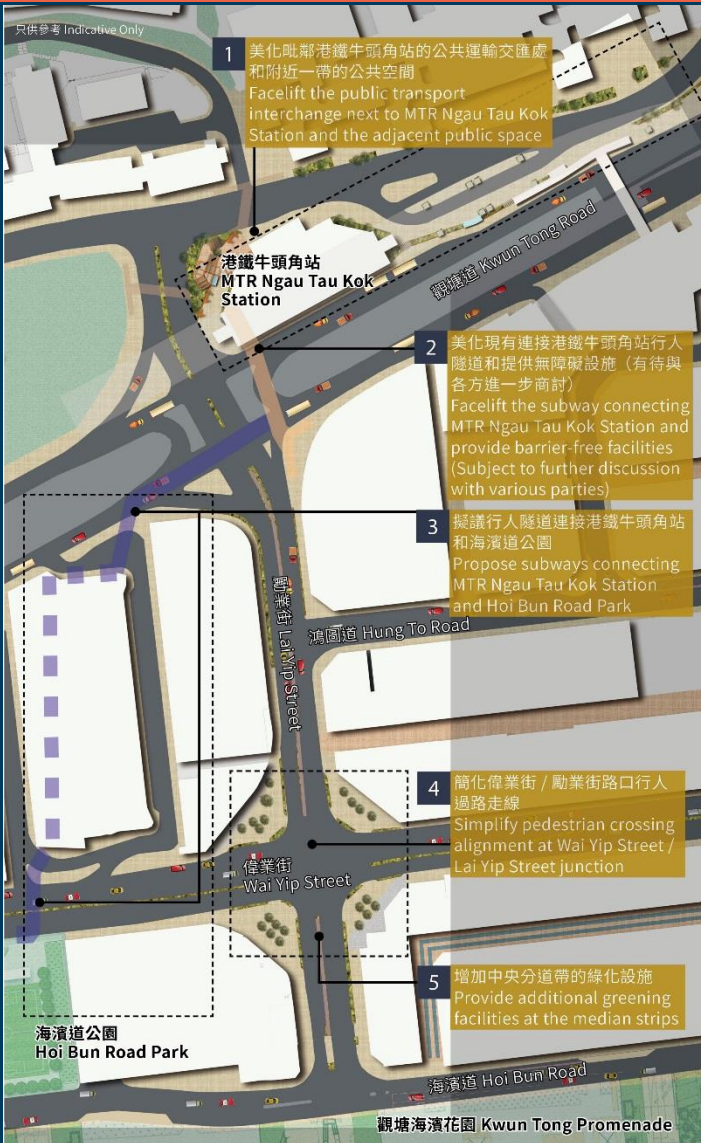
1. Facelift the public transport interchange next to MTR Ngau Tau Kok Station and the adjacent public space



3. Proposed subways connecting MTR Ngau Tau Kok Station and Hoi Bun Road Park

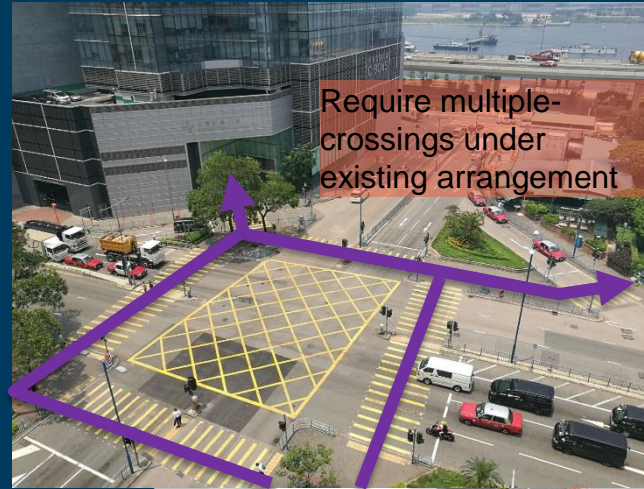


Lai Yip Link



- 中、長期改善建議
Medium and Long-term Improvement Proposals
- 後巷試點
Pilot Alleys
- 建議行人天橋 / 隧道
Proposed Footbridges / Subways
- 建議經大廈的 24 小時無障礙行人通道
Proposed 24-hour Barrier-free Passageways through Buildings

