

Harbourfront Commission

For discussion
on 7 September 2011

HC/19/2011

Planning a continuous cycle route along the harbourfront on Hong Kong Island, and Kowloon too

PURPOSE

This paper is to outline the opportunities and challenges of creating a continuous cycleway along the Hong Kong harbourfront and to propose a way forward.

SUMMARY

2. As the people of Hong Kong increasingly take up cycling and remain eager to enjoy a connected waterfront, their often-stated desire for a harbourfront cycle route has not been adequately addressed. This is the right time to commit to the development of a continuous harbourfront cycleway to enable convenient access to our most prized natural asset, the harbour.

3. There are already many people cycling along the northern shore of Hong Kong Island, using the road network and wherever a bicycle can reach. Some quite simple improvements would facilitate these journeys. And with a little more consideration, Hong Kong could have a cycling route that closely follows the water's edge, providing a leisure attraction and transport connection that answers the longstanding calls from many public consultations.

4. Above all, the cycleway offers a unique connective function for the harbour and harbourfront, opening up new locations and activities. It is much more than a leisure feature, more even than a transport option. It can breathe life into our aspirations for a vibrant, connected, continuous waterfront.

BACKGROUND

5. The public engagement processes engendered by the Harbour-front Enhancement Committee (HEC) generated substantial and widespread public calls for a cycle path along the Hong Kong harbourfront:

- The Hong Kong Island East Harbour-front Study (HKIEHS) Stage 2 Proposals explicitly recognise the “general public request for a continuous cycle track along the waterfront promenade”
- In the Urban Design Study for the New Central Harbourfront, large numbers of respondents identified a cycle path as desirable
- Residents of Western and Kennedy Town have identified a cycle path as the single most desired feature of their waterfront (2009 survey conducted by Urban Planning students at Hong Kong University)

And yet, despite commitments by officials to consider, plan or implement a cycle route along part or all of the harbourfront, current proposals for almost all the harbourfront areas glaringly omit plans for a cycle route. Nor has there been any substantive public explanation for this lack of response from concerned departments.

A promising and welcome exception is the proposed cycle path through a significant part of the Central–Wanchai waterfront.

BRINGING VALUE TO HONG KONG

6. A continuous cycle path will serve Hong Kong in several valuable ways:

- A **leisure** facility for Hong Kong people to enjoy and which offers health, social, environmental and economic benefits.

- A **transport** artery on Hong Kong Island, enabling safe, pollution-free individual movement between district centres, reducing demand on roads and public transport.
- A **tourism** draw that will enable overseas visitors to appreciate Hong Kong's most highly regarded asset, but which they can currently barely access – Victoria Harbour.

7. However the imperative value of a cycleway is as an essential element of an **integrated, vibrant, connected** harbourfront. By facilitating individual movement between all points along the waterfront, the cycleway transforms the harbourfront from a few isolated 'destinations', reachable only via selected corridors from further inland, into a living, integrated entity and attraction in its own right.

8. The cycle path is thus both an attractive harbour element in itself, and the access backbone to otherwise less accessible parts of the waterfront.

9. Furthermore, the cycleway keys into a people-focused harbourfront, free of costly, noisy, expensive and environmentally degrading heavy infrastructure. Simple landscaping and trees/shrubs could mask nearby roads and ugly installations, leaving harbour visitors to enjoy the peace and the harbour.

10. A continuous harbourfront cycle path is a key integrating element of a vibrant and valuable waterfront. Without it, parts of the harbourfront are likely to remain wastefully underutilised, when exactly these interstitial and more remote locations – with their unmatched views, fresh air and opportunities – are most needed by the community.

Cycling today

11. The east-west routes through urban Hong Kong are much cycled, every day. Few of the useful routes run close to the harbour and significant sections simply follow the existing arterial roads, but with a few improvements to the current best route, an attractive harbourfront cycle route is quite attainable.

12. Hong Kong people love cycling and more and more of them are taking it up, echoing worldwide trends. But while elsewhere public enthusiasm for this healthy, efficient, sustainable transport mode is matched by government support, in Hong Kong the nature and extent of cycling and its potential benefit to Hong Kong is often overlooked by the primary departments concerned.

13. Experience around the world, from London, New York and San Francisco to Hangzhou, Taipei and Melbourne, has shown that the promotion of cycling is a simple, rapid, and cost-effective way to achieve multiple public benefits. It improves individual and population health, bringing substantial savings in lower health costs. It enhances transportation efficiency. It reduces air pollution and noise pollution. It reduces consumption of fossil fuels. It teaches crucial life skills to our children. It calms traffic. It lowers infrastructure costs. It enhances civic involvement. It attracts tourists.

Further support for the cycleway

14. The strong public call for a continuous cycle path or route along Hong Kong Island harbourfront in consultations and surveys was noted above.

15. Organised harbourfront bike rides over the last several years, cycling the length of the island to call for a dedicated

cycleway close to the waterfront, have attracted up to 1000 participants and extensive media coverage. Many riders were not current regular cyclists but would cycle when such a route comes into being.

16. The cycleway has the support of district councillors in all districts and among political groups of all colours.

17. We also note that, in 2003, your chairman Nick Brooke said: A harbourfront cycle path [is] not only desirable but technically 'do-able'.

Practical implementation

18. After careful study of possible route alignments, we accept that space limitations close to the harbourfront mean it may not always be possible to create two-way segregated cycle tracks to the TD design standard of at least 3.5 metres width with a 1 metre clearance from adjacent roads.

19. Therefore, in order to create the continuous cycling route we will have to be flexible, and look at not only dedicated standard design tracks, but the use of existing roads where appropriate, non-standard tracks and lanes as well as the sharing of open space, promenades, pavements, crossings and other facilities. At some sections cyclists may have to cede priority to other users, or even dismount to connect with a next section. Experience overseas, such as in the United Kingdom, has shown that this approach can enable successful implementation of a continuous viable cycle route.

20. We have therefore developed a detailed route alignment proposal that we believe offers the right balance of continuity, harbour access, minimal conflict with other users and effective use of existing land assets, and complies with the HEC Harbour Planning Guidelines (2007). It also considers specific challenges and offers solutions and alternatives.

Please refer to **Annex 1**.

21. Some sections of the route are easier to take forward than others, but since it is already possible and practicable to cycle alongside and in the vicinity of the harbour, it is possible to implement individual changes that make that route safer, more direct, more inclusive, more attractive and a better connecting element for the current and future harbourfront.

Other waterfront cycle routes

22. As a reference, at more than 6,000 kilometres, the North Sea Cycle Route (<http://www.northsea-cycle.com/>) is the world's longest waymarked cycle route, following the coastline through Scotland, England, Belgium, the Netherlands, Germany, Denmark, Sweden and Norway.

23. Another example is the San Francisco Bay Trail (<http://www.baytrail.org/>) – already 310 miles long and still a work in progress. This cycle trail follows the shoreline through multiple urban areas and will ultimately stretch for 500 miles.

24. Surely we can manage a few tens of kilometres of cycleway here in Hong Kong?

Critical locations

25. The availability of connected land along the whole of the Hong Kong Island northern shoreline is remarkably complete. To enable the continuous cycleway, close to the harbour, we have identified three areas that are key to enabling a useful, attractive through cycle route:

- **Quarry Bay Park** (managed by Leisure and Cultural Services Department (LCSD)) – to connect Hoi Yu Street

with Sai Wan Ho promenade

- Around the entrance to the **Western Harbour Tunnel**, and through Sun Yat Sen Memorial Park) (LCSD managed), connecting the Western Wholesale Food Market with Sheung Wan waterfront.
- Around **Hong Kong Yacht Club**, narrow in places and currently requires walking past Causeway Bay Typhoon Shelter

26. It is assumed that the proposed boardwalk under the Island Eastern Corridor will be built and will include a 4-metre-wide cycle path.

Other challenges

27. An integrated planning approach – both between districts / planning areas and among departments – would greatly raise the practical feasibility of this multi-district project. In particular, the cycleway's transport and leisure functions, as well as its enabling role in the functioning of the waterfront mean that all relevant departments will need to be involved from the planning stage.

28. Note: The HKIEHS proposes mini 'cycling tracks' in a closed format at North Point Ferry Piers, Hoi Yu Street and Sai Wan Ho promenade. These are not intended for functional use and not to be confused with a continuous, connected cycleway.

Kowloon

29. The popular call for a continuous and connected Hong Kong harbourfront cycleway also suggests the desirability of a cycle route along or close to the Kowloon shoreline. With greater numbers of waterfront buildings in place than in Hong

Kong, this presents specific challenges.

30. And yet, with the planned cycle track around the perimeter of the Kai Tak development, renewal in Kwun Tong, West Kowloon and elsewhere, and connection to the planned Tsuen Wan–Tuen Mun section of the New Territories Cycle Track Network, the outline of a bicycle-connected harbourfront on both sides of the harbour becomes a tantalising possibility.

31. Hong Kong Cycling Alliance is currently studying route options for a Kowloon harbourfront cycleway.

THE WAY AHEAD

32. Hong Kong Cycling Alliance is continuing to develop detailed studies of route and implementation options for the Hong Kong Island cycleway.

33. We ask Members to establish a taskforce to consider a harbourfront cycleway, and then to support its implementation.

34. We ask Members to call on Planning Department / Development Bureau and Transport Department / THB to provide a detailed appraisal of the value and feasibility of the Hong Kong Island harbourfront cycleway that comprises a mixture of design formats, and to give consideration to such a facility in Kowloon.

35. We call for the alignment of a continuous cycling route to be marked and reserved within the various plans and layouts of harbourfront areas as a matter of urgency.

Harbourfront Commission

HC/19/2011

ANNEX

Annex 1: Suggested route for the Hong Kong Island Harbourfront Cycleway, showing existing best cycle route, possible challenging areas and suggested solutions.

