☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Submission Number:
TPB/R/S/K14N/16-S001

From:	Kowloon Greenway [redacted]
Sent:	2025-08-22 星期五 12:04:59
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject:	就觀塘（北部）分區計劃大綱草圖（擬定圖則編號 S/K14N/16）作出申述
Attachment:	20250711_Ma Yau Tong Station Cycleway_002_U R.pdf

城市規劃委員會：

就觀塘（北部）分區計劃大綱草圖（擬定圖則編號 S/K14N/16）作出申述

申述人全名：Yip Sui Yu
身份證首四位：[redacted]

本人就標題所示之大綱草圖提出申述。

本人了解規劃申請文件中有關建築物佈局僅供參考之用，並不全面約束未來土地擁有人的發展次序與建築物與空間佈局。在此前提下，**本人支持有關提議修訂項目「A」。**

本人了解，有關地盤將用於發展「東九龍智慧綠色大眾運輸系統」（東九捷運）、馬游塘捷運站、捷運車廠及上蓋發展項目。規劃申請文件提及擬議的行人通道，以連接「大上托社區」（安達臣道石礦場用地）安愉道及有關兩個地盤（「北面地盤」及「主地盤」）。**本人支持有關行人連接的目標，並希望局方在下一步將目標提高，造福更多居民。**

得悉捷運項目尚在初步階段，有關土地開發權限尚未清晰（即未知如何參考現有鐵路物業發展模式），值得把握這難得時機提早部署。**期望規劃部門與有關各大政府部門攜手**，透過經營權條款、土地契約、專屬立法條文等任何適用的文書，**為未來捷運營運商、土地擁有者及物業發展商制訂行人與單車連接通道的框架**，以鼓勵及引導其提供最直接而最優質的行人及單車通道及設施。

故此，本人月前向路政署提交「馬游塘捷運站活躍出行通道設計建議」，圖文並茂介紹如何為行人及單車連接方案訂立更高標準。特此將建議書以**附件**形式提交至城市規劃委員會，附加以下的理據，以表達對以上範疇的關注和期盼。

此細緻動作將帶來莫大效益，背後理據如下：

1. 為發展地盤及「大上托社區」（安達臣道石礦場用地）居民締造完整的 15 分鐘生活圈

本人建議的行人及單車通道，配合停泊及輔助設施，將現有數公里單車徑網絡與馬游塘捷運站月台之間僅餘的「鴻溝」水平距離，由 250 米收窄至 50 米以內，提供媲美新市鎮和新發展區單車轉乘公共交通的高效配套方案。此舉已有先例可循，更有政策支持（下述），可幫助市民節省步行或「推單車」所需時間，改善社區單車出行體驗。當區人口約為三萬，受惠日常人口有望數以千計，加上潛在以單車作休閒活動的遊客，受眾廣泛。單車徑的「鴻溝」幅度，將直接影響其網絡的暢達性與吸引力，間接影響捷運覆蓋範圍、營運收益與可持續程度。東九捷運的其他車站月台範圍同樣遠離單車徑，但因無法加建建築物，條件不如馬游塘捷運站得天獨厚。

行人通道方面，安愉道至馬游塘捷運站的行人通道應寬闊直接，視覺通透，清晰易明，避免曲折狹窄的通道設計，以求最佳步行體驗，鼓勵市民步行，協助保持社區的道路交通系統持續暢順。

2. 完美配合《交通運輸策略性研究》目標

馬游塘捷運站鄰近將軍澳隧道巴士站，若能加上單車徑終點及配套，聚集各方人流，將具備條件成為新一代「運輸交匯樞紐」的原形或參考例子之一，幫助其他同類項目更精準達成有關政策及規劃目標。

3. 配合建築物設計，可帶來多重效益

有關行人及單車通道可配合商業零售空間、社區設施、公共空間等，集中一處一併發展，匯聚人氣，為社區及市場帶來最大價值。規劃文件所指之 outdoor communal space 亦可於水平基準面以上 165-171 米之間的高度範圍設置，與行人及單車通道範圍融合甚至重疊。公共空間的有蓋面積比例，可視乎建築物詳細佈局和設計而定。

