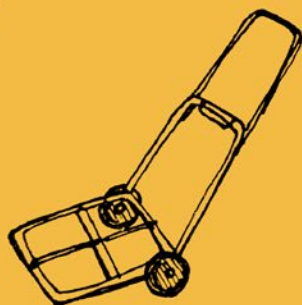
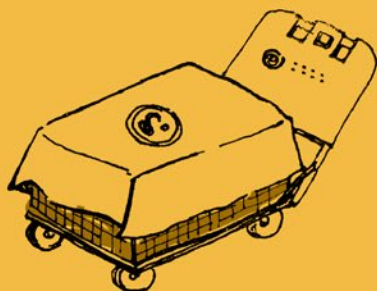
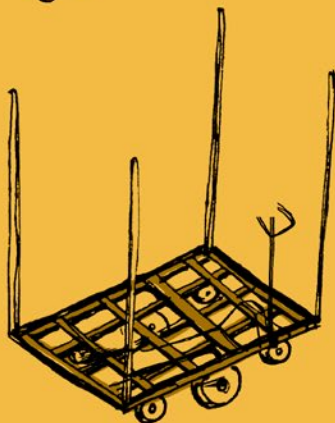


# WALKING WITH WHEELS

與輓同行

創建  
Designing HongKong  
香港



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# Introduction

The *Walking with Wheels* (WWW) initiative took off in 2017.

With the help of The Hong Kong Council of Social Services we explored the trouble faced by wheelchair users and the road design changes they prefer. Together with The University of Hong Kong, Faculty of Architecture, Department of Urban Planning and Design, we met with big and small technology companies to discuss how we can best map “wheelable” walking routes along roads, through buildings, down tunnels and over footbridges.

One of the key initiatives was to create a full map of walkable paths with wheels of Hong Kong which received the Tech Award at Walk21 Hong Kong (2016).

The University of Hong Kong, Faculty of Architecture, Department of Urban Design completed the first ever 3D pedestrian map of a Hong Kong in 2018. In December 2020, HKSAR Lands Department released the updated open-source 3D Pedestrian map of Hong Kong, a world first. The HKeMobility App for the transport Department integrates the 3D pedestrian network and queries can identify paths for walking with wheels.

A second key initiative was to investigate the potential of moving and coordinating the loading and unloading locations for goods vehicles to free up traffic. To achieve this, we needed to know more about how you can walk with wheels pushing deliveries and removing waste and recyclables. Minimizing mechanized transport for the “first mile” and “last mile” is now a focus in smart city initiatives.

Every year, interns picked up tasks to add to our knowledge. This year, photographers volunteered to create an exhibition to help us tell the story of *Walking with Wheels*.

**“When we tell our story, listeners realise they stopped noticing how people risk their lives pushing carts across roads”**

When we tell our story, listeners realise how they stopped noticing how people risk their lives pushing carts across roads; how we step around carts moving along our busy pavements; the many cleaners, recyclers, couriers, and repairmen pushing trollies; parents looking for convenient routes with baby prams; travellers scrambling with their suitcases at stairs.

**The Road Users' Code reminds handlers of handcarts and trolleys that “If you are using a large cart or the pavement is crowded or too narrow, you should use the roadway”. The same Code suggests to “Try not to push your cart along busy roads.” In most of Hong Kong's districts, both pavements and roads are busy.**

To draw attention to the challenges facing all who walk with wheels we gathered our research findings. With the help of Marcel Heijnen as curator we briefed a group of talented photographers. Their pictures shine a light on this mode of transport. This is an invitation to think how we can make it safer and more enjoyable to wheel our way through our high-density city.

**Designing Hong Kong  
September 2021**

# 前言

“Walking With Wheels”（譯名：與轆同行）計劃早於2017年啟動。

項目初期，我們得到香港社會服務聯會的幫助，探討了輪椅使用人士在日常出行中面臨的問題，以及他們理想的街道設計。隨後，我們更與香港大學城市規劃與設計學系及一些科技公司進行會晤，討論如何在道路、建築物、隧道和天橋上設計出更適合「轆友」的出行路線。其中一項發明是製造一幅可容許「轆友」步行的香港地圖，而該地圖在2016年Walk21 Hong Kong 論壇上獲得了科技獎。

香港大學建築學院城市設計系於2018年完成首張香港3D行人地圖。2020年12月，香港地政總署更新了香港3D行人地圖。運輸署的HKeMobility App整合3D行人網路，並可識別與轆同行的路徑。

第二個關鍵是，分析隨時移動的車輛和協調貨車裝卸地點，以舒緩交通的壓力。為了實現目標，我們需了解「轆友」如何清理都市垃圾和處理可回收物。減少「第一英里」和「最後一英里」的機械化運輸是智慧城市計劃的重點之一。

過去五年，創建香港的實習生展開了不同方向和層面的研究。今年，我們透過一群攝影師義工團共同開辦的一個展覽，將我們五年來的研究成果向公眾展示，幫助我們講述「轆友」們的故事。

當我們講述「轆友」的故事時，聽眾會意識到他們往往忽視了「轆友」的存在：原來城市中有一群人，他們每天冒著生命危險推著手推車橫過馬路；帶著沉重的貨物費力地在繁忙狹窄的行人道上穿插。他們當中有清潔工、回收人員、快遞員和修理工、為嬰兒車尋找方便路線的家長和在樓梯上提著行李箱的旅客。很多時候他們就在我們附近出現，但不知為何，我們對他們的處境往往不以為然，就好像他們從來不曾存在。而在政策和社會的層面，「轆友」們的權益和職業安全也從未曾獲得重視。

香港運輸署現行的《道路使用者守則》提醒手推車操作人員，

「如果你使用大型手推車，或者行人路非常擁擠或狹窄，你便應該在馬路上推動手推車。」（第二章，第21頁）

# “當我們講述「轆友」的故事時，聽眾會意識到他們往往忽視了「轆友」的存在：原來城市中有一群人，他們每天冒著生命危險推著手推車橫過馬路”

該守則亦建議

「……盡量不要在交通繁忙的道路推動手推車。」（第二章，第21頁）

事實上在香港的大部分地區，不論行人道和車行道路多數時段都非常繁忙，由此可見政府所謂的指引或建議只是紙上談兵。這些指引從未真正改善轆友面臨的出行困難和職業安全等問題，反而變相剝奪了「轆友」本應與其他交通使用者平等享有的路權。

