

附錄
建議政府採用的街道設計 示意圖集



我們建議的街道設計方針和標準

我們根據本港現時的道路設計標準，建議政府為各道路類型確立清晰的功能定位，並採用相應的人本街道設計方針。

主要道路：繞道功能、運載效率最大化

- 主要道路為連接市鎮之間、或環繞已建區外圍的道路，發揮繞道的運輸功能；場所功能普遍較低
- 盡量人車分隔（天橋/隧道）以去除潛在危險因素
- 建議標配為公共交通優先走廊，善用路面空間



區域道路與地區道路：社區節點、平衡人車需求

- 次要道路連接已建區內樓宇。作為社區脈絡、場所功能普遍較高，需兼顧車輛通行/公共空間需求。
- 人車不能避免交雜、過路需求較頻繁，故以交通緩行設計引導低速駕駛、達致容錯環境
- 讓行人容易過路、單車出行愜意安心，營造社區幸福感



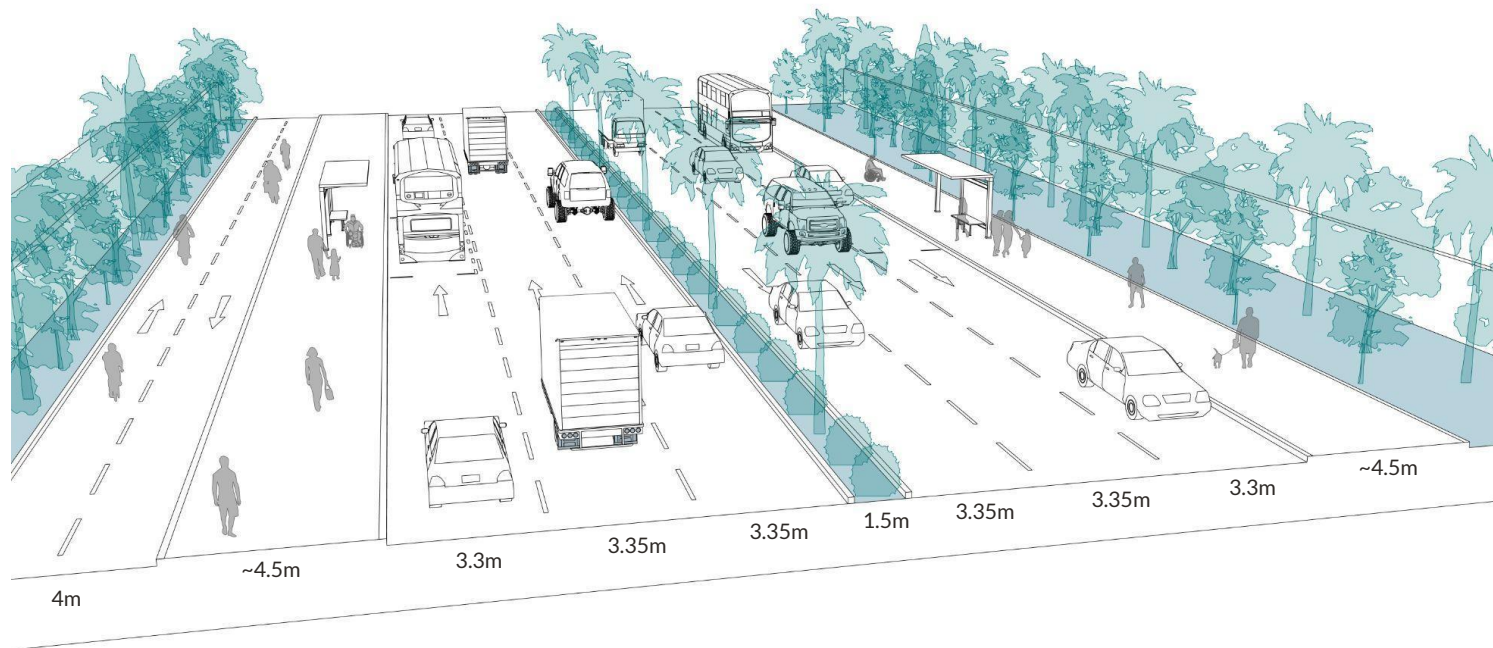
主要道路
Primary Distributor

主要道路
Primary Distributor

現時標準
Existing Standard

設計速度/
限速

50



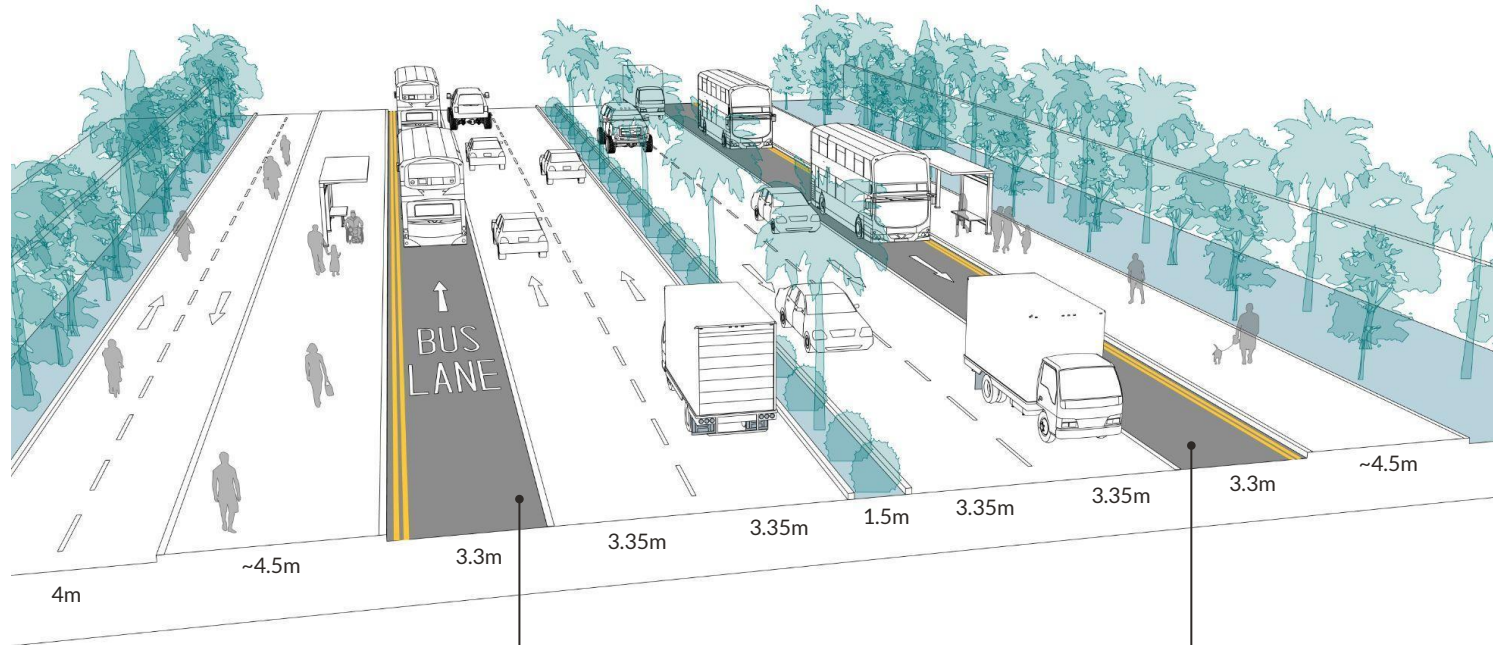
主要道路
Primary Distributor

建議標準
Proposed Standard

原則：定位為公共交通優先走廊