4. 此地盤不具備「傳統市區」對單車出行的環境限制

雖然地盤大部分位處觀塘區，但地盤的條件與現有市區完全不同，值得被視為例外，原因如下：
一：該地盤未曾經歷現代建築物發展，很大可能被定義為「新發展地盤」（Virgin site），妥善設計已能避免公共空間狹窄擠迫的情況。
二：地盤內的行人及單車通道很大可能將與道路分隔，路旁上落客貨活動及與汽車交通的潛在衝突均不適用於本項目。
三：地勢所限，單車通道的終點就在地盤內，必然與九龍其他部分以垂直運輸系統分隔，不受市區道路環境干擾。步行出入及使用升降機屬於正常做法，管理層面亦容易執行。

規劃大綱草圖說明書內提及「大上托社區」內有單車徑，屬於區內道路系統的一部分，僅需伸入地盤即告完整。作為新發展區的一部分及延伸，「北面地盤」及「主地盤」應被視為「位於市區的新發展區」（與啟德發展區類近），甚至不必受「市區」定義及區議會界線局限，制約單車設施發展。

5. 設計有大量彈性，限制及代價有限

縱然需要以高密度發展容納大量人口，但平台空間尚有大量設計彈性。以「北面地盤」作例子，即使按照規劃申請文件中「北面地盤」的平台與停車場佈局興建，有關樓層高度及車輛通道輪廓亦可交由未來設計者微調，以容納行人及單車通道。

而有關設施涉及的樓面面積及地積比率，亦視乎未來捷運營運商於土地開發的角色和權利、詳細設計，以及複雜地勢內「地盤水平」或地面高度的仔細定義。而作為捷運站出口的延伸，行人及單車通道的多少部分應納入捷運系統範圍，亦是計算因素。在眾多變數之下，為發展商提供行人及單車連接的基本框架，再由發展商按實際情況安排設計及建造，將會是理想的做法。

謹此感謝各委員撥冗閱讀以上建議及附件，盼望有助深化有關討論。

祝

鈞安

市民
葉先生上

馬游塘捷運站
活躍出行通道設計建議

Proposal for Active Mobility Pathway Design for Ma Yau Tong Transit Station

就「東九龍智慧綠色大眾運輸系統」之跟進建議
Suggestions on the "Smart and Green Mass Transit System in East Kowloon"

2025.07.11

九龍綠色通道
KOWLOON GREENWAY

建議摘要
Suggestion Digest

- 就東九龍智慧綠色集體運輸系統（「東九龍綫」）馬游塘站及車廠上蓋物業發展，建議考慮引入行人與單車連接框架。
  For the proposed Ma Yau Tong Station of the Smart and Green Mass Transit System in East Kowloon ("East Kowloon Line") as well as the topside property development above the depot, this is the suggestion to provide a framework for walking and cycling connections.

- 重點：
  Key points:

  1. **提供便捷及安全的公眾連接通道**，連接前安達臣石礦場發展區（「大上托社區」）等目的地
     Provide convenient and safe public connections to the former Anderson Road Quarry Site ("Tai Sheung Tok Community") and more destinations
  2. 善用地勢，**優雅融合連接通道和建築物**
     Utilize the topography and **elegantly integrate connections into the buildings**
  3. 提供**單車匯合中心**，包括單車泊位
     Provide **cycling hub** including bicycle parking
  4. 確保**服務質素至少與現有鐵路看齊**，甚至更優質
     Ensure **comparable or better transit service quality** than the existing ones

- 建議透過經營權條款、土地契約、專屬立法條文等任何適用的文書，為捷運營運商及物業發展商制訂以上框架。
  It is recommended to include the above-mentioned framework through franchise, land lease, legislation or any other applicable instruments with the potential transit operator and property developer.