更遺憾的是，《道路使用者守則》歷經十多年來多次版本的修改，對「轆友」這群體的指引和規定鮮有改善，而政府從來也沒有推出過任何相關的政策和法例修改，或為他們提供任何幫助。

為了令公眾能進一步了解及關注「轆友」的處境和所面臨的挑戰，我們有幸在今年舉辦是次展覽。在策展人馬亦修（Marcel Heijnen）的幫助與帶領下，一群關心社會的攝影師綜合我們五年來的研究成果，共創了這系列的攝影作品。我們希望這些藝術家的作品能夠給觀眾帶來一種衝擊和啟示，讓大眾可以跳出平日習以為常的視角和思維限制，留意到城市中那些被忽視的人與細節。我們也藉此邀請大眾一起共同思考我們如何在香港這個高密度的繁忙都市中更安全、更愉快地與轆同行。

創建香港  
2021年9月

# Walking with Wheels:

## An essential mode of transport

Carts and trolleys are an important mode of transport. They connect loading and unloading locations.

Ever traversed the city with a suitcase, trolley, cart, pram, or wheelchair? How often do you cross the path of someone who does? Walking With Wheels is an essential form of transport supporting Hong Kong's economic and social activities.

At Designing Hong Kong and the University of Hong Kong, teams of interns and researchers have documented different aspects of Walking With Wheels using photographs, videos and surveys. **They studied the uses, the users, the routes, the carts, the accidents, and possible solutions.**

Standing on footbridges, our interns counted more than one person a minute walking with wheels through the junctions below. Thousands of people are walking with wheels across our multi-layered streetscape every day transporting waste, recyclables, heavy items, suitcases, tools, prams, wheelchairs and more.

The challenges to walking with wheels are obvious. Street cleaners and recyclers are often in danger when pushing their trolleys across rugged, steep and cramped streets during their daily routines, while families struggle to find convenient routes with baby prams, wheelchairs or suitcases.

Once we recognize *Walking with Wheels* as an important mode of transport, we can focus on enhancing convenience and road safety for all who walk with wheels some of the time, or all of the time.

The *Walking with Wheels* initiative seeks to encourage the public and government to ask questions and to find solutions. Can a better understanding of the role and operation of *Walking with Wheels* help enhance transport efficiencies and reduce road congestion? What benefits does walking with wheels contribute to society? Can we improve the enjoyment of the walking experience, and promote road safety? How we can improve the rights of those walking with wheels to the use of roads, pavements, lifts, footbridges and buildings? How can we minimize conflicts with other users of these routes? How can we improve the safety and working conditions of those who are *Walking with Wheels*?

# 與轆同行： 不可或缺的交通方式

相信大家日常生活中，對城市裏的手推車都不感陌生。我們經常都會遇到有人帶著行李箱、手推車、嬰兒車或輪椅穿過街頭；而有些時候，我們自己也會與轆同行！事實上，手推車是支持香港經濟和社會活動的重要交通工具。使用手推車可以幫助我們更靈活地調整和安排貨物的裝卸地點，從而提升運輸效率，並有助減少交通擁堵出現的情況。

在 創建香港 和香港大學的合作中，實習生和研究團隊通過相片、影片和調查等方式對香港手推車使用情況進行研究。透過量化分析，他們記錄了手推車的用途、使用者、路線及事故，並著手研究可行的解決方案。

我們的實習生曾站在行人天橋上，統計到每分鐘有多於一人帶著手推車走過橋底的路口。而每天都有成千上萬的人帶著手推車、手提箱、工具車、嬰兒車、輪椅等等，在香港立體且多層次的城市交通網絡中行走。手推車幫助我們運送垃圾、回收物品、攜帶重物。無可否認，正是這些「轆來轆去」的手推車支撐起了城市的運作，為我們的日常生活帶來便利。

與轆同行 的挑戰是顯而易見的。當街道清潔工和回收者在日常工作中推著手推車穿過崎嶇、陡峭的街道時，狹窄的行人道上熙熙攘攘的人潮、馬路上高速駛過的車輛和「轆友」們手中裝滿貨物而沉重的手推車，都往往容易令他們陷於危險之中，而另一方面的家庭使用者，比如推著嬰兒車、輪椅或行李箱的人們則需要艱難地在香港複雜的路網中尋找能夠方便穿行的通道，因為很多地方的行人路線都並未充分考慮到「轆友」的需要，導致相關無障礙設施或指引缺失和不足。

有見於此，與轆同行 項目旨在鼓勵公眾和政府針對「轆友」目前的困境，提出更多問題並期待找到解決方案。我們如何評估 與轆同行 可以給我們的城市帶來的好處？我們如何使 與轆同行 更有助於提高運輸效率和減少道路擁堵？我們能否提高城市中各人的通勤體驗，促進道路安全，和建設一個更包容的交通系統？我們如何保障及改善轆友們使用道路、行人道、電梯、行人天橋和通過建築物的權益？我們如何最大限度地減少「轆友」與路上其他使用者之間的衝突？我們如何改善「轆友」的安全和工作條件？以上或有更多的問題，有待整個社會共同去思考。



# Busy Routes

## 輻友必經之路

Standing on footbridges, our interns counted more than one person a minute walking with wheels through the junctions below.

我們的實習生曾站在行人天橋上，統計到每分鐘有多於一人帶著手推車走過橋底的路口。



# Improve Convenience and Safety

*Walking with Wheels* began with a study of pedestrian improvements along Des Voeux Road Central. The challenge was to move loading and unloading to different locations to make room for widening sidewalks. This led to a focus on people *Walking with Wheels*. How can we make it easier for them to walk further? We found that the crowded pavements and elevated walkways deter people with wheelchairs and baby prams. We observed a large number of people navigating the streets, pavements, lanes, subways and elevated walkways with carts and trolleys to make deliveries, collect waste, gather recyclables, carry the tools of their trade, or travel with suitcases.

The city's topography, streetscape, narrow walkways and busy traffic, impose challenges for pedestrians who are *Walking with Wheels*. Often there are no street level crossings. Footbridges may not be useful when *Walking with Wheels* – certainly not with heavy or wet goods. Often, there is no option but to walk across lanes busy with traffic. We found records of at least 12 serious accidents whereby 7 people pushing carts lost their lives in the last 10 years.