This resource is also available at:

<http://www.mediafire.com/?w6uqvl2i98oplod>

Hong Kong Cycling Alliance
August 2011

HARBOURFRONT CYCLEWAY FEASIBILITY STUDY

The aim of this report is to review the feasibility of installing a mostly segregated cycleway from Kennedy Town to Heng Fa Chuen, whilst also considering:

- Design guidelines of the cycleway
- Design features that may be required to install the cycleway
- Connectivity with existing and future transport nodes, amenities and developments
- Amendments to existing harbourfront amenities that will need to be overcome
- Consideration of some cycleway amenities along the route

Kennedy Town Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CYCLEWAY LEAVES CADOGAN PARK ALONGSIDE THE ROAD, AND THEN ALONG KENNEDY TOWN PRAYA



CONNECTIVITY TO KENNEDY TOWN MTR

EXISTING ROUTE – ONE-WAY SYSTEM AROUND KENNEDY TOWN MEANS CYCLISTS MUST USE THE VERY BUSY BELCHERS ROAD

Cadogan Street Garden

Currently: Cadogan Street Temporary Garden

Proposed: Part of the park or adjacent pavement area to be allocated to a bicycle hire and maintenance facility, becoming the start/end of the full harbourfront cycleway



ROADWAY WIDTH REDUCED – TWO LANES REMAINING FOR TURNING INTO KENNEDY TOWN PRAYA

CYCLEWAY

AREA ALLOCATED TO NEW BICYCLE HIRE/MAINTENANCE FACILITY

Kennedy Town New Praya

Currently: Road along waterfront

Proposed: Install public boardwalk and cycleway adjacent to the Harbour. The road can stay the same width by making use of the car parking bays on the opposite side of the road



PARKING REMOVED AND ROAD TO REMAIN AS TWO LANES

CYCLEWAY

PUBLIC PEDESTRIAN ACCESS TO KENNEDY TOWN PRAYA HARBOURFRONT

Kennedy Town Harbourfront

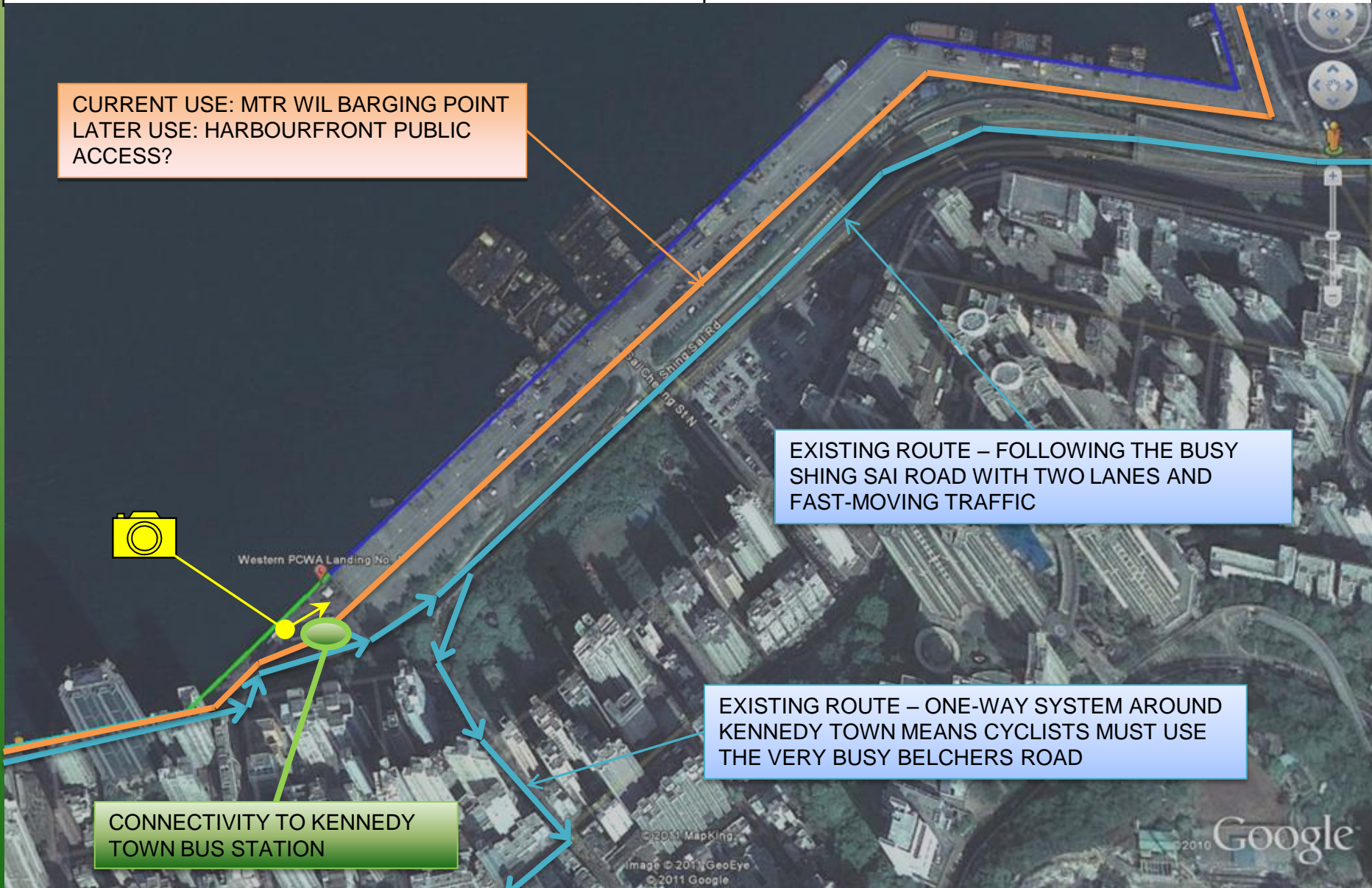
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- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CURRENT USE: MTR WIL BARGING POINT
LATER USE: HARBOURFRONT PUBLIC ACCESS?

EXISTING ROUTE – FOLLOWING THE BUSY SHING SAI ROAD WITH TWO LANES AND FAST-MOVING TRAFFIC

EXISTING ROUTE – ONE-WAY SYSTEM AROUND KENNEDY TOWN MEANS CYCLISTS MUST USE THE VERY BUSY BELCHERS ROAD

CONNECTIVITY TO KENNEDY TOWN BUS STATION



Kennedy Town Bus Terminus

Currently: Kennedy Town Bus Terminus

Proposed: Minor redesign of the bus terminus layout, allocating the bus parking lanes nearest the harbourfront towards Shing Sai Road



BUS TERMINUS APPEARS UNDER-USED, WITH SPACE FOR MOVING BUS PARKING TOWARDS SHING SAI ROAD



CYCLEWAY

Sai Wan Harbourfront

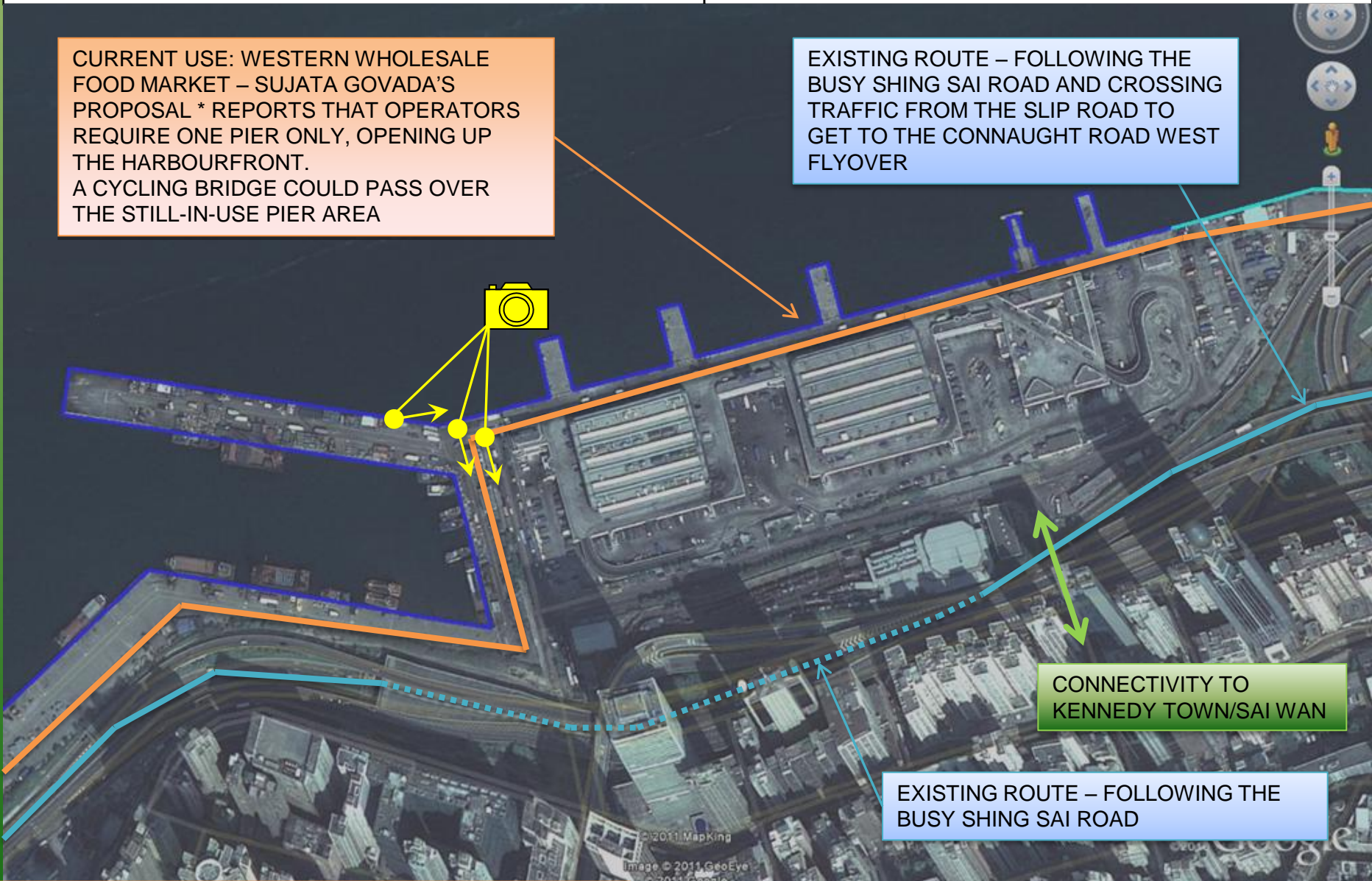
- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
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- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CURRENT USE: WESTERN WHOLESALE FOOD MARKET – SUJATA GOVADA'S PROPOSAL * REPORTS THAT OPERATORS REQUIRE ONE PIER ONLY, OPENING UP THE HARBOURFRONT. A CYCLING BRIDGE COULD PASS OVER THE STILL-IN-USE PIER AREA