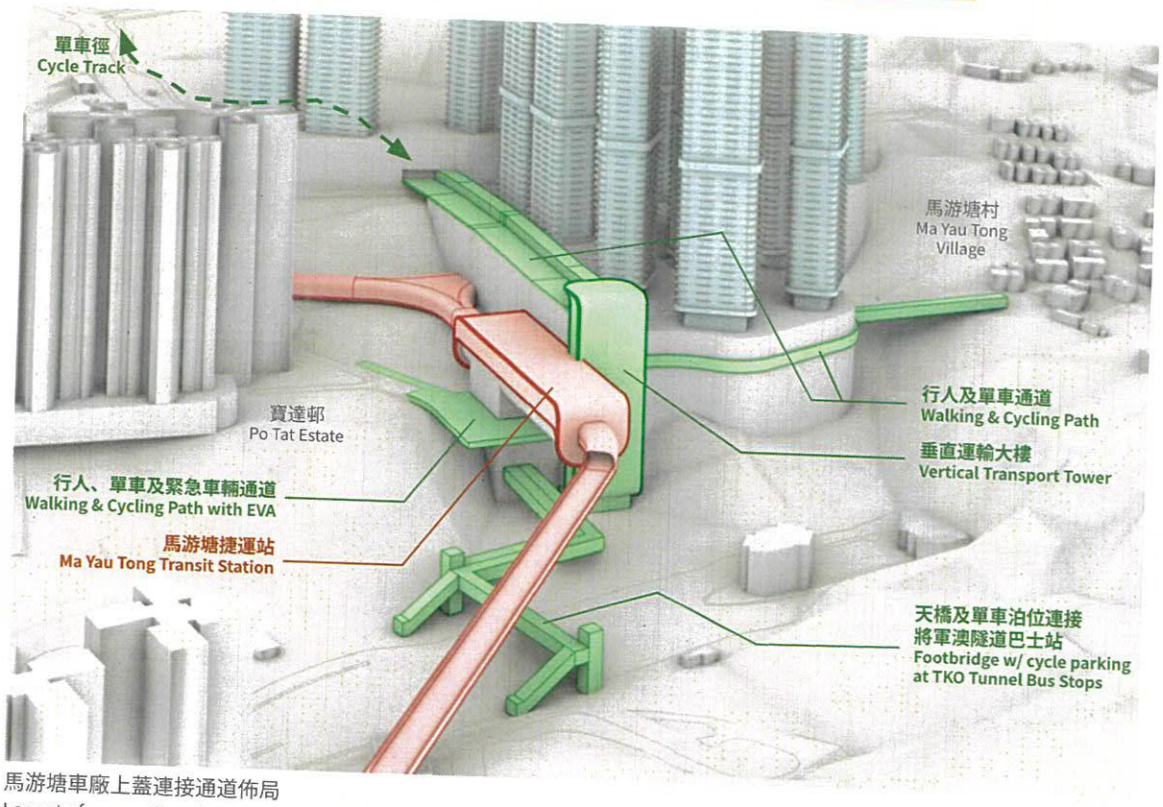
[redacted]

計劃重點 1
Key Features

提供便捷及安全的公眾連接通道
Provide convenient and safe public connections

- 建議現有單車徑向山下延伸至捷運站，鼓勵市民採用活躍出行作為首尾程交通模式。
- 安愉道入口應視乎情況，設過路處或附帶斜道的隧道。
- 捷運站建築物分別與寶達邨和馬游塘村高度相近，可透過行人及單車通道連接。
- 將軍澳隧道口應加設行人天橋至西行方向巴士站，縮短步行距離。
- 以垂直運輸立體連接各層通道，四通八達。
- 安排全日開放，服務任何時間的使用者。

- Extend the existing cycle track downhill to the transit station, to encourage people's use of active mobility as the first/last mile journey.
- Provide at-grade crossing or subway with ramps across On Yu Road.
- Walking and cycling connections can be provided to reach Po Tat Estate and Ma Yau Tong Village as they are at similar altitudes as the depot building structure.
- Add a footbridge to reach the westbound bus stop outside the TKO Tunnel to shorten the walking distance.
- Establish 3D connections through vertical transport.
- Open all day to serve users at any time of the day.