4. Simplify pedestrian crossing alignment at Wai Yip Street / Lai Yip Street junction



How Ming Link



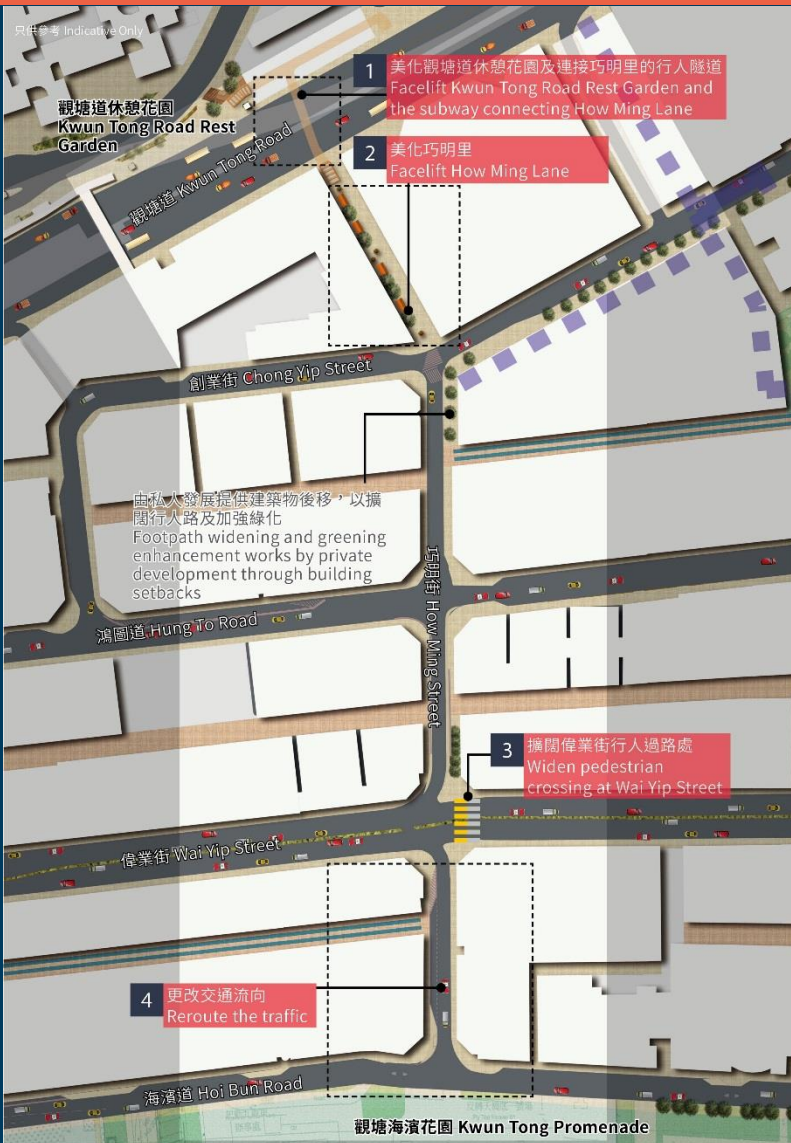
1. Facelift Kwun Tong Road Rest Garden and the subway connecting How Ming Lane