將其人均運載效率最大化

設計速度/
限速

50



把路旁行車綫標配為公共交通專用綫
保障巴士/小巴的服務穩定性

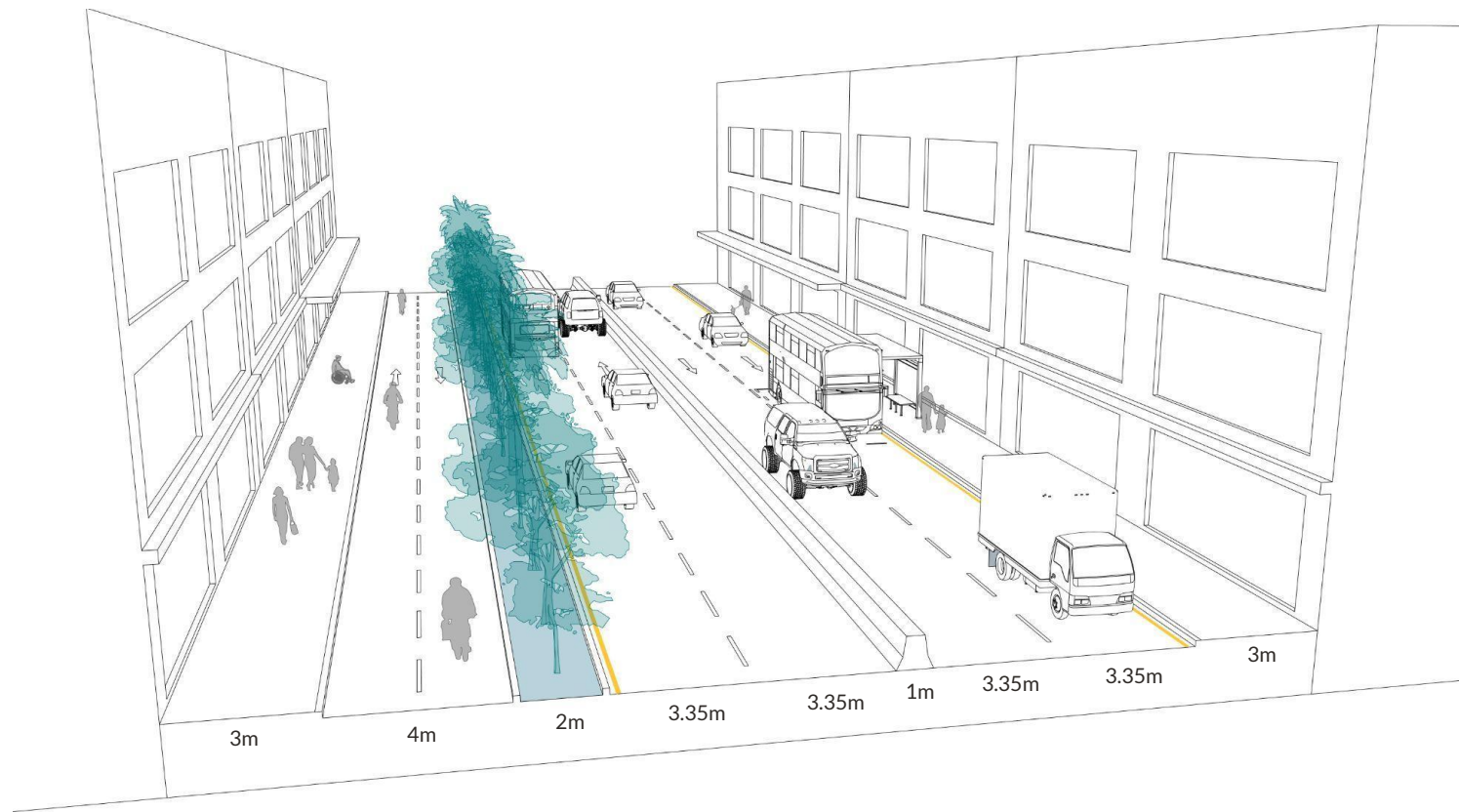
區域道路
District Distributor

區域道路
District Distributor

現時標準
Existing Standard

設計速度/
限速

50



建議標準

**原則：盡量限縮道路空間
創造人本環境**

設計速度/
限速

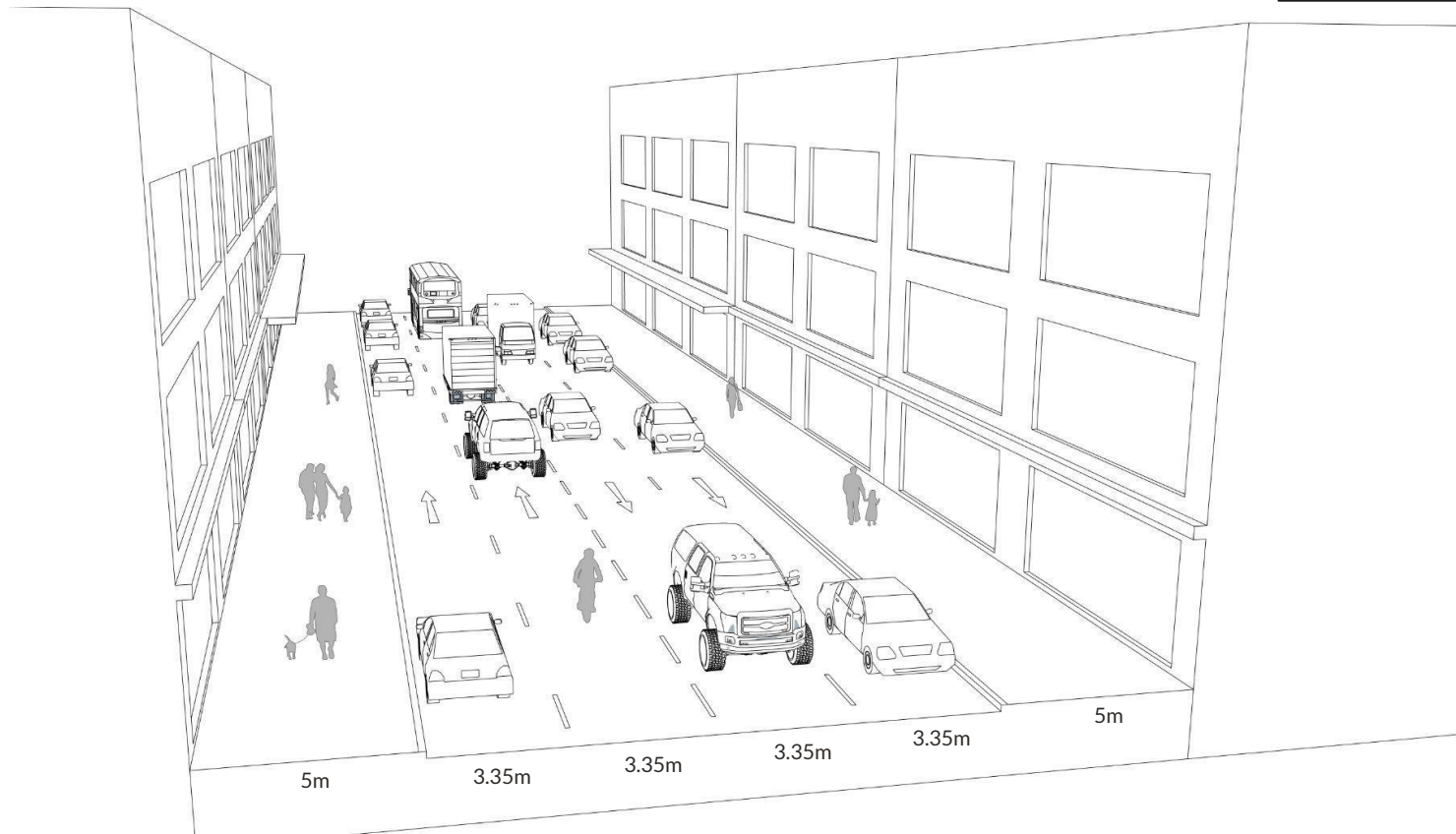
地區道路
Local Distributor

地區道路
Local Distributor

現時標準
Existing Standard

設計速度/
限速

50



地區道路

Local Distributor

建議標準（一般情況）

Proposed Standard (Typical Case)

原則：理順路旁空間分配
車輛低速行人易行

設計速度/
限速

30

設置單車徑
並採用單向設計
對面則設相反方向

頻密設置行人輔助綫
並標配減速平台
(行車綫及單車徑)

提供指定泊車位或上落貨位

於路旁停泊空間完結處將行人路外擴
防止行人/司機視線受阻

~2.5m
(根據場所功能而定)