馬游塘車廠上蓋連接通道佈局
Layout of connections in the topside development of Ma Yau Tong Depot

[redacted]

計劃重點 1
Key Features

單車通道設計及管理
Design and management of cycleway

- 將單車通道終點設於捷運站大堂一分鐘步程以內（即約50米），或月台起計三分鐘步程以內。
- 以專用單車徑最為理想，以確保與行人路妥善分隔。
- 單車徑應闊4米以上；若採用共享徑，應闊7-10米。
- 通道斜道以4%為上限。
- 應一併設計和建設單車通道與行人通道，確保通道寬敞暢通，視野清晰，避免急彎、路口及行人過路處，免生碰撞危險，減少將單車通道斷開的需要。

- Finish the cycle track within 1 minutes' walk (i.e. about 50 metres) from the concourse of the rapid transit station or within 3 minute's walk from the platform start.
- Dedicated cycle tracks are ideal to ensure proper separation from the footpath.
- Cycle tracks should be a minimum of 4 m wide and 7-10 m wide if shared paths are used.
- Maximum of 4% for incline access.
- The cycleway should be designed and constructed in conjunction with pedestrian access, and ensure the path is wide and clear, avoid sharp bends, junctions and pedestrian crossings, to avoid collision hazards and reduce the need to break up the cycleway.

沙田單車徑 – ***建議避免急彎***
Cycle track in Sha Tin – ***No sharp turns recommended***
https://cdn.hk01.com/di/media/images/dw/20250306/974324125029896192028657.jpeg/UYxU_QyPY98MJkfbKcqUP28djTLrEodLfrJj6FuyY-g

將軍澳行人及單車天橋
A walking and cycling bridge in Tseung Kwan O
https://cdn.hk01.com/di/media/images/dw/20221209/677960620405952512849756.jpeg/HgoP8hXoE6cRjnMTWvDkIDWW5cEVKZ0ANqPelhyj3iI?v=w1920

深圳 Kaledo 商場 – ***建議增加闊度***
Kaledo, Shenzhen – ***Wider path recommended***
https://www.ourchinastory.com/images/content/shenzhen/2024/11/南山新商場Kaledo_x2.jpg

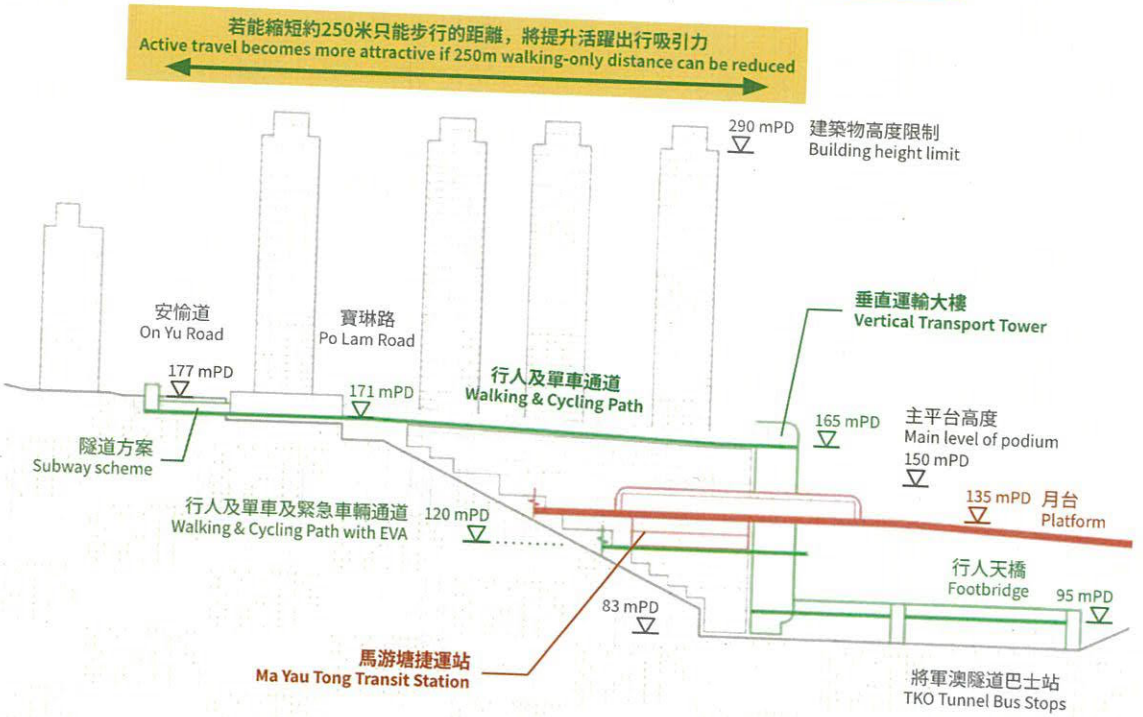
雷蒙捷運站行人及單車天橋
Redmond Technology Station walking and cycling bridge
https://www.hntb.com/wp-content/uploads/2024/07/RTS-Pedestrian-Bridge.jpg