EXISTING ROUTE – FOLLOWING THE BUSY SHING SAI ROAD AND CROSSING TRAFFIC FROM THE SLIP ROAD TO GET TO THE CONNAUGHT ROAD WEST FLYOVER

CONNECTIVITY TO KENNEDY TOWN/SAI WAN

EXISTING ROUTE – FOLLOWING THE BUSY SHING SAI ROAD

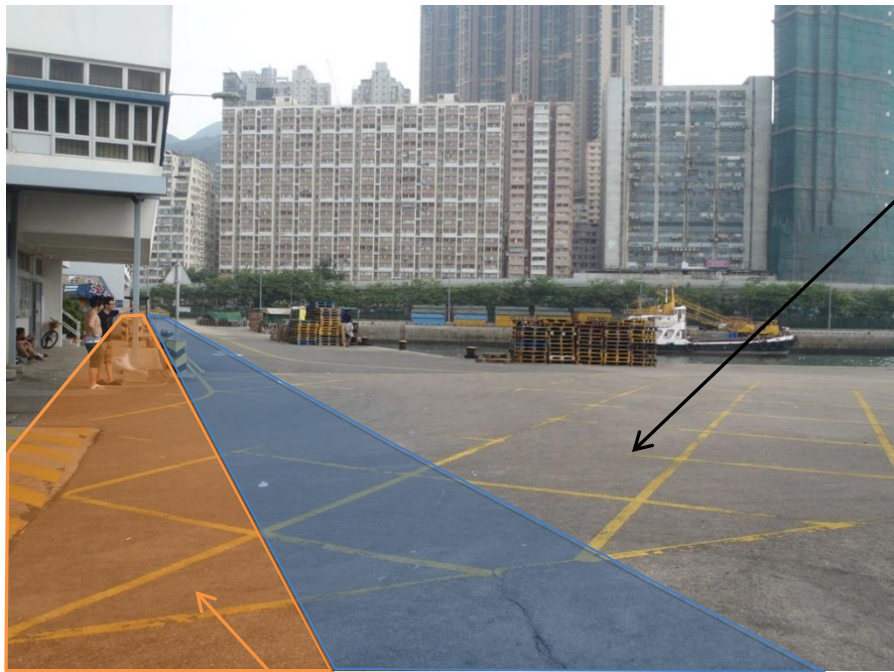


* HBF Harbour-front Connectivity Study, Hong Kong, Dr Sujata Govada (2008)

Western District PCWA (Public Pier)

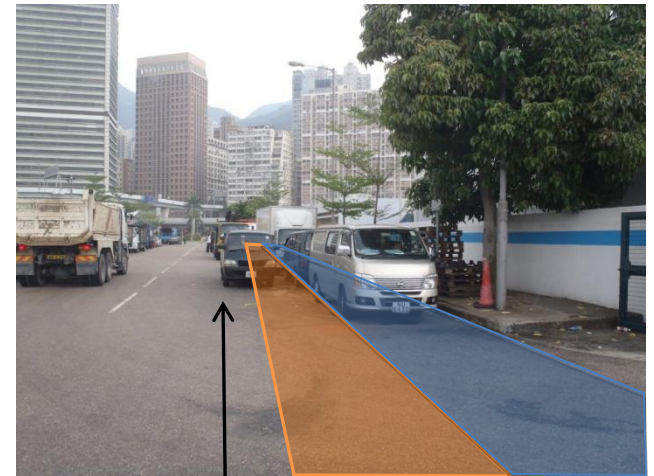
Currently: Western District PCWA

Proposed: Possible route along the public pier, or alternative route to follow Shing Sai Road and towards the Harbour adjacent to Fung Mat Road



CYCLEWAY

POSSIBLE ROUTE ALONG PUBLIC
PIER AREA



ALTERNATIVE ROUTE TO FOLLOW SHING
SAI ROAD AND TOWARDS THE HARBOUR
ADJACENT TO FUNG MAT ROAD – PARKING
REMOVED

Western Wholesale Food Market

Currently: Western Wholesale Food Market, with only one pier in use (as confirmed in Dr Sujata Govada's 2008 proposal)

Proposed: Opening up the harbourfront to public access, with a small bridge over the one pier still in use for both pedestrians and the cycleway.



BRIDGE OVER WHOLESALE
MARKET PIER IN USE

CYCLEWAY

Sai Ying Pun Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CURRENT USE: CONSTRUCTION SITE AND TEMPORARY VEHICLE PARKING, SPACE IS CONSTRAINED NEAR THE ENTRANCE RAMP TO THE WESTERN HARBOUR TUNNEL, HOWEVER THERE IS APPROXIMATELY 10M CLEAR, ADEQUATE TO INCLUDE A CYCLEWAY AND PEDESTRIAN BOARDWALK

CURRENT USE: SUN YAT SEN MEMORIAL PARK & WESTERN DISTRICT COMMUNITY GARDEN. LCSD TO ACCOMMODATE A CYCLEWAY THROUGH THE PARK

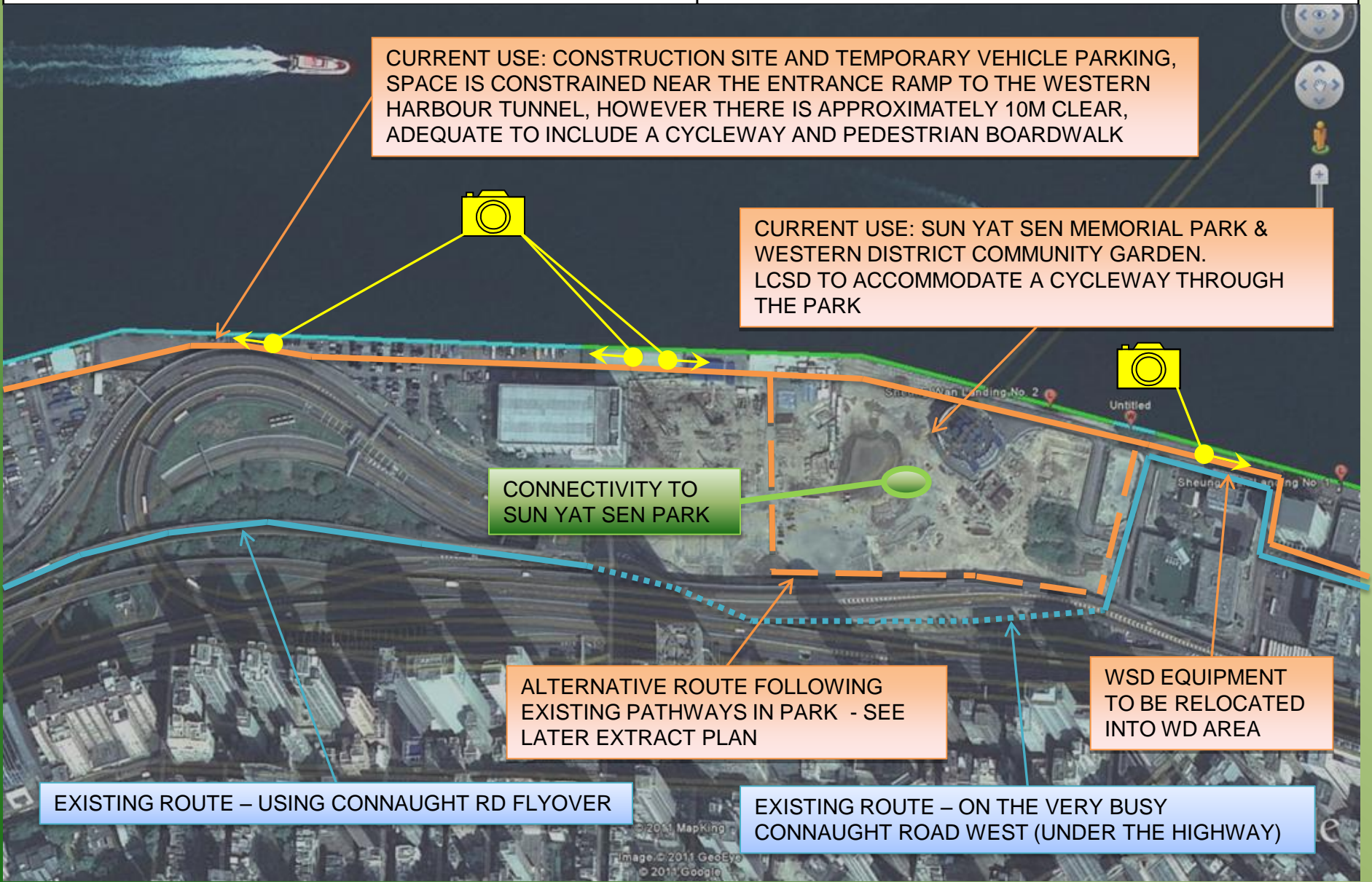
CONNECTIVITY TO SUN YAT SEN PARK

ALTERNATIVE ROUTE FOLLOWING EXISTING PATHWAYS IN PARK - SEE LATER EXTRACT PLAN

WSD EQUIPMENT TO BE RELOCATED INTO WD AREA

EXISTING ROUTE – USING CONNAUGHT RD FLYOVER

EXISTING ROUTE – ON THE VERY BUSY CONNAUGHT ROAD WEST (UNDER THE HIGHWAY)