Streets in older areas do not meet current standards set out in Transport Planning and Design Manual and the Hong Kong Planning Standards and Guidelines. The width of the sidewalks is too narrow. Along Des Voeux Road Central, the sidewalk is only 2.3 metres wide, well below the standard of 4.5 metres. The useable area is often less as space is taken up by garbage bins, construction materials, or stalls. Couriers and waste handlers pushing trolleys find themselves struggling through crowds. Pedestrians find themselves at odds with carts. Those daring choose to walk the road or tramway to avoid the crowded sidewalks.

The city has made significant investments in universal accessibility including many new lifts connecting our many footbridges with pavements nearby. They may not be suitable for carts. We need routes for carts to reach refuse collection points safely. We urge for lane markings to alert other road users to the presence of carts. Lane marking would go some way to make it safer for those who push carts and trolleys to share the road. We promote reflective clothing and strips on the carts. Removing railings would make it easier to get to destinations. In busy areas, we can consider reducing speed limits to 30 km/h. Hong Kong's Transport Department recently established a Walkability Task Force. With collective efforts *Walking with Wheels* can be made more convenient and safe.

# 安全與便利，可兩者兼得？

與轆同行 的早期研究始於「如何改善德輔道中行人道的使用情況？」。我們最早考慮如何將路邊貨車的上落貨點移到不同的位置，以便騰出更多行人道空間。我們觀察到許多「轆友」都需要攜帶著他們的「搵食工具」，但行人天橋的無障礙設施缺失和空間不足，令這些「轆友」們望而卻步，不得不繞行更遠的路線，甚至冒險穿越的車水馬龍的馬路才能到達目的地。

香港獨特的地形和街景、狹窄的行人道和繁忙的交通都給「轆友」的出行帶來了許多挑戰，許多繁忙的路口都沒有地面的過路設施給轆友穿越道路，即使設有行人天橋，對「轆友」們來說亦作用不大。因為大件、重型或濕的貨物無辦法在天橋或電梯中通過，往往被拒於升降機門外。在這種情況下，除了穿過交通繁忙的行車道外，「轆友」別無選擇。而根據對過往新聞的粗略研究，我們已經發現了12宗有關手推車的嚴重事故，在過去10年中，更有最少7人推著手推車喪生。

在香港許多建設年代較舊的地區中，很多街道都不符合《運輸策劃及設計手冊》和《香港規劃標準與準則》中所規定的現行標準，尤其許多行人道的寬度低於標準。德輔道中的人行道只有2.3米寬，遠低準則中4.5米的標準，而且加上會有垃圾箱、建築材料或攤位等佔用街道空間，可用的通行空間通常會比這個數字更少。因此，推著手推車的快遞員和清潔人員會發現自己在人群中行走時會非常掙扎，甚至不時與行人發生碰撞而造成衝突。在這種情況下，「轆友」們無奈地選擇走馬路或電車道，以避開擁擠的行人道，這無疑會增加他們的工作風險。

過去，香港投放了許多資源改善無障礙設施，包括建設電梯，連接起天橋和行人道。但這些改善往往未能令「轆友」們受惠。我們希望政府能為手推車使用者設定車道標記，以提醒其他道路使用者更留意他們的存在，使他們更安全地使用道路；而拆除行人道的欄杆也能為「轆友」帶來更多的通行空間；在繁忙路段，我們可以考慮將車速限制降低到30公里/小時；增加道路使用安全提供更多可以讓手推車安全到達貨物或垃圾收集點的路線。我們也鼓勵「轆友」們穿著反光服裝和在手推車裝上反光條。香港運輸署最近也成立了一個關於城市「可步行性」的專責小組。通過集體努力，我們期望可以將與轆同行的交通方式變得更加方便和安全。

A large, bold number '12' in a bright yellow color. The number has a distressed, cracked texture, giving it a gritty appearance. It is positioned in the upper left quadrant of the page.

**We found records of  
12 serious accidents**

**我們已經發現了12宗嚴重事故的記錄**

A large, bold number '7' in a bright yellow color, matching the '12' above it. It also has a distressed, cracked texture. It is positioned in the middle right section of the page.

**whereby 7 people  
pushing carts lost  
their lives**

**有7人推著手推車喪生**

A large, bold number '10' in a bright yellow color, consistent with the other numbers. It features the same cracked texture. It is located in the lower left area of the page.

**in the last 10 years.**

**在過去10年中。**

# 30

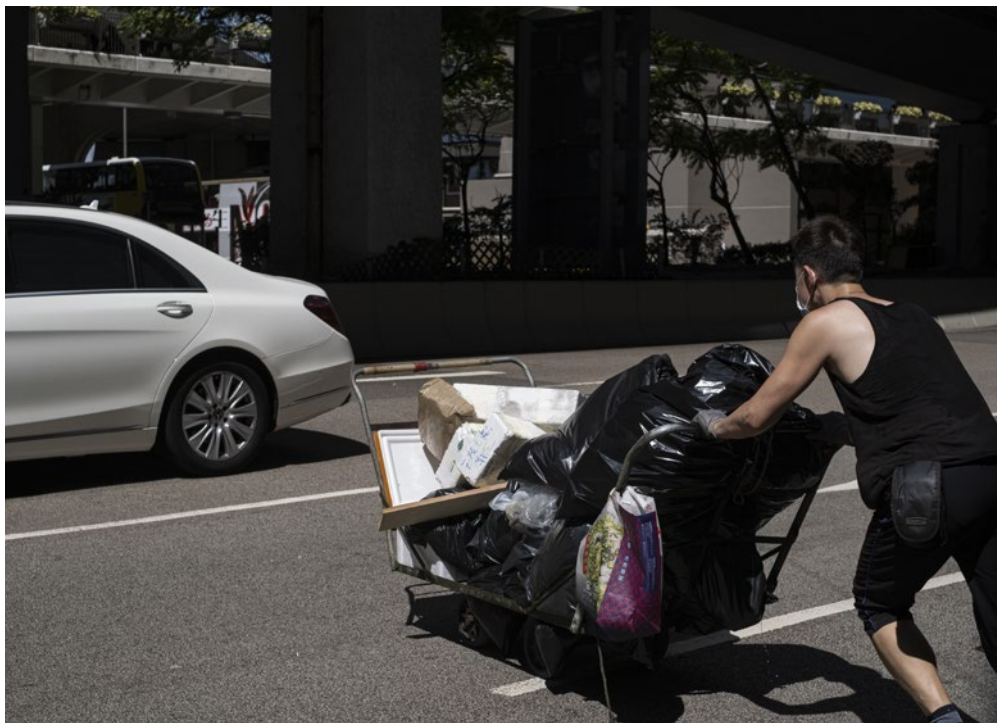
In busy areas, we can consider reducing speed limits to 30 km/h.