[redacted]

[redacted]

計劃重點 1
Key Features

概念佈局（非按比例）
Concept layout (not to scale)



側面圖（非按比例）
Profile (not to scale)

[redacted]

計劃重點 2
Key Features

優雅融合連接通道和建築物
Elegantly integrate connections into the buildings

- 地盤地面高差甚大，垂直跨度 90 米，覆蓋大片山坡。建築設計可介入地形，以不同角度的開揚景觀，突顯山城多層空間的活力和氣勢。
- 這是重要的挑戰和機會，以優質的公交樞紐、垂直運輸和城市設計，成為讓全世界羨慕的現代公共運輸導向型發展（TOD）案例。

- The site has a large elevation difference, with a vertical span of 90m and covers a vast area of slope. By assigning multiple angles of open views, architectural interventions can be done with the site topography to emphasize the vibrant and dynamic multi-level spatial experience in this hilly town.
- This is a vital challenge and opportunity to deliver a world-leading example of modern transit-oriented development (TOD) with high quality transit hubs, vertical transport and urban design.

馬游塘車廠上蓋「空中街道」設計效果
Design impression of the "Street in the Sky" in the topside development of Ma Yau Tong Depot

[redacted]

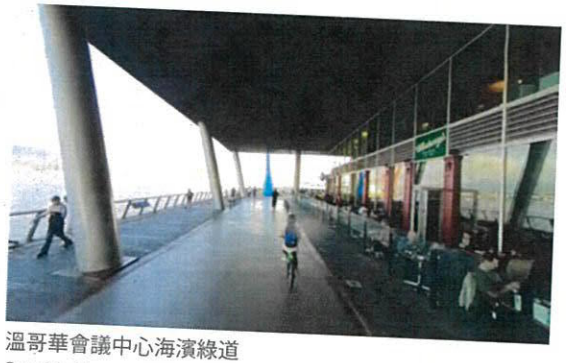
計劃重點 2
Key Features

與建築物良性互動
Positive interactions with buildings

- 善用地勢，以空中長廊、室內、隧道與建築物天台花園的組合營造行人及單車通道環境。
- 有蓋空間遮陽擋雨，能管理天氣對活躍出行的影響。
- 應為天台空間引入「空中街道」概念，以一列商店聚集人氣，並成為下方商場及公共設施建築的一部分。
- 北面地盤（寶琳路以北）只需進行少量土地平整即可提供室內公共連接通道。

- Utilize the topography to build an environment for walking and cycling using the combination of sky corridors, indoors, tunnels and rooftop gardens of buildings.
- Apply covers and shades to protect users from the sun and rain, and manage the effects of weather on active travel.
- Introduce the "Sky Street" concept with a line of shops to gain popularity, and form part of the shopping and utility building below.
- The site north of Po Lam Road only requires minimal land formation to accommodate an indoor public connection.