2m

1.5m

收窄行車綫

3.1m

3.1m

1.5m

2m

~5m

(根據場所功能而定)

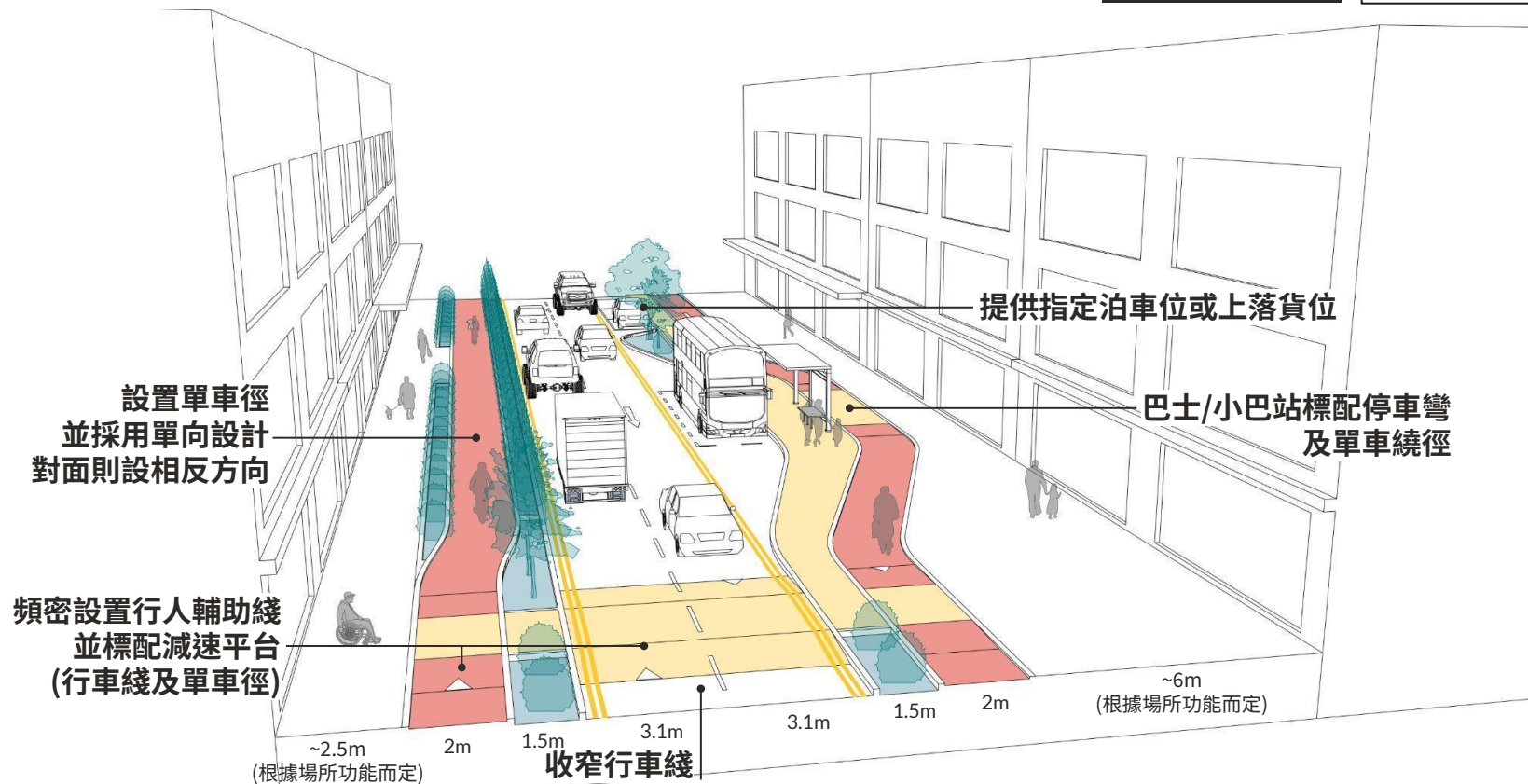
地區道路
Local Distributor

建議標準 (有公共交通站點之情況) Proposed Standard (With Public Transport Stop)