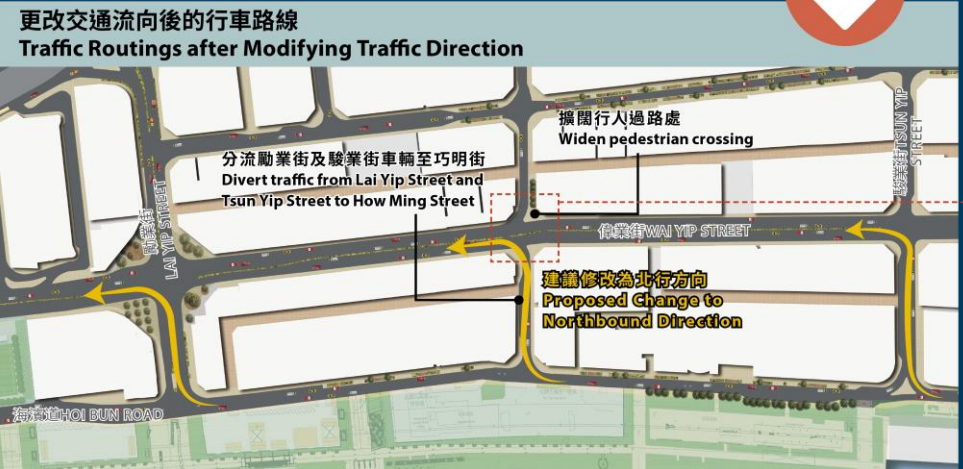
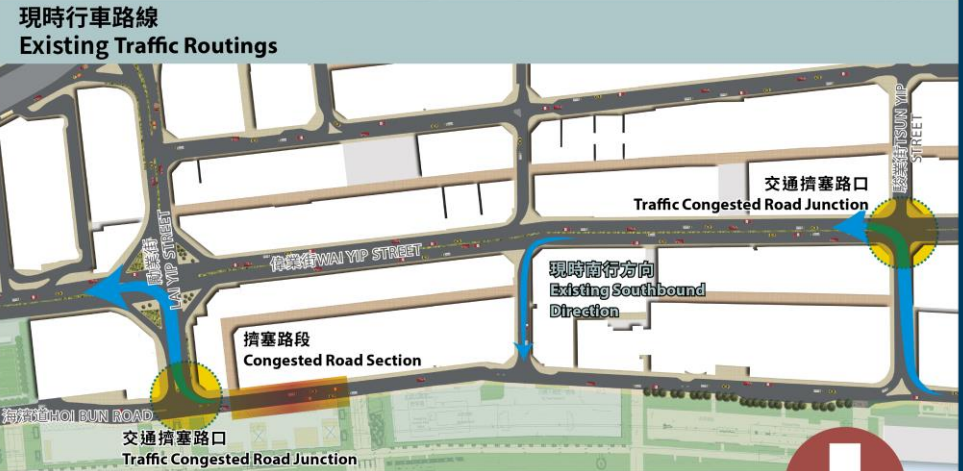
2. Facelift How Ming Lane