Western Harbour Tunnel entrance

Currently: Temporary vehicle parking near western harbour tunnel entrance

Proposed:



WESTERN HARBOUR TUNNEL
APPROACH ROAD



EXISTING WATERFRONT

PEDESTRIAN BOARDWALK

CYCLEWAY

Sun Yat Sen Memorial Park (waterfront)

Currently: Sun Yat Sen Sports Centre waterfront

Proposed: Due to be opened in November, the sports centre waterfront provides an ideal background for upgrading to a pedestrian boardwalk and cycleway



CYCLEWAY

EXISTING PUBLIC BOARDWALK TO BE OPENED IN NOVEMBER 2011

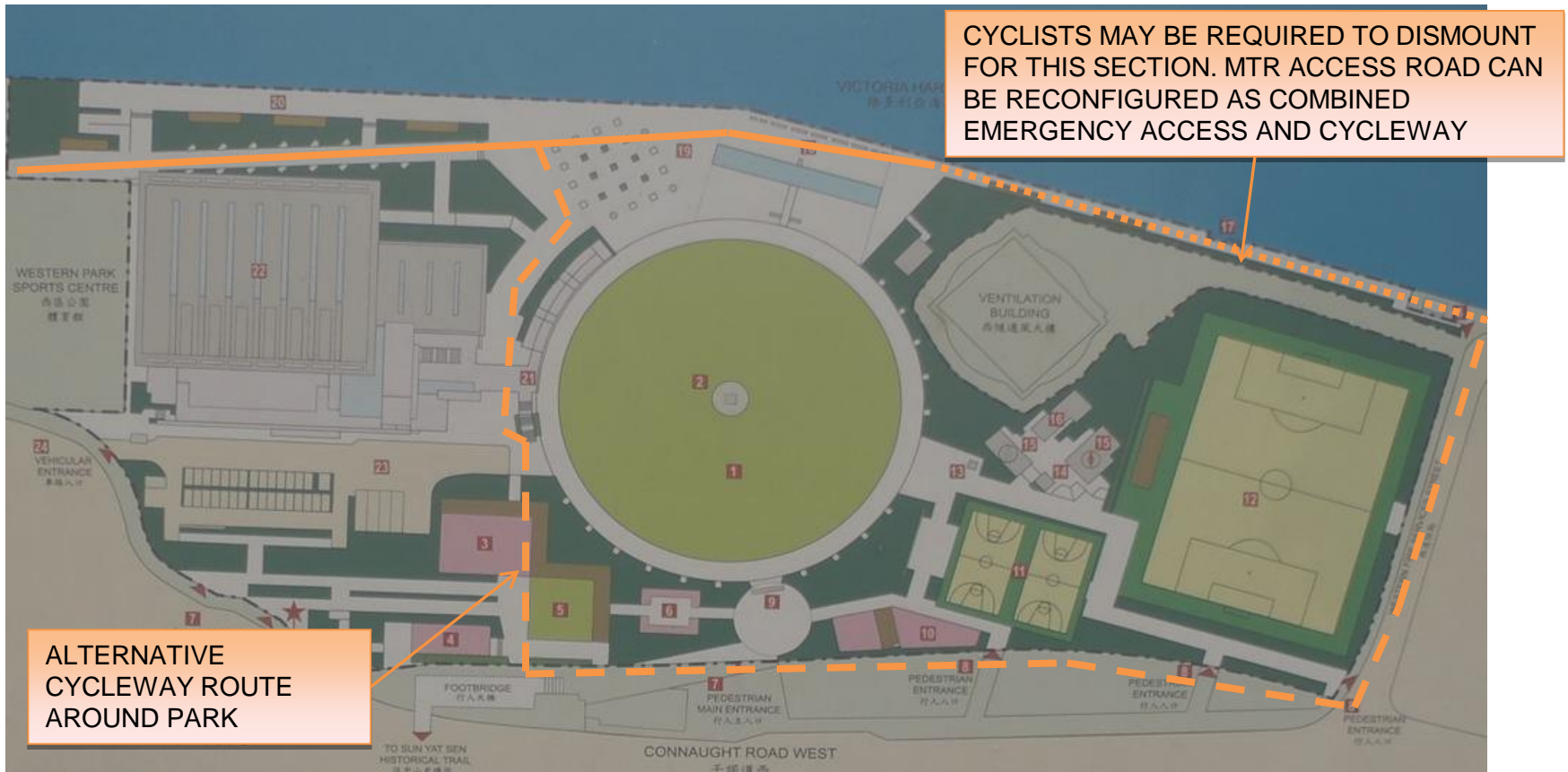


PEDESTRIAN BOARDWALK AND CYCLEWAY TO CONTINUE THROUGH EXISTING TRUCK PARK TOWARDS WESTERN TUNNEL ENTRANCE

Western Wholesale Food Market

Currently: Western Wholesale Food Market, with only one pier in use (as confirmed in Dr Sujata Govada's proposal)

Proposed: Opening up the harbourfront to public access, with a small bridge over the one pier still in use for both pedestrians and the cycleway.



Water Supplies Dept Equipment

Currently: Water Supplies Dept small building and lifting beam

Proposed: Relocating the waterworks building away from the waterfront, and moving the lifting beam and under-surface equipment back into the WSD depot



CYCLEWAY

EXISTING WSD EQUIPMENT TO BE RELOCATED



EXISTING LIFTING BEAM AND UNDERWATER EQUIPMENT TO BE RELOCATED TO INSIDE WSD DEPOT AREA

Sheung Wan Harbourfront

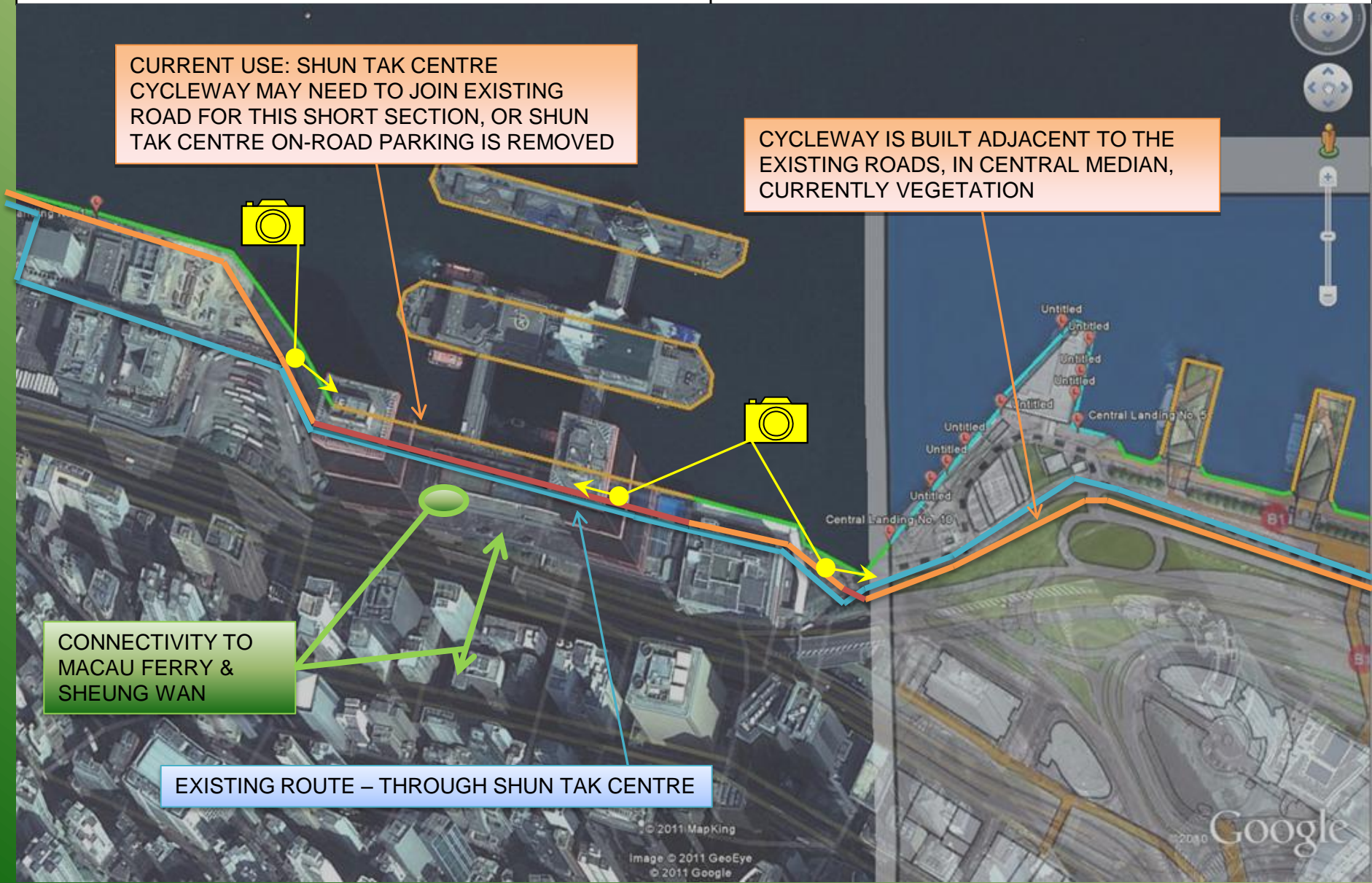
- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CURRENT USE: SHUN TAK CENTRE
CYCLEWAY MAY NEED TO JOIN EXISTING
ROAD FOR THIS SHORT SECTION, OR SHUN
TAK CENTRE ON-ROAD PARKING IS REMOVED

CYCLEWAY IS BUILT ADJACENT TO THE
EXISTING ROADS, IN CENTRAL MEDIAN,
CURRENTLY VEGETATION

CONNECTIVITY TO
MACAU FERRY &
SHEUNG WAN

EXISTING ROUTE – THROUGH SHUN TAK CENTRE



Shun Tak Centre

Currently: Shun Tak Centre – adjacent to the Central and Western District Promenade

Proposed: The cycleway could be dual-use with road traffic, or be segregated by relocating roadside parking to the existing car parks on the upper floors of the Shun Tak Centre



PEDESTRIAN ACCESS ON
CANTILEVER BRIDGE?