在繁忙路段，我們可以考慮將車速限制降低到30公里/小時

# 2.3

Along Des Voeux Road Central the sidewalk is only 2.3 metres, well below the standard of 4.5 metres. The useable area is often less as space is taken up by garbage bins, construction materials, or stalls.

德輔道中的人行道只有2.3米寬，遠低準則中4.5米的標準，而且加上會有垃圾箱、建築材料或攤位等佔用街道空間，可用的通行空間通常會比這個數字更少。



# Alvin Lam

呢 你  
個 覺  
世 得  
界 危  
窮 唔  
人 危  
冇 險  
得 ？  
揀

**In this world the poor have no choice.  
You tell me, don't you think  
it's dangerous?**

“In this world the poor have no choice. You tell me, don't you think it's dangerous?” These words were spoken to me by a slender man hurrying his cart with a mountain of trash into the Man Kat Street Refuse Collection Point. A colleague of his also shared how his friend got into a fatal accident while working the same route a few years back. Every day, countless people dance with death on this 500-meter section of their route. All it takes is a careless driver taking their eyes off the road for a brief moment, or a person losing their footing while pushing a towering cart of trash across the busy roads under the blazing sun. Especially on Connaught Road Central, which claimed a life five years ago. All the photos were taken along these 500 meters in Central. With the abundance of cart pushers trudging along the garbage collection route, every time I was out shooting, I hoped I wouldn't be documenting the demise of another of their colleagues.”

「在這個世界上，窮人往往別無選擇，或者請你告訴我，你認為這樣危險嗎？」這句話是一個身形瘦削的男人對我說的，那時他正提著堆積如山的垃圾趕往民吉街垃圾收集站。他的一名同事則分享到，他的朋友幾年前在同一條路線上工作時不幸地遇上致命事故。每天，無數的人在這條500米長的路段上與死神共舞。只要有一個粗心的司機暫時把目光從道路上移開，或者有一個人烈日下推著一輛高聳的垃圾車在穿過繁忙的道路時不慎失足，就足以導致一場事故發生。尤其是在干諾道中這段車流量極大的主幹道，在五年前便發生過一宗「轆友」被撞的交通命案。在我這個系列的作品中，所有相片都是在中環這短短500米的街道中拍攝的。每次我外出拍攝時，我都會看到著大量的「轆友」沿著垃圾收集路線艱難跋涉，而我衷心希望我不會記錄下發生在他們身上的另一宗不幸事件。

LOBBY  
NEXXUS  
BUILDING









[alvinlamstudio.wordpress.com](http://alvinlamstudio.wordpress.com)

Alvin is an undergraduate student native to Hong Kong. Previously, he studied at the Danish School of Media and Journalism, and was a News Assistant at The Associated Press.

He was the runner-up of The New York Times Asia-Pacific Writing Competition 2019, and was part of the APACD Sustainable Communications Programme in 2020. His photos have been exhibited at The Foreign Correspondents' Club Hong Kong and at The University of Hong Kong.

In his free time, he can be seen playing the violin, watching football, testing audiophile equipment, and over-analysing your favourite Netflix show.

Alvin是一名香港本地的大學生。此前，他曾就讀於丹麥媒體與新聞學院，並在美聯社擔任新聞助理。他是2019年《紐約時報》亞太區寫作比賽的亞軍，也曾參與2020年亞太經合組織的永續傳播計畫。他所拍攝的相片曾在香港外國記者俱樂部和香港大學展出。在空閒時間，他喜愛拉小提琴、看足球，調試音響設備，以及對大眾喜愛的Netflix節目作出獨到的深度分析。



# Anthony Lau 劉兆景

## 轆友 — 空間 Dimension of Wheels

Everyday, everywhere, it became my natural reflex to dodge incoming carts as soon as they are closing in, and then I will just carry on. Probably there are people just like me, getting so used seeing wheel users traversing in between vehicles on the road, or even fearlessly speeding crossing multiple lanes.

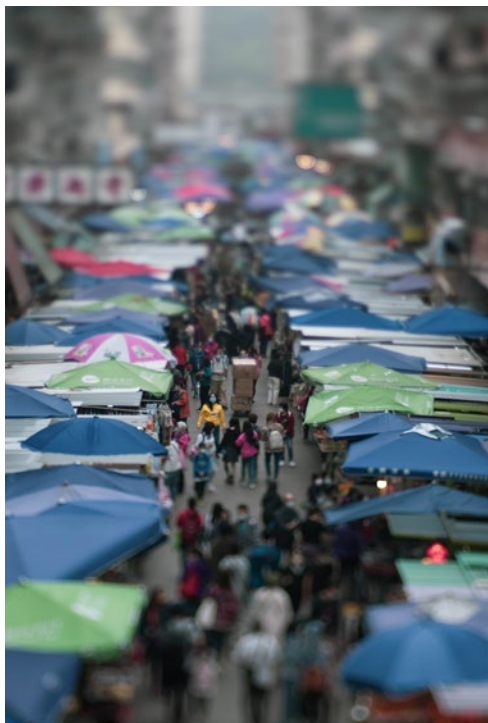
Not until I started this photography project with Designing Hong Kong, then I became very aware of this situation. Indeed, there are people from all walks of life using wheels on the street for logistics or recycling. They are right next to us, yet most of us are not really seeing them as if they belong to a parallel universe.

Given the above, I opted for a creative direction to distort the wheel users' surrounding across various locations in Hong Kong, in order to reimagine a situation where they are visually detached.