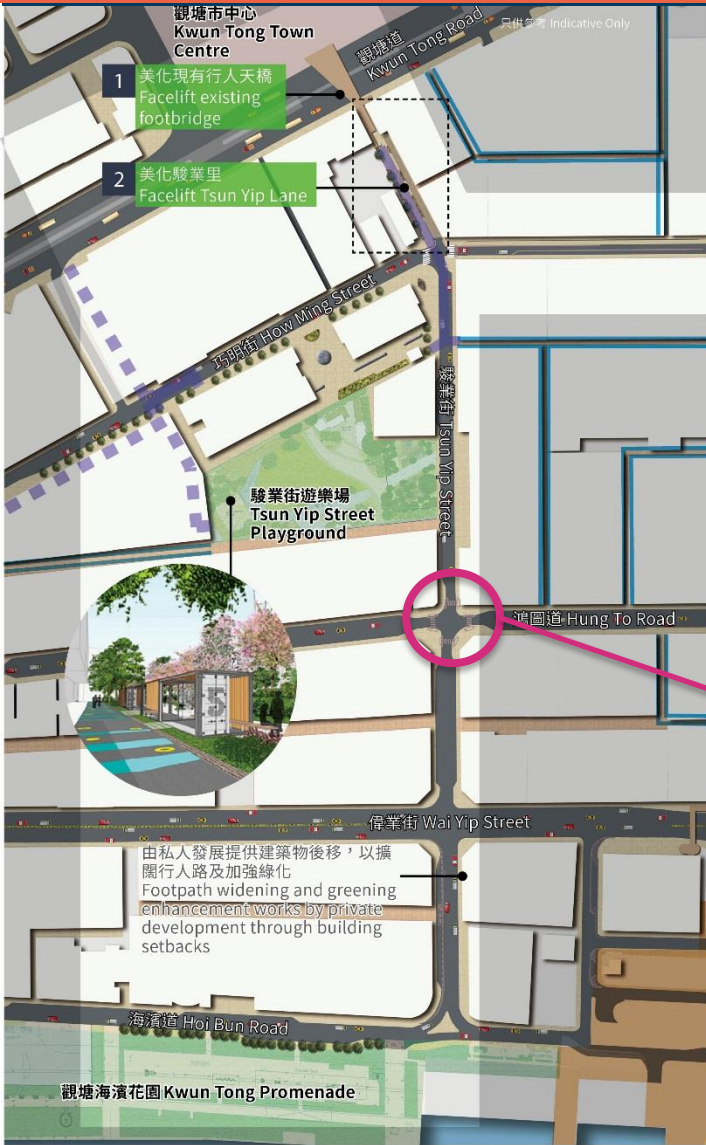
How Ming Link



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



Tsun Yip Link

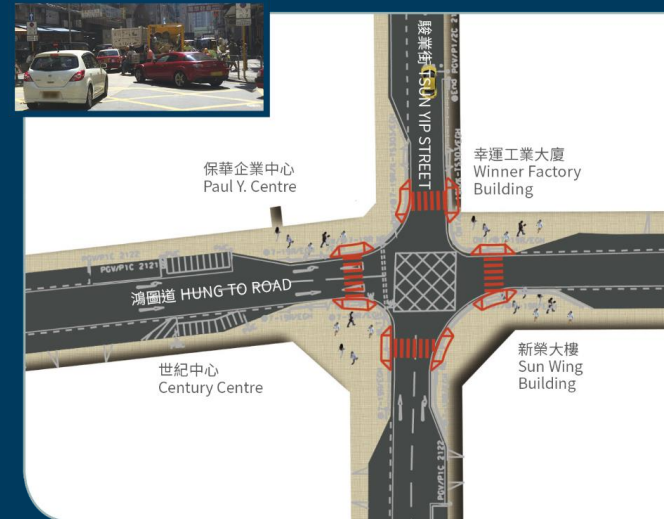


- 中、長期改善建議
Medium and Long-term Improvement Proposals
- 後巷試點
Pilot Alleys
- 建議行人天橋 / 隧道
Proposed Footbridges / Subways
- 建議經大廈的 24 小時無障礙行人通道
Proposed 24-hour Barrier-free Passageways through Buildings

2. Facelift Tsun Yip Lane

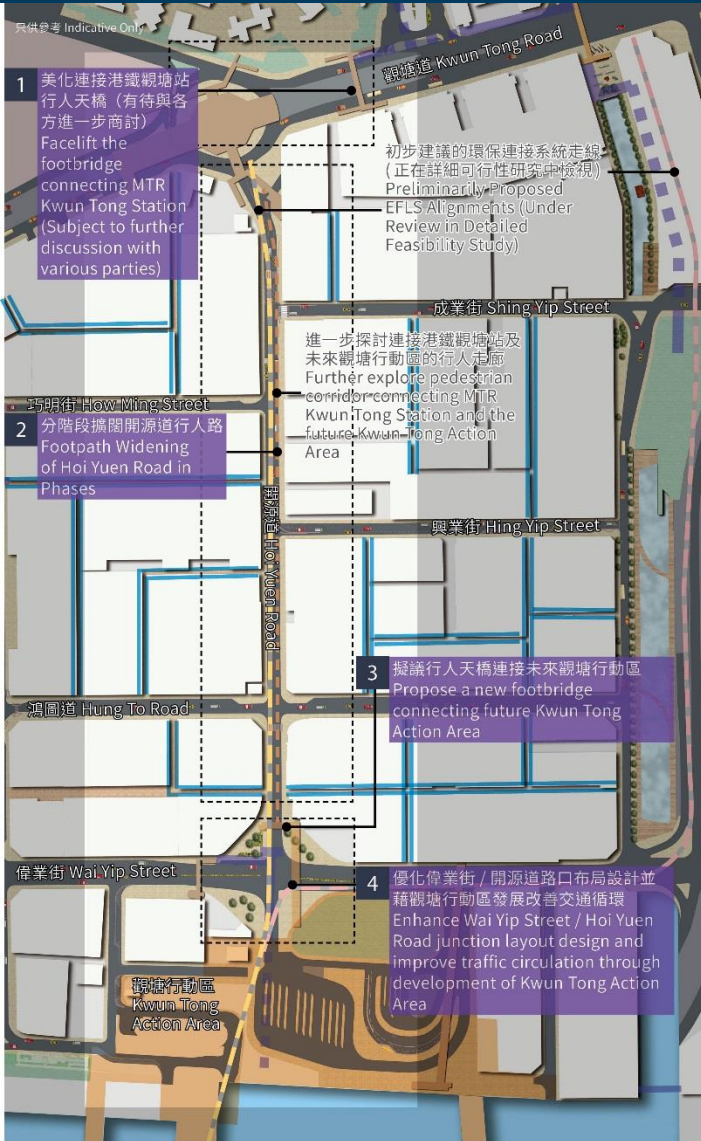


Enhancement of Hung To Road / Tsun Yip Street to Traffic Signal Control Pedestrian Crossing