CYCLEWAY



MIXED TRAFFIC LANE
UNDER SHUN TAK CENTRE

Man Kwong Street

Currently: Man Kwong Street – restricted width across pavement

Proposed: It may be possible to cantilever or extend the pedestrian area across the corner to accommodate the pedestrian access and cycleway

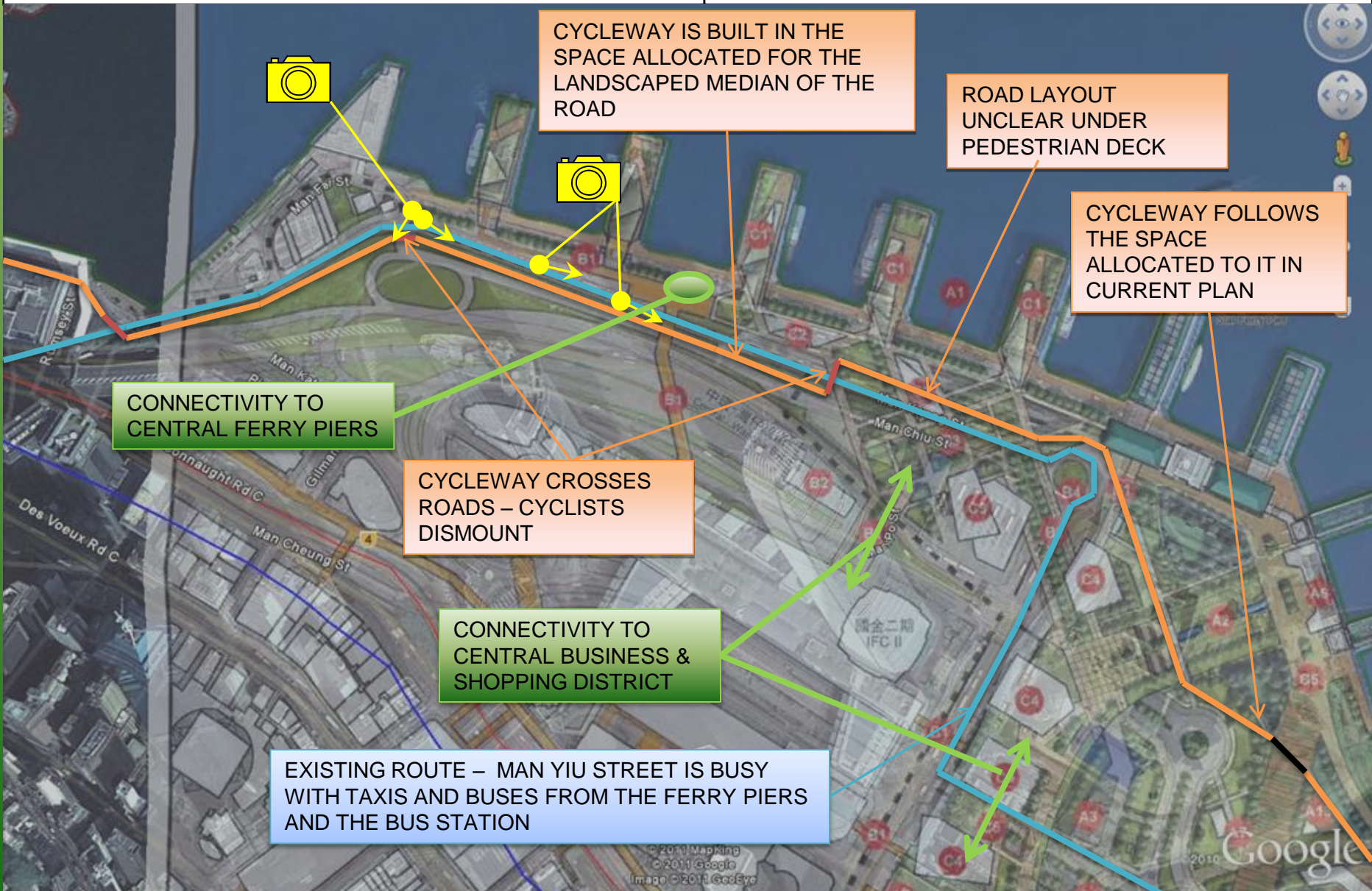


CYCLEWAY

EXTENDED PEDESTRIAN ACCESS
WIDTH ACROSS HARBOUR CORNER

Central Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)



CYCLEWAY IS BUILT IN THE SPACE ALLOCATED FOR THE LANDSCAPED MEDIAN OF THE ROAD

ROAD LAYOUT UNCLEAR UNDER PEDESTRIAN DECK

CYCLEWAY FOLLOWS THE SPACE ALLOCATED TO IT IN CURRENT PLAN

CONNECTIVITY TO CENTRAL FERRY PIERS

CYCLEWAY CROSSES ROADS – CYCLISTS DISMOUNT

CONNECTIVITY TO CENTRAL BUSINESS & SHOPPING DISTRICT

EXISTING ROUTE – MAN YIU STREET IS BUSY WITH TAXIS AND BUSES FROM THE FERRY PIERS AND THE BUS STATION

Central Ferry Piers (PAGE 1)

Currently: Central Ferry Piers – wide pedestrian access behind central government pier and along waterfront

Proposed: Cycleway crosses Man Kwong Street to replace a part of the green divider between carriageways



CYCLEWAY

CYCLEWAY TO RUN BEHIND TREES
ALONG ROADSIDE

CYCLISTS TO DISMOUNT AT ROAD
CROSSINGS.

Central Ferry Piers (PAGE 2)

Currently: Refer previous page

Proposed: Refer previous page



CYCLEWAY

**CYCLEWAY TO RUN BEHIND TREES
ALONG ROADSIDE**

Central Ferry Piers (PAGE 3)

Currently: Central Ferry Piers – no bicycle parking facilities available

Proposed: under-used areas to be re-allocated to bicycle parking facilities. A proper review of the Central ferry pedestrian area would identify all possibilities.



LOCATION OF UP TO 400 BIKE PARKING SPACES FOR ISLAND COMMUTERS

Admiralty Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CONNECTIVITY TO STAR FERRY

CYCLEWAY CROSSES MAJOR PEDESTRIAN FOOTPATHS – CYCLISTS DISMOUNT

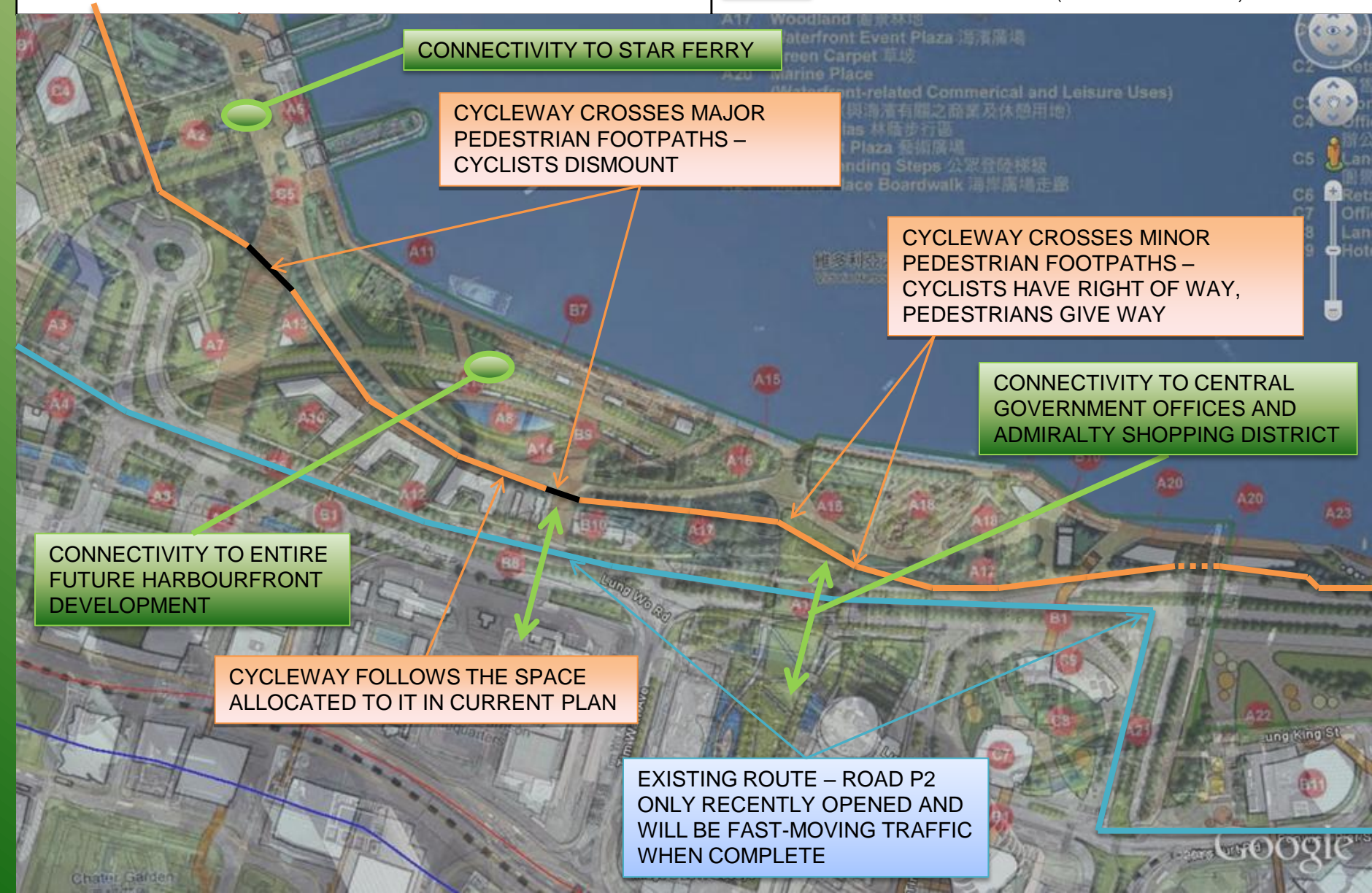
CYCLEWAY CROSSES MINOR PEDESTRIAN FOOTPATHS – CYCLISTS HAVE RIGHT OF WAY, PEDESTRIANS GIVE WAY