香港科技大學賽馬會 i-Village
i-Village, HKUST
https://www.leighorange.com/wp-content/uploads/2021/02/18078-HKUST_02-2000x946.jpg



溫哥華會議中心海濱綠道
Seaside Greenway at Vancouver Convention Centre
https://maps.app.goo.gl/io7iLM9nMFHAuyub8

重慶魁星樓廣場
Kuixing Building rooftop plaza, Chongqing
https://pic1.zhimg.com/v2-d3044b100159d8913a3fe9a3663a0ed8_r.jpg

本頓維商場單車通道
Cycleway at Ledger, Bentonville
https://wlburks.com/wp-content/uploads/2022/03/ramp-01-768x547.jpg

[redacted]

計劃重點 3
Key Features

單車匯合中心
Cycling Hub

- 建議在單車通道終點設置，盡量全日開放：
  1. 室內單車停泊處（1000以上泊位，配備保安系統）
  2. 洗手間及更衣室
  3. 單車服務設施（如維修站及店舖）
  4. 預留空間給予有樁或無樁式共享單車停泊服務
  5. 休憩設施及聚集空間
- 不少港鐵站出口鄰近單車徑終點和泊位，可供參考。
- 應盡量減少急彎和不必要的「推單車」步行範圍。

- Provide the cycling hub where the cycleway ends, and make it open all day as far as possible:
  1. indoor cycle parking area (more than 1000 parking spaces with security system)
  2. toilets and changing rooms
  3. bicycle service facilities (e.g. repair stations and shops)
  4. space reserved for docked or dockless bicycle parking
  5. sitting-out facilities and gathering space
- Many MTR station exits are close to cycle track end points and parking spaces, which can be taken as reference.
- Sharp bends and unnecessary "dismount" walking sections should be minimized.

上水單車匯合中心
Sheung Shui Cycling Entry/Exit Hub
https://images.ctfassets.net/u4wepdl9zw5p/pgildm5QzaC1sWauAGvJS/dbd18dc5c462d00c2a18f2112924b6fe/DSC02462.jpg

阿姆斯特丹水下單車停泊處
Underwater bicycle park in Amsterdam
https://static.dezeen.com/uploads/2023/10/ijboulevard-venhoevencs-bike-facility-amsterdam_dezeen_2364_col_11-1704x1278.jpg

大圍站 A 出口外單車泊位
Cycle parking outside Exit A of Tai Wai Station
https://upload.wikimedia.org/wikipedia/commons/6/69/Tai_Wai_Station_2021_03_part7.jpg

蘇黎世火車站單車隧道及停泊處入口
Stadttunnel and entry to cycle parking, Zurich
https://urbanbike.news/wp-content/uploads/2025/05/Zuerich-Velotunnel-1.jpg

[redacted]

[redacted]

[redacted]

計劃重點 Key Features 4

服務質素至少與現有鐵路看齊
Comparable or better transit service quality

- 確保「東九龍綫」容許乘客攜帶單車登上列車，與港鐵規定一致或更單車友善。
- 確保「東九龍綫」及連接通道系統故障或出現事故時，能夠安排臨時替代接駁服務，以示韌性。
- 服務狀況通知除涵蓋捷運系統外，亦應包括行人及單車通道擠塞情況，以及升降機等垂直運輸系統的狀況。

- Ensure that passengers can carry bicycles onboard, under consistent or more bike-friendly management than the MTR.
- Ensure that, in case of failure or incident of the "East Kowloon Line" and its connections, temporary transport service can be arranged to achieve the resilience.
- For any service status notification system, include not only the transit system, but also walking and cycling path conditions, and the status of vertical transport systems.

https://www.facebook.com/share/14EKdXQ44da/

https://www.vrr.de/fileadmin/_processed_/f/f/csm_fahrplanauskunft_bild_326c916a22.webp

https://static.wikia.nocookie.net/hongkongbus/images/a/af/Freemtrshuttle.jpg/revision/latest/scale-to-width-down/1000?cb=20160318182033&path-prefix=zh

觀塘月華街升降機 Lift at Yuet Wah St., Kwun Tong

https://upload.wikimedia.org/wikipedia/commons/thumb/b/bf/Lift_tower_to_Yuet_Wah_Street_2015.jpg/635px-Lift_tower_to_Yuet_Wah_Street_2015.jpg