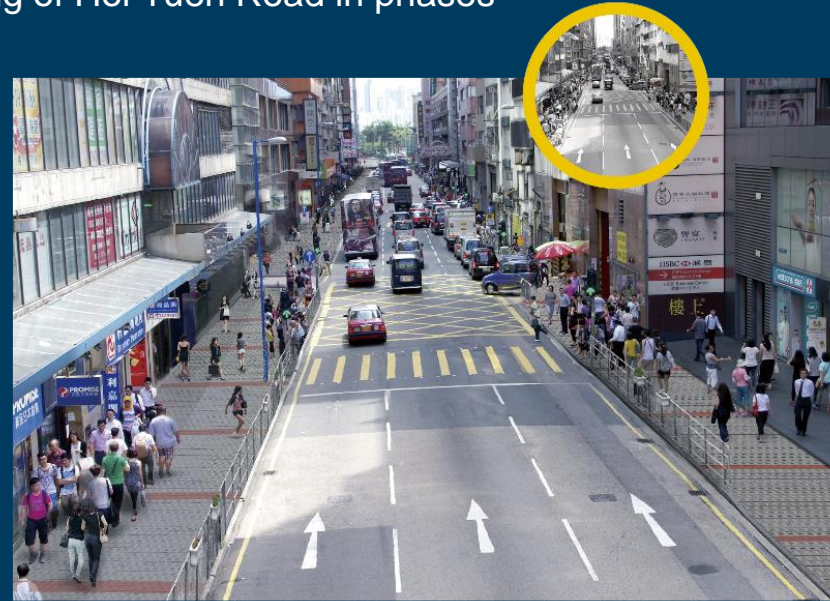


Hoi Yuen Link

2. Footpath widening of Hoi Yuen Road in phases



- 中、長期改善建議
Medium and Long-term Improvement Proposals
- 建議行人天橋 / 隧道
Proposed Footbridges / Subways
- 建議經大廈的 24 小時無障礙行人通道
Proposed 24-hour Barrier-free Passageways through Buildings
- 後巷試點
Pilot Alleys