CONNECTIVITY TO CENTRAL GOVERNMENT OFFICES AND ADMIRALTY SHOPPING DISTRICT

CONNECTIVITY TO ENTIRE FUTURE HARBOURFRONT DEVELOPMENT

CYCLEWAY FOLLOWS THE SPACE ALLOCATED TO IT IN CURRENT PLAN

EXISTING ROUTE – ROAD P2 ONLY RECENTLY OPENED AND WILL BE FAST-MOVING TRAFFIC WHEN COMPLETE



Wanchai Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CONNECTIVITY TO GOLDEN BAUHINIA

ALTERNATIVE CYCLEWAY THROUGH HKCEC MAY BE ON-ROAD OR SEPARATED

ROAD/CYCLEWAY INTERSECTION NEEDS CAREFUL DESIGN. TRAFFIC LIGHTS CAN INCLUDE BICYCLES-ONLY SEQUENCE

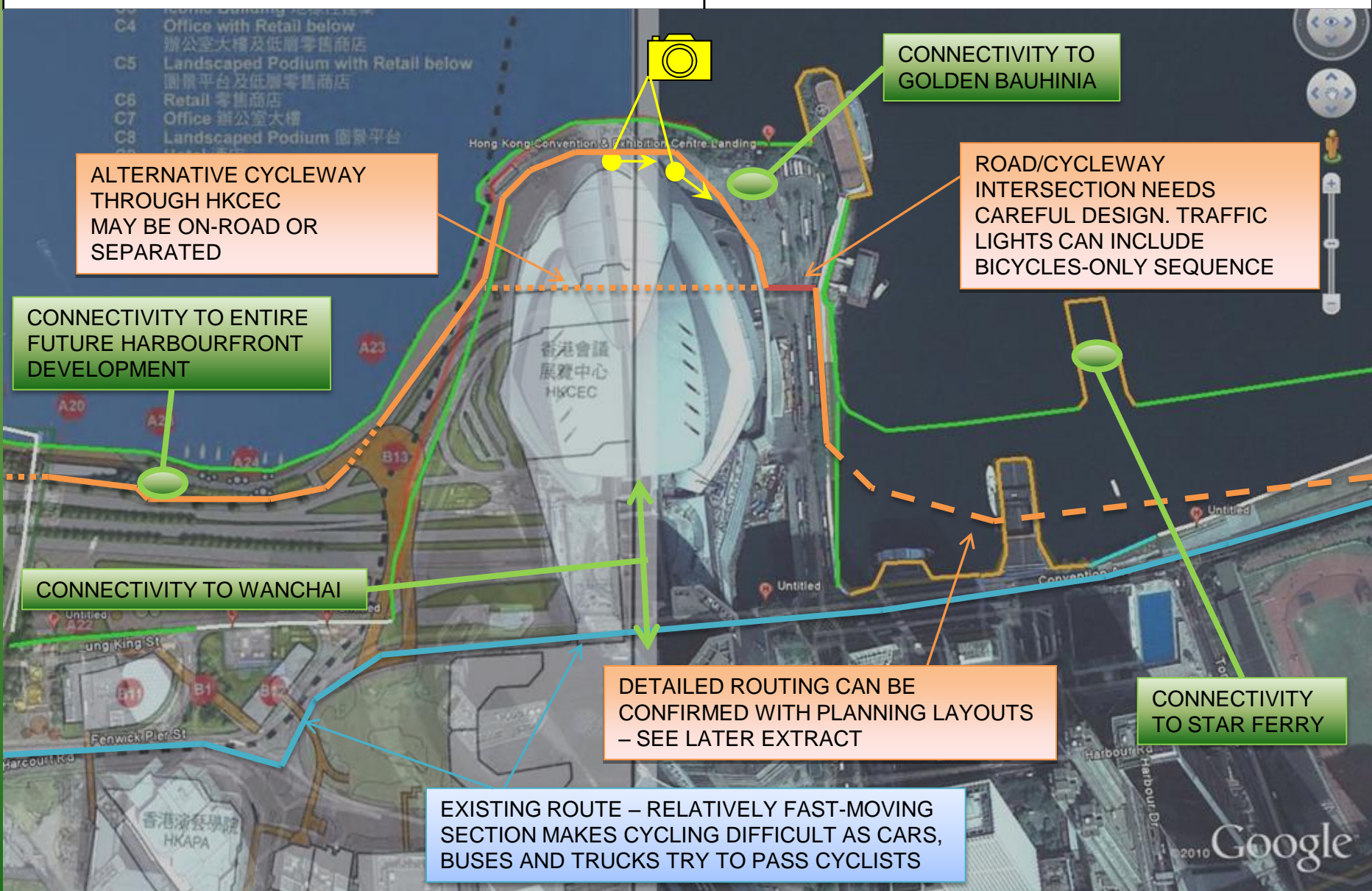
CONNECTIVITY TO ENTIRE FUTURE HARBOURFRONT DEVELOPMENT

CONNECTIVITY TO WANCHAI

DETAILED ROUTING CAN BE CONFIRMED WITH PLANNING LAYOUTS – SEE LATER EXTRACT

CONNECTIVITY TO STAR FERRY

EXISTING ROUTE – RELATIVELY FAST-MOVING SECTION MAKES CYCLING DIFFICULT AS CARS, BUSES AND TRUCKS TRY TO PASS CYCLISTS



HKCEC and Golden Bauhinia

Currently: Public pedestrian area

Proposed: Cycleway to follow behind waterfront seating and promenade, and then traverse area adjacent to the Golden Bauhinia. Most of this section would not be segregated, instead using surface markings to indicate the cycleway to all users, to facilitate pedestrian flow, and signage to limit cycling speeds. An alternative route could follow the roads under the HKCEC.