原則：理順路旁空間分配
車輛低速行人易行

設計速度/
限速

30



單車優先街道
Cycle-Priority Street

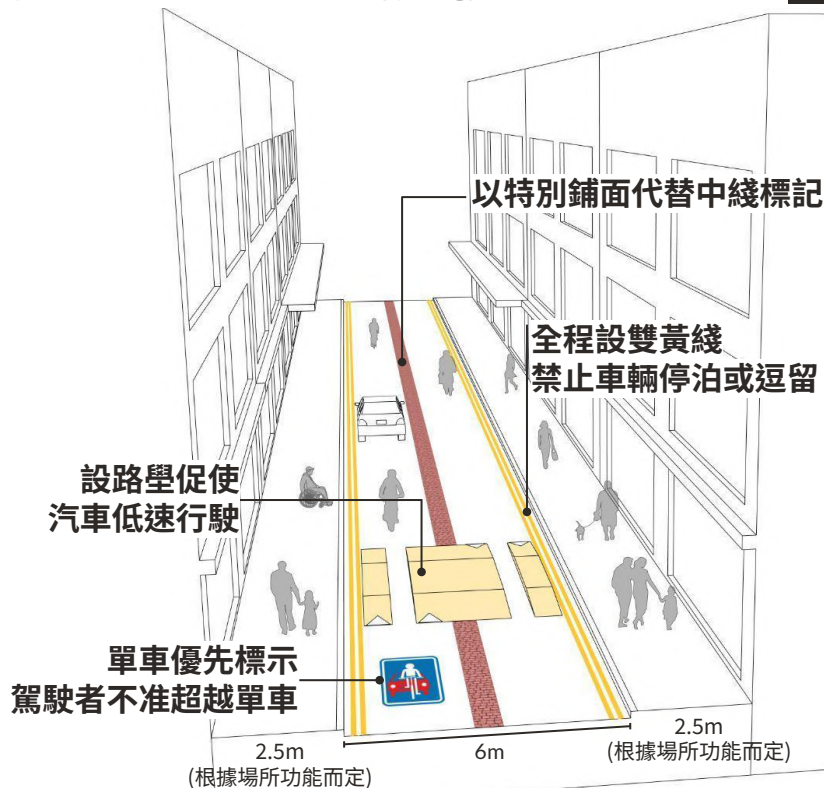
單車優先街道
Cycle-Priority Street

建議標準—新增街道類型

Proposed Standard (New Street Typology)

原則：營造單車優先環境
「Cars are guests」

設計速度/
限速



解說：單車徑應採用單向抑或雙向設計？

一般而言，在路口頻密的街道環境中，在兩旁均設單向單車徑 (withflow one-way)，比起在其中一邊設雙向單車徑 (two-way) 更安全方便。此舉有以下好處：

- 駕駛者進出路口時只需留意一個方向的單車
- 對行人而言亦較直觀：像普通街道一樣，只需同時留意一個方向的來車，且更容易尋找空隙橫過單車徑
- 對單車使用者而言，亦能避免與迎面方向單車相撞的風險

然而，在較少路口或一側空間有限的路段，雙向單車徑依然是較適合的選擇。



為方便示意，圖片左右翻轉（上：荷蘭、下：丹麥）

因此，我們建議在**主要道路**沿用雙向單車徑設計；
在**區域道路**和**地區道路**則配置單向單車徑。

延伸資料

- 英國運輸部在 2020 年出版的 [《LTN 1/20 Cycle Infrastructure Design》](#) 已經將單車友善設計融入至「英式／靠左駛」的道路標準當中，值得局方參考
- 加拿大溫哥華主要公共交通機構（TransLink）在2024年出版 [《Design Guide for Bus Stops Adjacent to Cycling Infrastructure》](#) 為單車徑旁的巴士站提供設計指引，同樣值得參考

Figure 1.1: Core design principles

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
				
DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.
				
DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

街道變革

STREET RESET



街道變革 Street Reset



<https://streetresethk.org/>
info@streetresethk.org