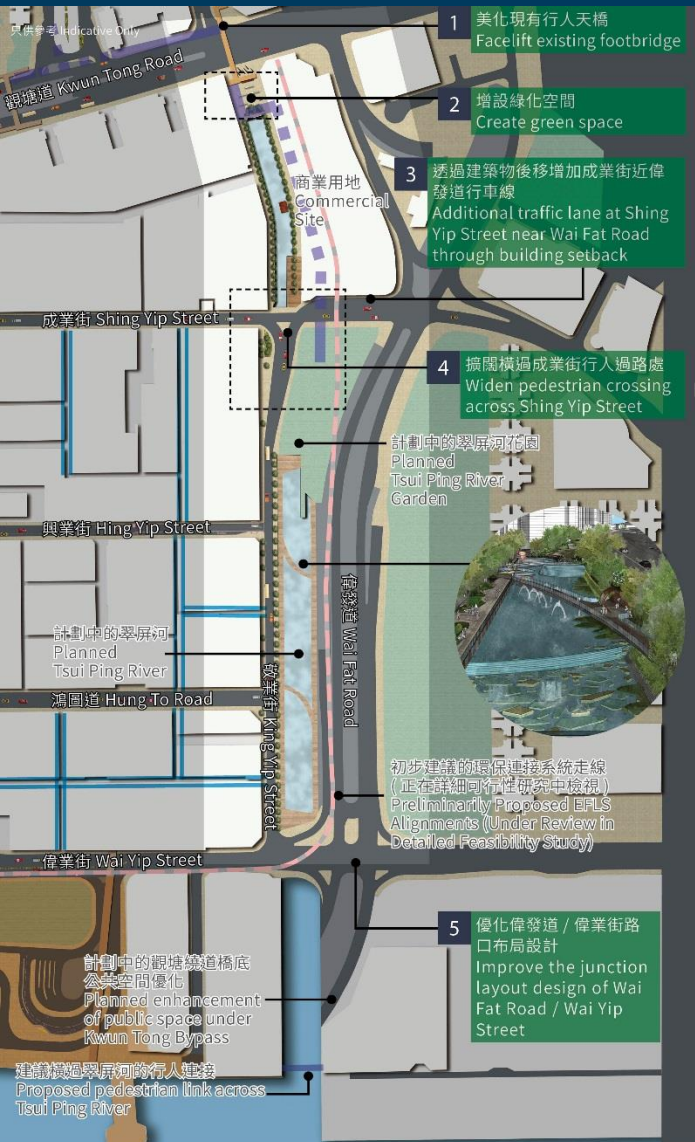


探討將偉業街 / 開源道迴旋處的交通分流到周邊路口
Explore the diversion of traffic at Wai Yip Street / Hoi Yuen Road roundabout to adjacent junctions



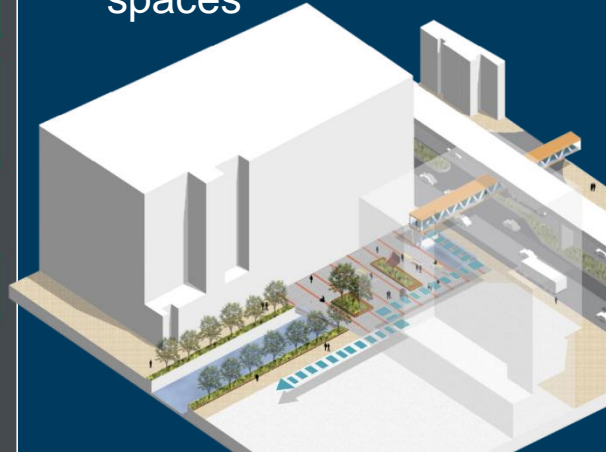
4. Enhance Wai Yip Street / Hoi Yuen Road junction layout design and improve traffic circulation through redevelopment of Kwun Tong Action Area

King Yip Link



- 中、長期改善建議
Medium and Long-term Improvement Proposals
- 後巷試點
Pilot Alleys
- 建議行人天橋 / 隧道
Proposed Footbridges / Subways
- 建議經大廈的 24 小時無障礙行人通道
Proposed 24-hour Barrier-free Passageways through Buildings