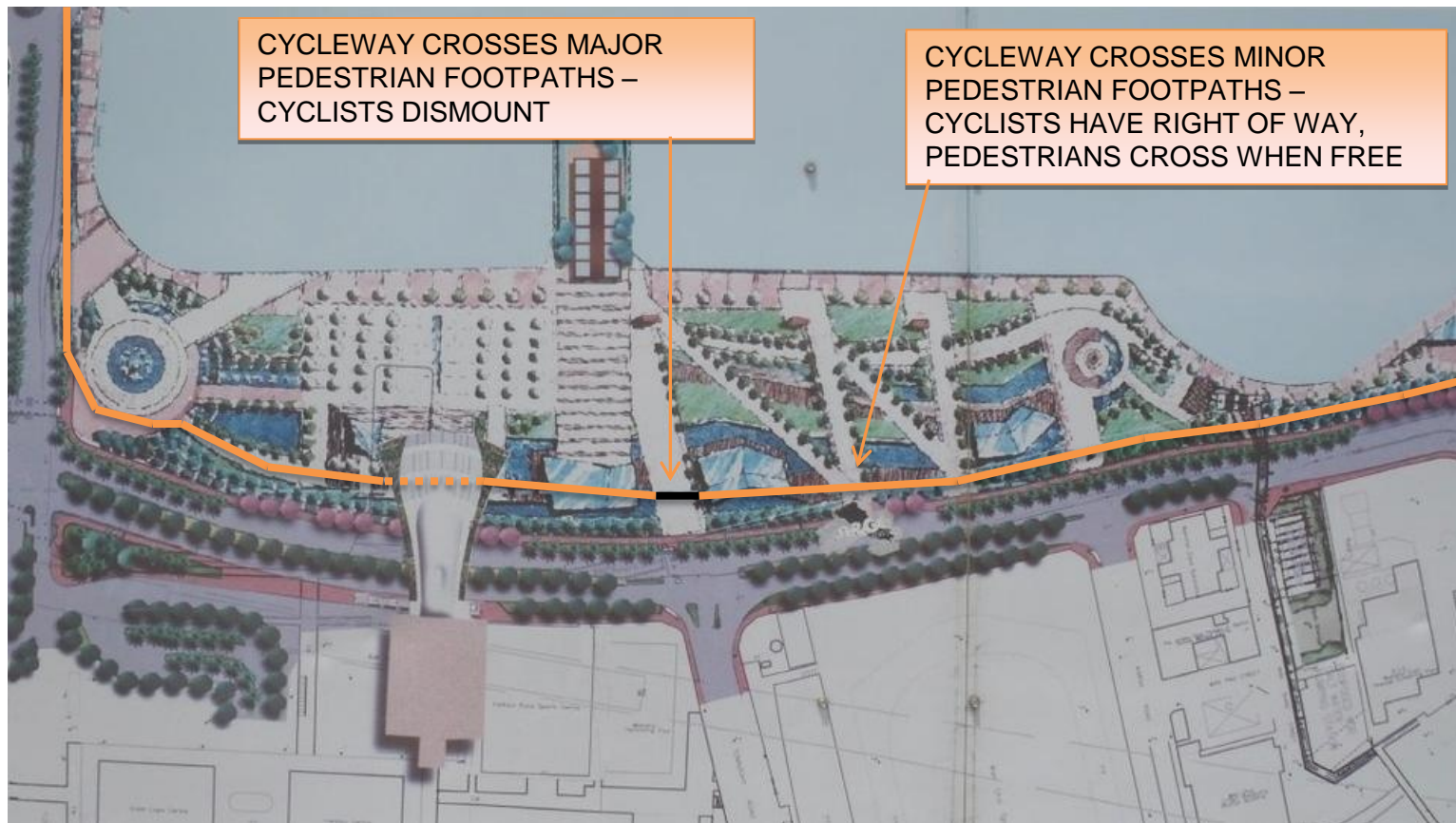


CYCLEWAY

Wanchai Ferry reclamation

Currently: Planning layout still to be formally released under Stage 3

Proposed: Retain connectivity and cycleway through reclamation



Wanchai – Causeway Bay Harbourfront

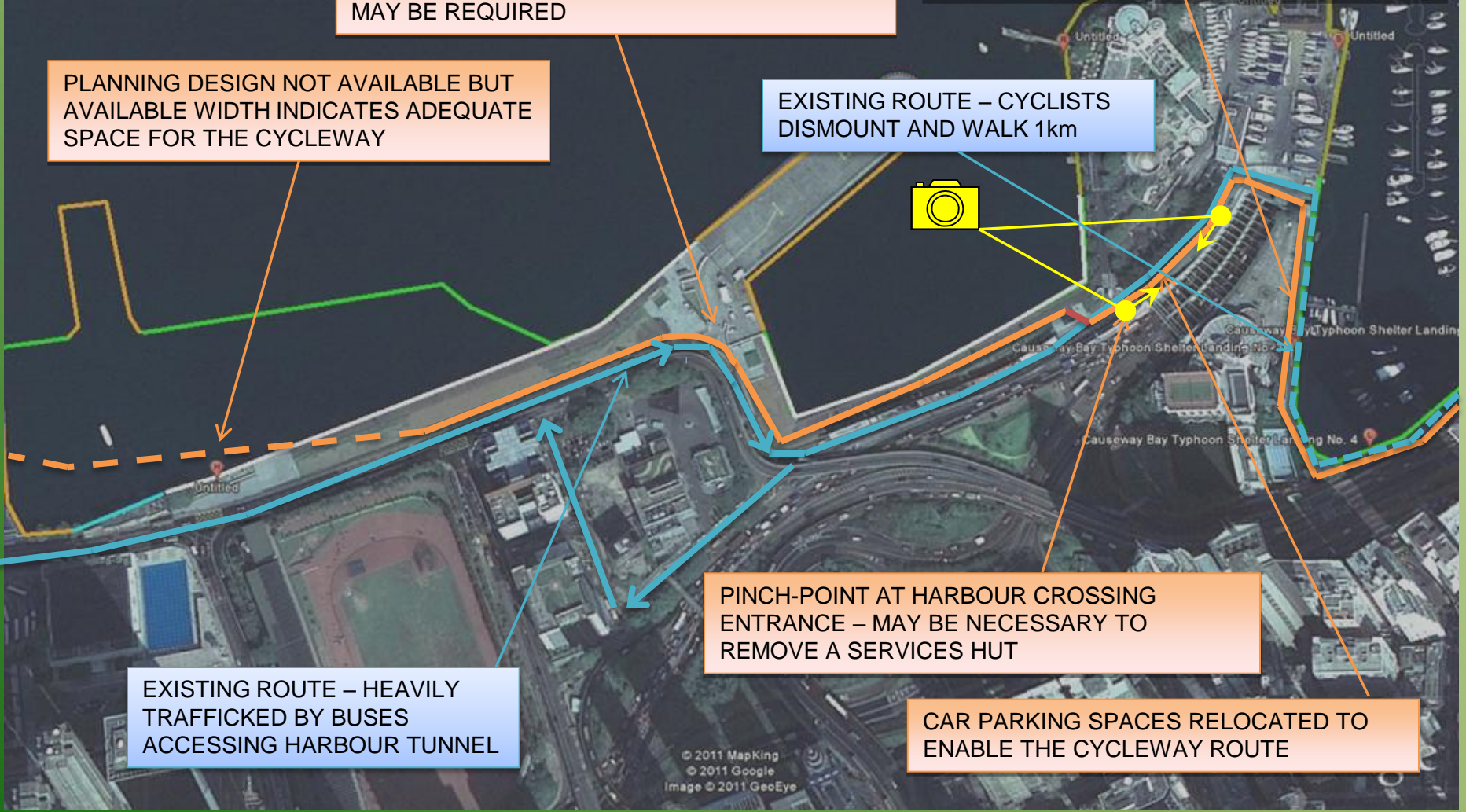
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- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

PLANNING DESIGN NOT AVAILABLE – A SHARED-USE BICYCLE-PEDESTRIAN AREA MAY BE REQUIRED

CYCLISTS WOULD NEED TO DISMOUNT ALONG THIS CONSTRICTED AREA OF THE HARBOURFRONT – ANY WIDENING WOULD ALLEVIATE THIS

PLANNING DESIGN NOT AVAILABLE BUT AVAILABLE WIDTH INDICATES ADEQUATE SPACE FOR THE CYCLEWAY

EXISTING ROUTE – CYCLISTS DISMOUNT AND WALK 1km



PINCH-POINT AT HARBOUR CROSSING ENTRANCE – MAY BE NECESSARY TO REMOVE A SERVICES HUT

EXISTING ROUTE – HEAVILY TRAFFICKED BY BUSES ACCESSING HARBOUR TUNNEL

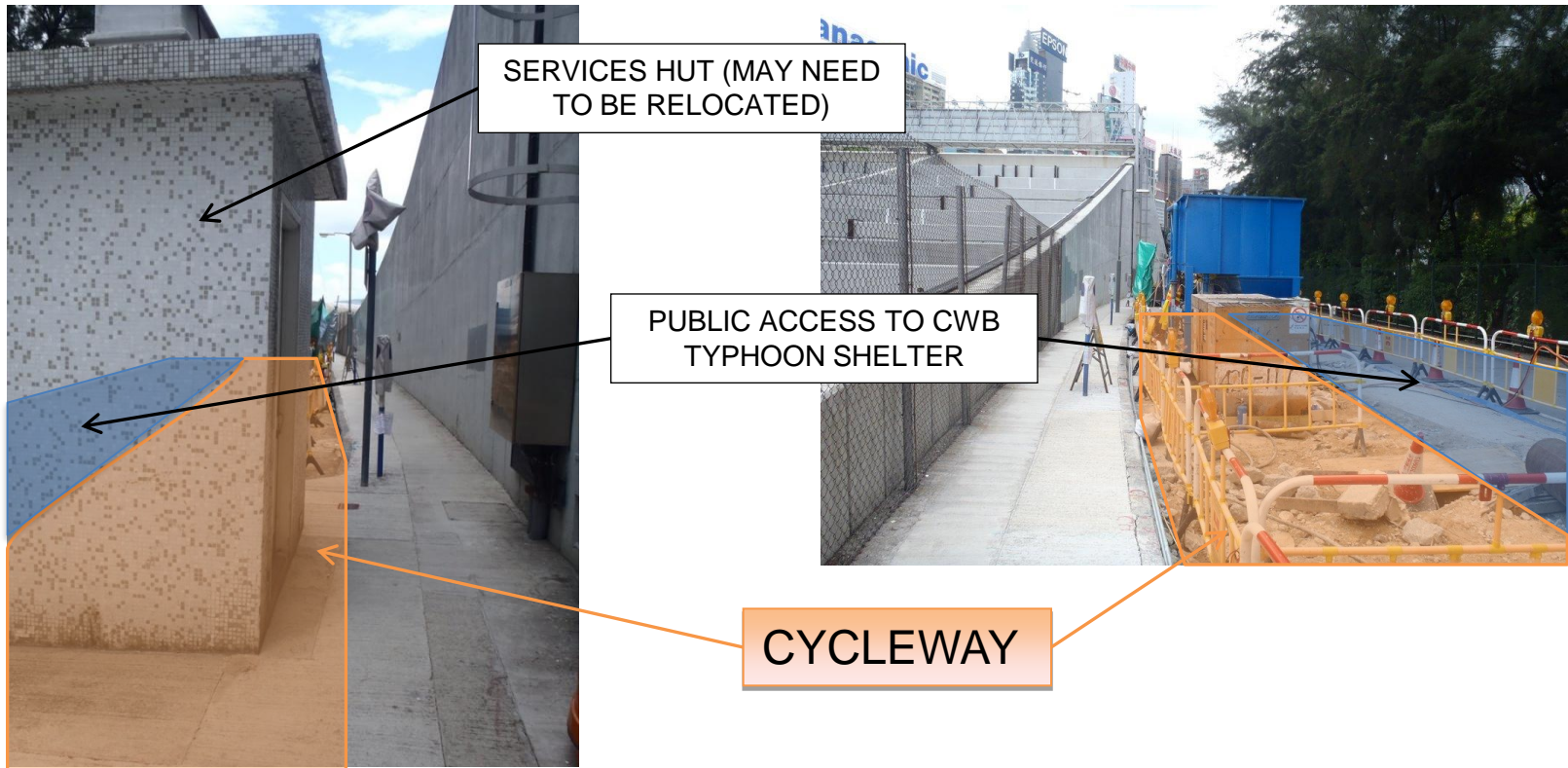
CAR PARKING SPACES RELOCATED TO ENABLE THE CYCLEWAY ROUTE

HARBOUR CROSSING ENTRANCE

Currently: Quiet road at the back of the Yacht Club, leading to Causeway Bay Typhoon Shelter

Future use: Harbourfront public access to causeway bay typhoon shelter

Proposed: Remove parking spaces alongside tunnel entrance structure, possibly need to relocate services hut at tunnel entrance.