在過往的無數日子，或在街上、或在過路、或在上班、或在回家，當我見到或聽到手推車在附近時，也會本能地避往一旁，然後繼續行程。也許不少朋友跟我一樣，習慣了看見「轆友」在汽車之間穿插，甚至乎面無懼色地越過對面線。

直至我開始為創建香港拍攝這個項目，自己才有機會正視這個問題。事實上，整天都有各行各業的人仕使用手推車搬運貨件、物料或回收品。他們就存在於我們身邊，但卻有如存在於一個平行世界，就像是理所當然般，沒有考究，沒有留意，也沒有任何問題。

因此，我在創作這個系列時，除了在港九不同地點攝獵他們的足跡外，也把他們周圍的景象模糊及扭曲，希望營造一種不協調：既在身邊，卻更像存在於一個平行空間的感覺。





"Should all wheel-users wear reflective clothes? Should all trolleys have reflective strips?"

「輪友應該穿著反光衣服？手推車上應該加上反光帶？」



"I work whole the day, starting from midnight."

「凌晨就開始執㗎喇，執足一日㗎。」



Instagram @anthonylauphoto

Anthony Lau, born and educated in Hong Kong, is a professional trainer and process improvement expert in multi-national corporations for 20+ years. His passion for photography took him to the scorching heat of Africa and the bone-chilling Arctic coastline. He strived to capture the beauty of nature and people.

In 2016, Anthony became the Grand Award Winner of the prestigious National Geographic Travel Photographer of the Year contest. Since then, Anthony closely collaborated with National Geographic Hong Kong and Taiwan offices, and involved in commercial projects with various brands including ASUS Mobile, Wheelock, SmarTone, Genting Group, AIA and Sony. In 2019, he was featured in Sony's flagship G Master lens promotional campaign, which documented his work while he was travelling in the marvelous UNESCO site - Angkor Wat.

With COVID-19 affecting the globe, Anthony joined the Royal Geographical Society Hong Kong in its successful RGS School Outreach Program, offering his experience in photography and storytelling to the young generations.

In 2020, Anthony produced a video campaign in collaboration with 350HK, an environmental activist group in Hong Kong, along with artists in various professions, to raise concerns over Government's decision to proceed with the Lantau East reclamation project.

劉兆景 出生並受教育於香港，是跨國公司的專業培訓師和流程改進專家，已有 20 多年的經驗。他對攝影的熱情將他帶到了炎熱的非洲和寒酷的北極海岸線。

在2016年，劉兆景獲得年度國家地理旅行攝影師大賽的大獎。此後，他與國家地理香港和台灣辦事處緊密合作，並參與了多個品牌的商業項目，包括華碩、會德豐、數碼通、雲頂集團、友邦保險和Sony。在2019年，劉兆景參加了 Sony 的旗艦G Master鏡頭廣告拍攝，記錄了他在吳哥窟旅行時的作品。

隨著COVID-19影響全球，劉兆景與香港皇家地理學會合作，參與了學校外展計劃，為年輕一代分享了攝影的經驗。

2020年，劉兆景與香港的環保團體 350HK以及各行各業的藝術家合作製作了短片，以引起公眾對政府決定進行大嶼山東部填海項目的關注。



# Matthew Cheng

## City of Wheels

城  
市  
之  
輪

Having lived on Hong Kong Island for almost 20 years, I've seen plenty of how the rugged relief and outdated road design of the city have led to the struggle of day-to-day wheel users. While active wheel users such as street cleaners, recyclers, and couriers all serve a vital role in the seamless running of our city, their needs and safety are often being overlooked, ignored, and overshadowed by the more colourful and glamorous elements of the city.

Hence, by ripping away the colourful facade of our city, I hope the audience can better notice this quintessential social group through this photo series. Without getting distracted by the urban glamour, I believe this would be the best way to showcase the tough lives of our wheel users and to shed light on this long-ignored issue in our city. My wish is that this photo series would be able to deliver an impactful experience to highlight the problems and difficulties faced by wheel users in our city.

在香港島居住了近20年，我看到了都市中很多崎嶇不平的地貌和過時的道路設計如何導致「轆友」在日常工作生活中無比掙扎。儘管街道清潔工、回收商和快遞員等的「轆友」積極地為城市的運轉發揮著重要的作用，但他們的需求和安全往往被忽視，被都市中更加多彩和迷人的元素所掩蓋。因此，我希望通過這一系列的照片，撕去我們都市光鮮亮麗的表面，令觀眾們能夠更好地注意到這個沉默但堅韌的社會群體。拋開都市表面令人陶醉的繁華盛世，我相信這系列作品將會給觀眾提供一個最好渠道，來直觀地感受「轆友」現實中的艱難生活，並為我們的城市中長期被忽視的問題提供線索。透過這一系列的照片，我希望能提供一個另類的觀展體驗，為觀眾帶來啟示。同時我也希望向大眾揭示「轆友」在都市中遇到的困難，令大家感同身受。





"Grab the time when I'm still productive."

「我地呢啲行得企得嘅，有得做咪做，當做運動啦。」



"I work day and night, that's my life."

「一日做十幾個鐘嘅，但都慣咗喇。」



**[mattcheng1204.wixsite.com/my-site](http://mattcheng1204.wixsite.com/my-site)**

Matthew Cheng is a penultimate student at the University of Hong Kong who is passionate about photography and videography. Majoring in journalism, he is especially into portrait photography and documentary photography. He believes visuals are powerful tools to capture and tell impactful stories.

His photo works can be seen on the Associated Press, the Herald Sun, the San Francisco Chronicle, the Toronto Star, and more.

Matthew 是一位正在香港大學攻讀新聞學的學生。Matthew熱愛攝影和影片創作，而人像和紀實主題的拍攝是他最感興趣的創作題材。他認為鏡頭能幫助他更有力地捕捉生活中值得記錄的時刻，而攝影作品充滿張力的視覺效果能讓他更深入地向觀眾講述他想分享的故事和傳達的理念。

Matthew的攝影作品曾被美聯社、《先驅太陽報》、《舊金山紀事報》、《多倫多星報》等採用。



# Kevin Leung 梁正灝

## 漆黑 · 覓光 Finding the Invisible Light

In Hong Kong, the importance of “wheel users” are often overlooked by both everyday citizens and policymakers in urban planning.

In this series of photos, I hope to conceptually reflect how wheel users are ignored in our city. Generally, people focus on subjects placed in the bright areas of a photograph instead of those in the shade. In contrast to normal practice, I placed the main theme – wheel users away from the spotlight, just like reality. I hope to show that, even though wheel users are oftentimes not quite visible, they play a vital role in the frame and in our city. It is also my wish to inspire the audience to use different perspectives to interpret the role of wheel users in the photos and in our society. At the same time, the audience could imagine what the photos and our city would look like without wheel users.