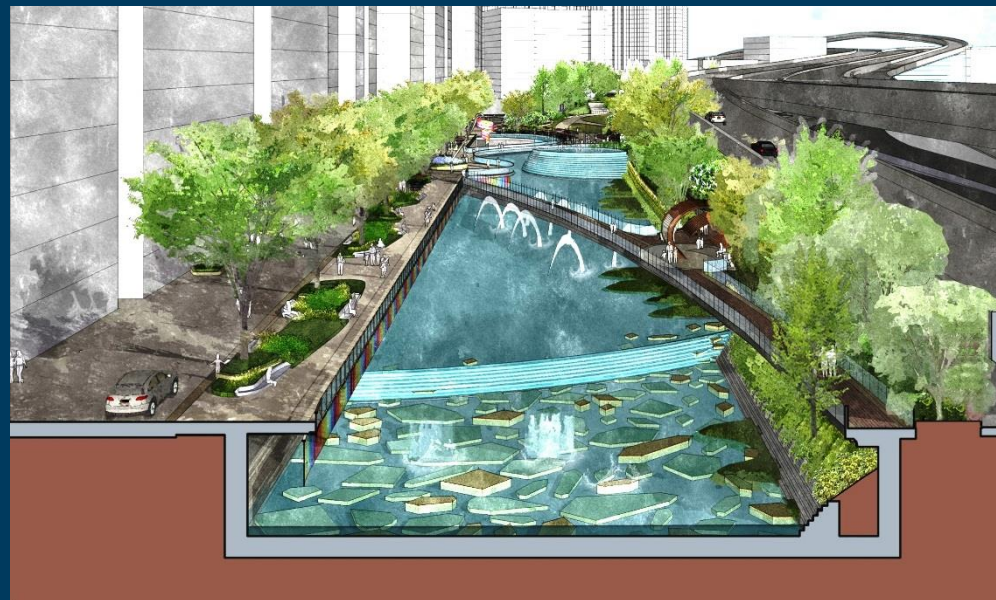
2. Create green spaces



Planned Tsui Ping River Garden



Planned Tsui Ping River

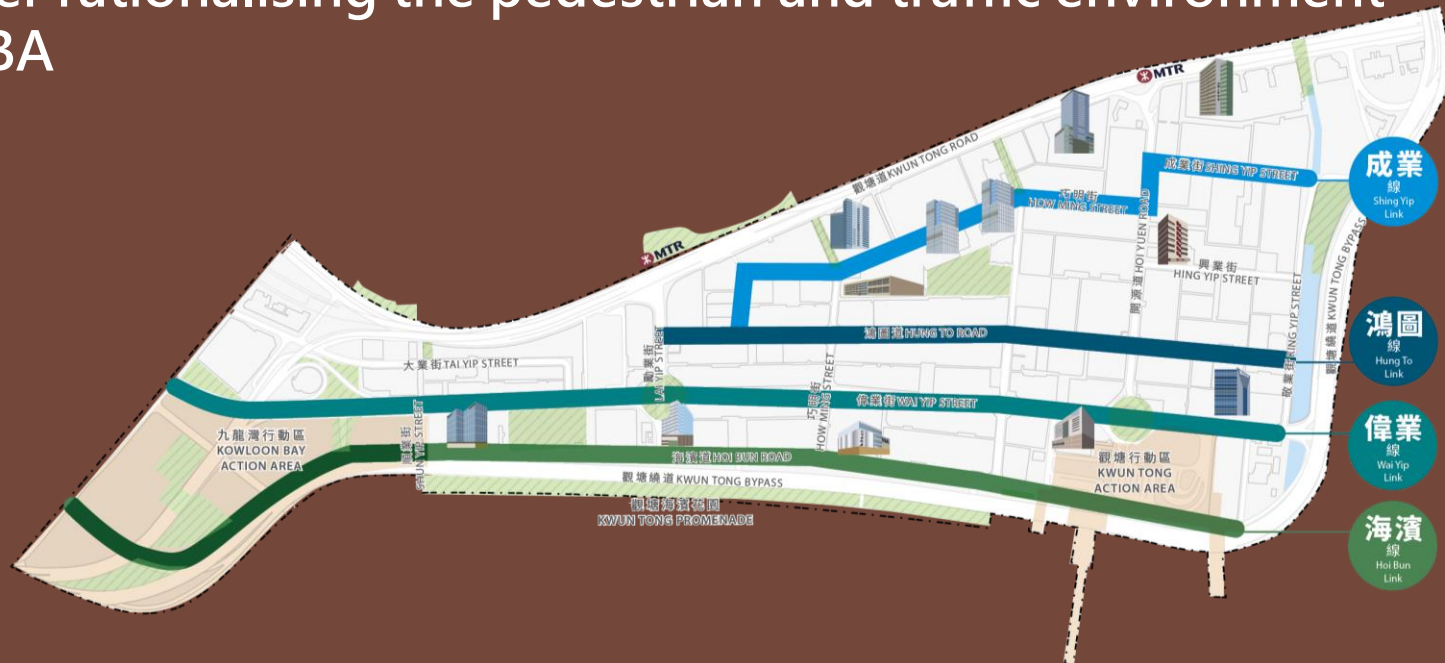


Major East-West Corridors

Four Major East-West Corridors:

- Shing Yip Link
- Hung To Link
- Wai Yip Link
- Hoi Bun Link

✓ Further rationalising the pedestrian and traffic environment in KTBA



- Explore the Application of Information Technology to Rationalise Loading/Unloading Activities
- Improve Kerbside Parking and Streetscape Greening through Redevelopment
- Extend Greening along Median Strips through Tsui Ping River Project
- Strengthen Connectivity between Future Kowloon Bay and Kwun Tong Action Areas

Back Alleys Project @ Kowloon East



We propose the following stage 2 improvement works:



Paving with paving blocks



Installing signs to manage vehicular access



Providing pedestrian facilities



Introducing public art elements



Providing more directional signage and investigate the addition of lighting

Way Forward



Way Forward

1. Flexible Use of Goods Vehicle Loading/ Unloading Bays
2. Build Green Transportation Hub
3. Review Parking Demand in Kowloon East
4. Promote Smart City Initiatives
5. Facilitate Provision of Pedestrian Link by the Private Sector
6. Investigate Extension of Cycle Track Network



Q&A