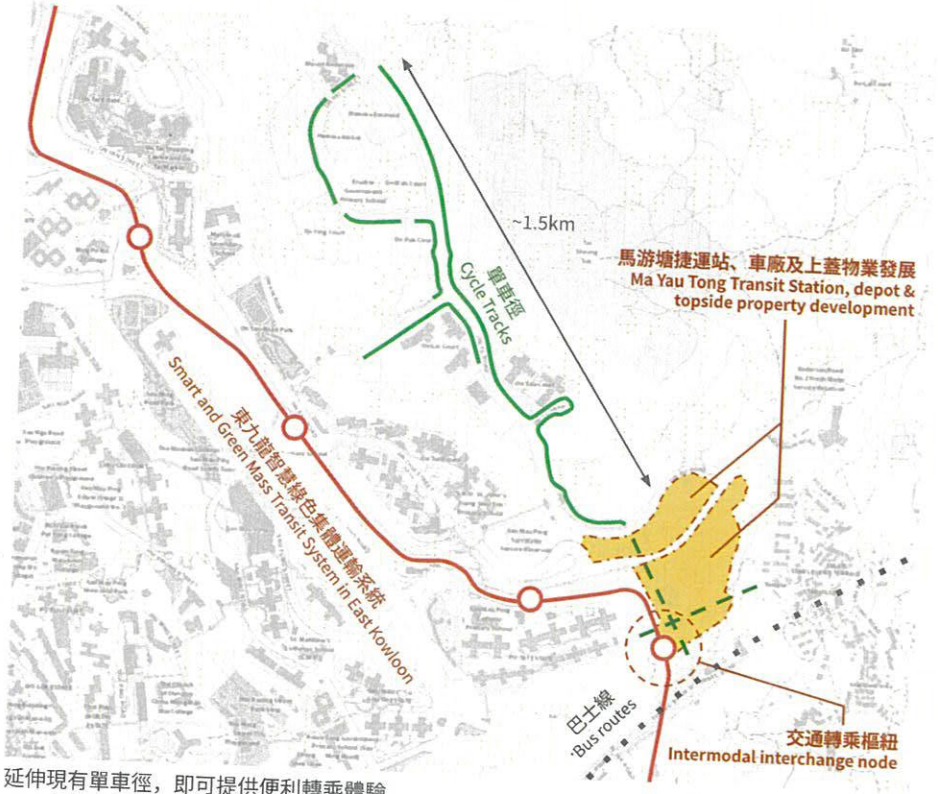
[redacted]

建議的理由
Reasons behind Proposal

1. 潛質巨大，可鼓勵活躍出行及各交通工具的轉乘
Potentials to encourage active mobility and modal interchange

《交通運輸策略性研究》為新發展區制訂單車出行作為首尾程運輸工具的目標，亦應適用於近三萬人口的「大上托社區」。若保守地套用 5% 以單車作為日常交通模式的比例，至少將涉及 1000 名居民。由馬游塘站騎單車到達「大上托社區」最遠處，即安達臣道（安愉道）巴士總站，路程約 1.5 公里，需時約 5 至 6 分鐘，地勢平坦，非常吸引。為鼓勵活躍出行作為健康而環保的運輸工具，以及善用單車徑、減少任何車輛引致的道路交通負荷，值得透過提供便捷而吸引的轉乘安排，鼓勵市民恆常使用單車。

The Traffic and Transport Strategy Study (TTSS) has set a target for cycling as a first and last mile mode of transport for the New Development Areas (NDAs), which should also apply to the "Tai Sheung Tok Community", where nearly 30,000 people will live. Applying a conservative 5% cycling as a daily modal share, over 1000 residents are expected to be cycling. The journey from Ma Yau Tong Station to the Anderson Road Quarry (On Yu Road) Public Transport Terminus, the furthest point of the "Tai Sheung Tok Community", is about 1.5 km by bicycle and takes about 5 to 6 minutes. The terrain is flat and very attractive. In order to encourage active travel as a healthy and environmentally friendly mode of transport, and to optimize the use of cycle tracks to reduce road traffic burden caused by any vehicle, it is worthwhile to encourage regular use of bicycles by providing convenient and attractive interchange schemes.