Perhaps wheel users will remain out of the spotlight far into the future, but hopefully, they could see the ray of light one day while we can find the invisible light of them for contributing to our city.

在香港，無論是負責城市規劃的決策者，還是一般市民，經常都忽視「轆友」在城市中的重要性。

透過這個系列的相片和概念，我希望能夠反映現實中「轆友」不被重視的情況。一般人通常會聚焦在相片的光位；而我在是次的作品中，改變了這個既有的想法，將展覽的主角放在容易被觀眾忽視的暗位。即使「轆友」們在相片中處於漆黑之中，但我想藉此帶出：不論在相片還是生活中，他們都有着很重要的位置，以及肉眼看不見的光芒。同時，希望這些相片能啟發觀眾用不同的方式去詮釋和理解「轆友」在相片及社會中的角色，想像一下如果沒有了他們，這些相片、這個城市會是怎樣。

在遙遠的將來，這群「轆友」或許仍不被社會重視，但願他們能在「漆黑之中堅持望見光譜」，而我們亦能尋找到他們為城市付出所散發的光芒。



"I collect recyclables at night.  
There are too many cars passing by in the day time."  
「夜晩先收，日頭太多車啦。」





"The upper class is dismissive about collecting cardboards.

They blame us for occupying their space."

「啲有錢人唔比我地收紙皮㗎，話阻住佢哋地方。」



**Instagram @vin.coemgenus**

Kevin Leung, a freelance photographer based in Hong Kong. With his background as a professional in the construction industry, he specialized in urban and architecture photography. He is fond of capturing the beauty inside the city — the candid moments of the city dwellers and the old and new architecture in harmony. In his personal works, Kevin insists that each shot is a perfect coincidence rather than digital manipulation. As a huge travel junkie, he loves travelling to different countries for shooting. Nevertheless, he truly hopes that his photographs can influence the audiences to feel and love the beauty of his hometown - Hong Kong.

Kevin also has experience in event photography. Kevin has been helping different NGOs as an event photographer to capture the precious moments of service recipients and volunteers in the events. In 2019, Kevin took part to organize a photography exhibition “Infinite Happiness” for City-Youth Empowerment Project of City University of Hong Kong.

梁正灝(Kevin)是一位香港自由攝影師，正職為測量師的背景令他尤其擅於捕捉城市的美景。他喜歡城市居民的率真與新舊建築交錯的和諧感，並用不同攝影角度呈現出這個平凡生活中不能錯過的一點一滴。他亦堅持每張照片都要完美呈現在鏡頭之下，追求美感而不失真。Kevin雖然熱愛旅遊，將每個國家的城市特色攝於鏡頭下，但他最希望是讓觀眾從他的鏡頭下感受香港每個角落的美。

Kevin亦有參與活動攝影，協助不同的非政府組織(NGO)捕捉活動中服務受惠者和義工相處的寶貴時刻。2019年，Kevin更協助了香港城市大學城青優權計劃的攝影展覽「快樂無盡」。

**We  
can't be  
Successful  
without  
YOU**

**Tel: 2766 0877**

**: 2330**



# Abram Deyo

## Can't Be Successful Without You

中堅力量，不容忽視

The whirring of their wheels as they speed across the sidewalks, long awkward shapes darting between pedestrians and traffic, upturned carts marking parking spots so they'll have easy access to their shops, I am continually amazed at how things like this blend into the background of this amazing city. In time you forget that the workers are even there. Yet, once you slow down and actually look you realize that not only are they everywhere. They bring packages, move goods and remove garbage. All in a city that was built without them in mind. In my series, I wanted to help the viewer slow down and see the workers and trolleys of everyday life in a different light. They are the backbone of Hong Kong, and we can't be successful without them.

「轆友」在路上操控著發出呼呼聲的車輪，手推車笨拙的在行人和車流穿梭，倒置的手推車重新定義泊車位，這樣他們就可以方便地在商店附近上落貨品。我驚訝於這樣的事情是如何融入這座都市的運作而嘖嘖稱奇。最終你會發現忘記了「轆友」們曾出現過。但當你放慢腳步，仔細觀察，你就會意識到，「轆友」們無處不在。他們運送包裹、搬運貨物和清除垃圾，這一切都在發生，只是他們總是被忽略。在我的作品中，我想幫助觀眾放慢腳步，以不同的視角看待日常出現的「轆友」和他們的手推車。他們是香港的中堅力量，沒有他們，我們的城市就不可能成功。









[www.abramdeyo.com](http://www.abramdeyo.com)

Abram is a freelance photographer currently based in Hong Kong. Working mainly with 35mm and medium format film cameras, he specializes in music and set photography with a passion for people and landscapes.

Abram是一位自由攝影師，現居於香港。他在攝影時主要使用到鏡頭焦距為35mm和中畫幅的膠片相機，而人物和風景是他尤其喜愛的拍攝內容。他同時在音樂領域也頗有造詣。



# Khoa Tran

## 模 Blurred Wheels

糊  
的  
輾

Hong Kong is a fast-paced city. Everyone is busy and everyone has important things to do. We all have somewhere to be that is not in the here-and-now. We bump into each other without looking away from our phones, everything else is peripheral blur; unimportant. Everyone else, ghosts ... except that unlike ghosts, we take up Hong Kong's most precious commodity: space.

Before long and without realizing it, we have blurred out those most essential to keeping our city running, the wheel-pushers. Be it recycled cardboard, sanitary equipment, or other things that cannot move themselves, these working warriors wrestle daily the traffic of pedestrians and cars to go about their work.

In this series, I attempt to show Hong Kong's wheel-pushers at work as we sometimes see them in our peripheral blur. I hope this will inspire viewers to slow down every so often and appreciate the difficulty of their jobs navigating Hong Kong's narrow streets, be it on the sidewalk or in the middle of it. This series is dedicated to them.

香港是一個節奏急速的城市。每個人都忙着做各自的事情。此時此地以外，我們每個人還有另一個歸宿。我們在機不離手的情況下相遇，手機外的世界都是模糊的、不重要的。其餘的人、鬼 ..... 但和鬼不同的是，我們佔據了香港最寶貴的東西：空間。

不知不覺間，我們一直都無視了那些為確保此城市的運轉而努力的人 – 各位「輾友」。無論是回收紙皮、衛生設備，抑或是其他無法自行移動的東西，這些工作戰士每天都在與行人和汽車中搏鬥，以開展工作。

在這個系列中，我嘗試展示在香港的「輾友」們工作時的情況。他們通常都是在我們的視線範圍之外，故此我們對這些「輾友」的印象往往都是模糊的。無論是在人行道上抑或是在車道中間，我依然希望這能鼓勵觀眾放慢腳步，體會一下「輾友」們在香港的狹窄街道上穿梭時的艱辛之處。這個系列是專為他們而設的。

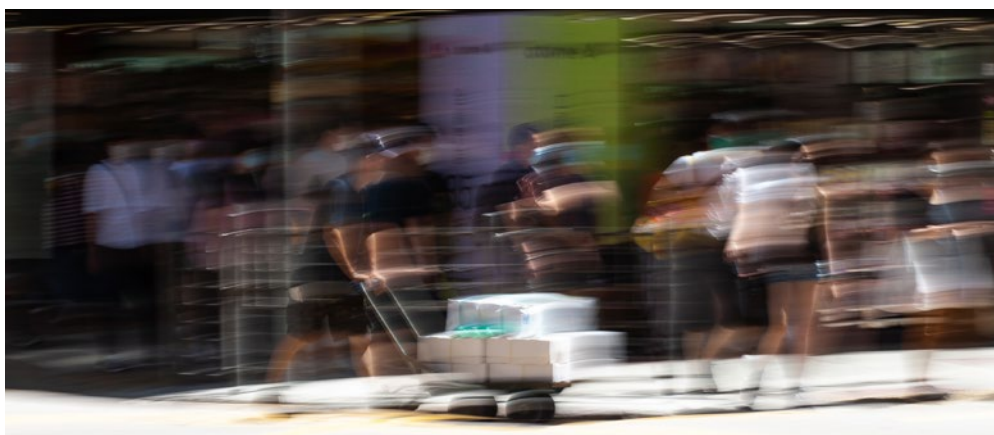


"Reduced speed limits should be put in force."

「實施限制車速，可以嗎？」







[www.heykhoa.com](http://www.heykhoa.com)

Khoa has lived in France and Canada. A former lawyer, he now teaches in Hong Kong and is also involved in climate news podcasting. In his spare time, he enjoys photography, rock climbing and learning about new cultures and languages.

Khoa曾在法國和加拿大居住，曾是一名律師。他現在在香港任教，並參與氣候新聞的製作。在業餘時間，他喜歡攝影、攀岩和學習新的文化和語言。



# Samson Wong Pak Hang 黃百亨

## 藝術送貨員 Artwork Delivery

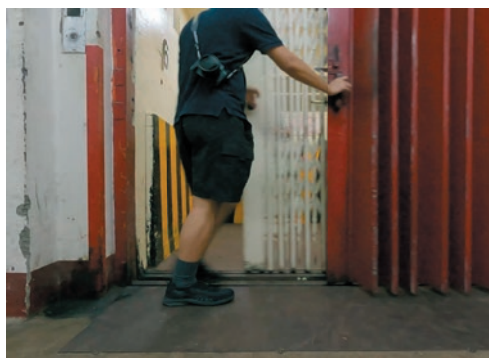
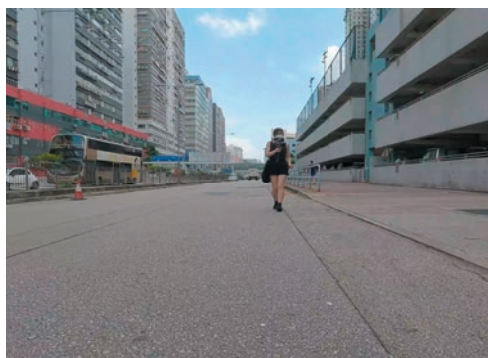
I pushed a trolley and transported an old-fashioned TV from the studio in Kwai Chung to the art gallery in West Kowloon. During the journey, the TV instantly reflected the movement of pedestrians, streets and myself. This interactive process was recorded in the video, and became the artwork itself.

Talking about how to pay attention to wheel users and other labour workers, I asked myself what role I should take. As an artist, I try to use my own experience to record the adaptation and confrontation between individuals and the urban environment. For example, a flat road serves the existence of various means of transportation; choosing between vehicles and trolleys, the city obviously prioritises the former, and many accidents happen to trolley-users. My series of work aims to awaken the general public and those with power to treat the city and people walking with wheels with more empathy.

我親自身推著手推車，把一台舊式電視從葵涌的工作室運送到西九龍的藝術館。旅途中，電視即時反映著行人、街道和我個人的動態。這互動過程一一被收錄在錄像裏，從而成了被運送的藝術品本身。

當談論如何關注手推車使用者、甚至其他勞動工作者時，我質疑自己應以甚麼角色去關心。作為藝術家，我嘗試以自身勞動經驗，記錄著個體與城市環境之間的適應與對抗。例如平坦的道路是為了各運輸工具存在，但車輛與手推車之間，城市顯然會選擇前者，不少相關車禍因而不幸發生。說到底，作品就是希望大眾（或是上位者）以同理心去感受城市，以至關注勞動工作者們的所面對的環境。









**[www.wongpakhang.art](http://www.wongpakhang.art)**

Samson was born in Hong Kong in 1995. He obtained his Bachelor's degree in Fine Arts from the Department of Fine Arts at the Chinese University of Hong Kong. Wong expresses himself through digital and 2D mixed media, including photography, video, painting, and installation. The content of his works is related to modern life and habitation. He believes art can represent humanistic concerns, pointing outwards towards civilization, and inwards towards fundamental humanity. Recently, he has been shortlisted for the 24th ifva Awards (Media Arts category), young talent of the Affordable Art Fair, and selected by the New Light Exhibition Scheme of Lumenvisum to hold a solo exhibition.