延伸現有單車徑，即可提供便利轉乘體驗
Convenient intermodal interchange experience can be delivered by extending the existing cycle track

建議的理由
Reasons behind Proposal

九龍綠色通道 KOWLOON GREENWAY

2. 可善用捷運營運及發展商的能力，靈活設計和管理空間
Transit operator and property developer have the ability and flexibility in design and management, which can be utilized

雖然馬游塘站車廠地盤位於觀塘區邊緣，但作為新發展項目，而且非常接近現有單車徑網絡，應當加以善用。毋須扣泥是否由於位於市區，故不能興建單車徑。鑑於新界地區部分物業發展會以土地契約要求發展商提供單車徑及泊位，希望有關部門草擬土地契約時，以類似方式提供空間及時間表上的最低要求。然後由發展商評估市場潛力，自主優化設計以及管理模式，盡善盡美，保持靈活彈性。現時個別建築物內有單車泊車位，發展商似乎主動革新和提升體驗質素，值得欣賞和鼓勵。

Although the Ma Yau Tong depot site is situated on the edge of Kwun Tong District, its status as a new development project and proximity to the existing cycle track network present unique opportunities. The site does not need to be bound to any "no cycle track" constraint typically applied to urban areas. In the New Territories, some property developments are already required to provide cycle tracks and cycle parking spaces through land lease conditions. It is hoped that, as relevant departments draft future land leases, they will adopt a similar approach by specifying minimum requirements for space and scheduling. Developers can then assess market potential and refine the design and management models to achieve both flexibility and excellence. Notably, some buildings have demonstrated innovation and a commitment to enhancing the quality of bicycle parking, setting encouraging examples for others to follow.

西九文化區共享徑
Shared Path in West Kowloon Cultural District
https://webmedia.westkowloon.hk/artpark2-2.png?VersionId=e3DIGo7YkcB.UODpMALqRrgMskEs_nxC

AIRSIDE 商場自動單車停泊系統
Automatic Bicycle Parking System in the AIRSIDE Mall
https://www.arup.com/globalassets/images/projects/a/airside/airside-bodyjpg.jpg

釋義
Definitions

本建議中個別用辭蘊涵以下解釋：

- 「*活躍出行*」
  依靠可由人力有效推動的移動工具在城市內以普遍的速度移動，作為日常生活的一部分。例子主要包括步行、跑步、單車、滑板車等，並包括主流速度的電動移動工具。這與官方使用的「主動和綠色出行」定義相近，唯為免混淆，不包括電動車輛或「綠色運輸系統」。
- 「*活躍出行通道*」或「*通道*」
  主要讓活躍出行專用的路線，並須合乎個別設計要求。
- 「單車通道」
  所有指定容許單車使用的路徑。
- 「單車徑」
  與官方及法律定義大致相同，並唯不包括與行人或機動車輛共用的路徑。
- 「行人通道」
  行人專用的路徑。
- 「*共享徑*」
  除單車徑及行人通道之外，容許單車及行人全面共用的路徑。如有劃線分隔路權，即不符此定義。

Specific terms used in this proposal are explained as follows:

- "Active mobility"
  Movement within a city as part of daily life, at a common speed, relying on a moving tool that can be efficiently propelled by human power. Examples cover mainly walking, running, cycling, scooters, etc., and include electric powered moving tool at common speeds. This is similar to "active and green transport modes" suggested by officials, but to avoid confusion, electric vehicles and "Green Transit Systems" are not included.
- "Active mobility pathway" or "pathway"
  Routes that are primarily dedicated to active mobility and are subject to particular design requirements.
- "Cycleway"
  All the paths designated to allow cycling.
- "Cycle track"
  Broadly the same as the official and legal definitions and does not include paths shared with pedestrians or motorised vehicles.
- "Footpath"
  Dedicated path for pedestrians.
- "Shared path"
  A path, other than cycle tracks and footpaths, which is fully shared by cyclists and pedestrians. Where there are delineated rights of way, they do not meet this definition.

[redacted]