Samson在1995年出生於香港，在香港中文大學美術系獲得學士學位。他通過電子和2D的混合媒介藝術表達自己，具體形式包括攝影、影片、繪畫和裝置藝術。他的作品內容主要關於在現代社會中，對人的生活和居住的探討。他認為藝術可以充分體現人文關懷，向外延伸可以討論整個人類文明，向內則可以深化至基本的人性。最近，他入選了第24屆ifva獎（媒體藝術類），同時他也曾評為Affordable Art Fair藝術展的young talent，並被Lumenvisum的新燈光展覽計畫選中舉辦個展

# Designing Hong Kong 創建香港

Designing Hong Kong Limited is a not-for-profit organization devoted to promoting sustainability, quality of life and good design as core values in planning, development and governance. Its aim is to increase public awareness and to improve Hong Kong's collective ability to plan and deliver a 'beautiful' city. It promotes collaborations on interventions wherever it sees bad planning and wherever it sees that policies or institutions are not working the way they should. Designing Hong Kong is a member of the World Urban Campaign by UN-Habitat. *Walking with Wheels* is one of our projects.

For more information, please visit: [www.designinghongkong.com](http://www.designinghongkong.com)

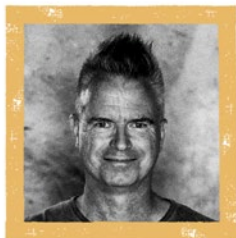
創建香港 Designing Hong Kong 是一所致力推動可持續發展、優質生活及美好設計作為規劃、發展及管治核心的非牟利機構。希望透過提昇公眾意識，集思廣益，共同規劃及建設宜居和「美麗」的城市。創建香港會以合作模式，為有問題的規劃及不善的政策謀出路。創建香港亦是聯合國世界城市運動的會員。與轆同行是我們現在推行的項目之一。

有關更多資訊，請瀏覽：[www.designinghongkong.com](http://www.designinghongkong.com)



# Marcel Heijnen 馬亦修

策  
展  
人 **Curator**



Marcel Heijnen is a photographer, designer and musician. Originally from the Netherlands, he has called Asia his home since 1992. Self-taught in nearly everything he does, Marcel's creativity is driven by a general curiosity about life and its meaning. He works, often concurrently, on a number of photo series, capturing vastly different aspects of life in Asia, but with urbanisation and impermanence as underlying themes. He has published 6 books of his work to date, his latest two were released by the reputable British art book publisher Thames & Hudson in 2021.

Marcel: "It's been great being involved with the *Walking with Wheels* project in the capacity of a curator, not only because it's a meaningful subject but also because the team has been a joy to work with and the photographers all created amazing images".

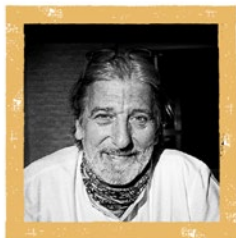
**[www.marcelheijnen.com](http://www.marcelheijnen.com)**

馬亦修是一位攝影師、設計師及音樂家。他來自荷蘭，自 1992 年以來便將亞洲稱為他的家。馬亦修認為他的創造力是源於對生活及其意義的好奇心。他經常拍攝系列性的照片，以城市化和無常為題，捕捉各種亞洲生活。至今，他已出版 6 本書，最近的兩本更由著名英國藝術書籍出版商 Thames & Hudson 於 2021 年出版。

馬亦修：「我很興幸能以策展人的身份參與與轆同行的項目，不僅因為這是個有意義的主題，更因為團隊合作非常愉快，攝影師們都創造了精彩的作品。」

# Paul Zimmerman 關於

## 司馬文 CEO of Designing Hong Kong



Paul Zimmerman is the CEO of Designing Hong Kong and Director at Civic Exchange. Paul is full-time dedicated to public service. He is an elected councillor in the Southern District representing the Pok Fu Lam constituency. Paul advocates good planning and sustainable development through many NGOs and alliances. He was awarded an Honorary Membership of the American Institute of Architects (HK) for his role in improving the harbourfront of Victoria Harbour. Born in the Netherlands, Paul arrived in Hong Kong in 1984. He has a Masters in Social Science (Economics) from the Erasmus University in Rotterdam and a Master of Arts in Transport Policy and Planning from The University of Hong Kong.

司馬文，是創建香港的行政總裁和思匯政策研究所的董事。目前，司馬文先生致力投身於公共服務領域。他亦是南區區議會中薄扶林區的區議員。他曾與其他非政府組織和聯盟合作倡議良好城市規劃和可持續發展的理念。他更獲得美國建築師學會（香港）頒授榮譽會員，以讚揚他對改善維多利亞港海濱所作出的傑出貢獻。司馬文先生出生於荷蘭，於1984年來港。他擁有鹿特丹伊拉斯謨大學的社會科學（經濟學）碩士學位和香港大學的交通政策和規劃文學碩士學位。

# Alain Chiaradia

## Co-founder of Walking with Wheels



Alain is Associate Professor of Practice at the University of Hong Kong, Faculty of Architecture, Department of Urban Planning and Design (DUPAD). He is the DUPAD Deputy Head, and the Programme Director of the Master of Urban Design. Before joining the University of Hong Kong, he was Senior Lecturer in Urban Design at the Cardiff University's School of Geography and Planning. Alain was previously Executive and Board Director at the global consultancy Space Syntax Ltd. where he directed large scale projects concerning spatial policy analysis, urban design policy formulation and evidence-based spatial design in major cities including Paris, London, Boston, Shanghai. Clients included Greater London Authority and the London Boroughs. He was Senior Research Fellow at University College London (2000-09). His work has been widely published in international professional journals.

Alain是香港大學建築學院城市規劃與設計系的副教授，及港大城市規劃碩士的課程總監。在加入香港大學之前，他是卡迪夫大學地理與規劃學院的城市規劃高級講師。Alain也曾擔任全球諮詢公司Space Syntax Ltd.的執行董事和董事會成員。在任職該公司期間，他曾為巴黎、倫敦、波士頓、上海等世界主要城市提供空間政策分析、都市設計政策制定和循證空間設計等指導，其中服務對象更包括大倫敦政府和倫敦自治市。他也在2000–2009年間擔任倫敦大學學院的高級研究員。他的研究成果和作品歷年來被廣泛地刊登於國際專業期刊上。

# Acknowledgements

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與轆同行 是創建香港實習生計劃項目之一，旨在鼓勵香港本地青年人關心社會議題，同時培養實踐技能。該項目有幸獲得Stuart McCarthy、Peter Wong和Markus Shaw的贊助，在此再次鳴謝以上人士對本項目的大力支持。

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