Causeway Bay Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CONNECTIVITY TO FUTURE CWB TYPHOON SHELTER DEVELOPMENT

CYCLISTS WOULD NEED TO DISMOUNT ALONG THIS CONSTRICTED AREA OF THE HARBOURFRONT – ANY WIDENING WOULD ALLEVIATE THIS

CONNECTIVITY TO VICTORIA PARK VIA FUTURE BRIDGE



3



2

CHANGING THE LAYOUT OF THE LAY-BY TO REMOVE THE CENTRAL ISLAND WOULD ALLOW THE CYCLEWAY TO CONTINUE, SEPARATED FROM THE ROAD

1

CONNECTIVITY TO CAUSEWAY BAY SHOPPING & HOTEL DISTRICT

EXISTING ROUTE – CYCLISTS DISMOUNT AND WALK 1km

CAUSEWAY BAY TYPHOON SHELTER (PAGE 1)

Currently: Restricted width pedestrian path

Future use: Harbourfront public access to Causeway Bay Typhoon Shelter

Proposed: Increase pedestrian/cycleway width at road or harbour side, or cyclists to dismount for this part of the harbourfront cycleway. (Note: the cycleway would greatly facilitate access to the Noon-day Gun, a much under-utilised attraction.)



SERVICES HUT (MAY NEED TO BE RELOCATED)

RESTRICTED WIDTH – ANY INCREASE IN WIDTH (ON THIS SIDE OR THE HARBOUR SIDE) WOULD HELP TO INSTALL THE CYCLEWAY. OTHERWISE, CYCLISTS WILL NEED TO DISMOUNT FOR THIS PART OF THE HARBOURFRONT CYCLWAY

CAUSEWAY BAY TYPHOON SHELTER (PAGE 2)

Currently: Restricted width pedestrian path and large lay-by divider

Future use: Harbourfront public access to causeway bay typhoon shelter

Proposed: Increase width at road or harbour side, or instruct cyclists to dismount for this part of the harbourfront cycleway. Remove the lay-by divider and relocate the lay-by towards the road, making space for the cycleway and pedestrian boardwalk



IT MAY BE NECESSARY TO CANTILEVER WALKWAY TO CREATE WIDTH

RESTRICTED WIDTH

DIVIDER TO REMOVE, AND RELOCATE LAY-BY



CYCLEWAY

PUBLIC ACCESS TO CWB TYPHOON SHELTER

CAUSEWAY BAY TYPHOON SHELTER (PAGE 3)

Currently: Pedestrian path towards CWB Fire Station

Future use: Harbourfront public access to causeway bay typhoon shelter

Proposed: Install cycleway by removing part of neglected garden alongside path. Some signage to be relocated.



PUBLIC ACCESS TO CWB
TYPHOON SHELTER

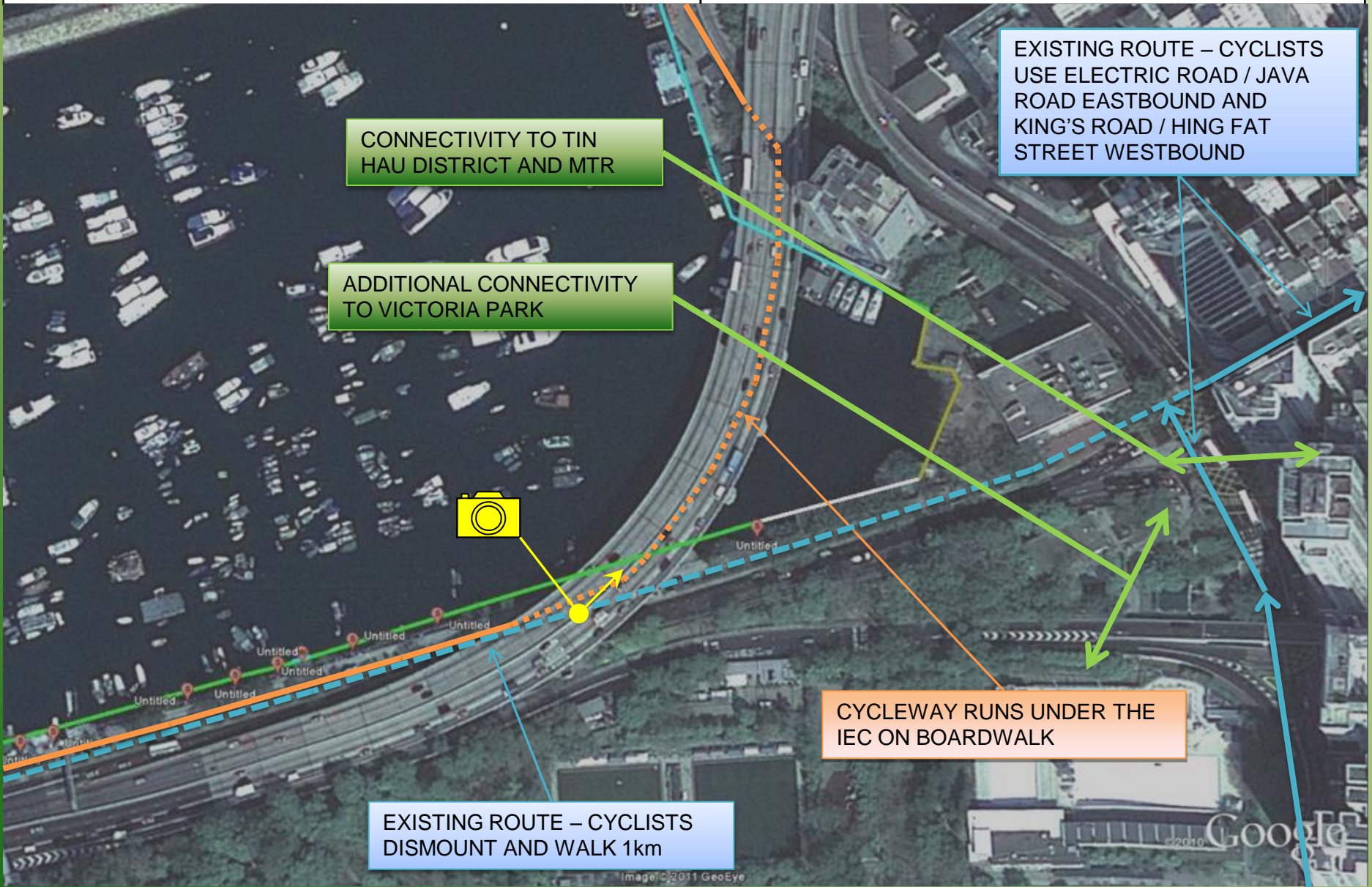
NEGLECTED GARDEN AREA
REPURPOSED FOR
CYCLEWAY



CYCLEWAY

Causeway Bay Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)



CONNECTIVITY TO TIN HAU DISTRICT AND MTR

ADDITIONAL CONNECTIVITY TO VICTORIA PARK

EXISTING ROUTE – CYCLISTS USE ELECTRIC ROAD / JAVA ROAD EASTBOUND AND KING’S ROAD / HING FAT STREET WESTBOUND

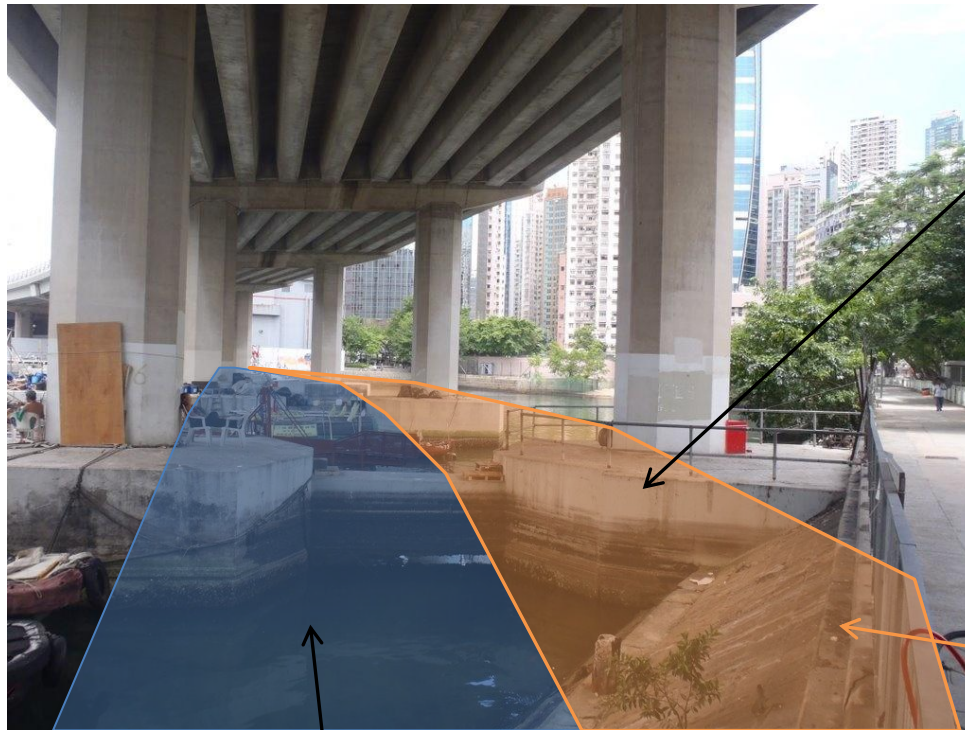
CYCLEWAY RUNS UNDER THE IEC ON BOARDWALK

EXISTING ROUTE – CYCLISTS DISMOUNT AND WALK 1km

CAUSEWAY BAY TYPHOON SHELTER (PAGE 4)

Currently: Pedestrian path towards CWB Fire Station

Proposed: Install cycleway adjacent to pedestrian walkway as a part of an extension to the IEC boardwalk. Clear distance between piers is approx. 9m, so would be sufficient for both pedestrian and cycleway use, or alternatively cantilever to use space behind columns. This would use the same design methods as the IEC boardwalk



STRUCTURE TO FOLLOW
STYLE OF IEC BOARDWALK

CYCLEWAY

PUBLIC ACCESS TO IEC BOARDWALK
AND TIN HAU WATERFRONT

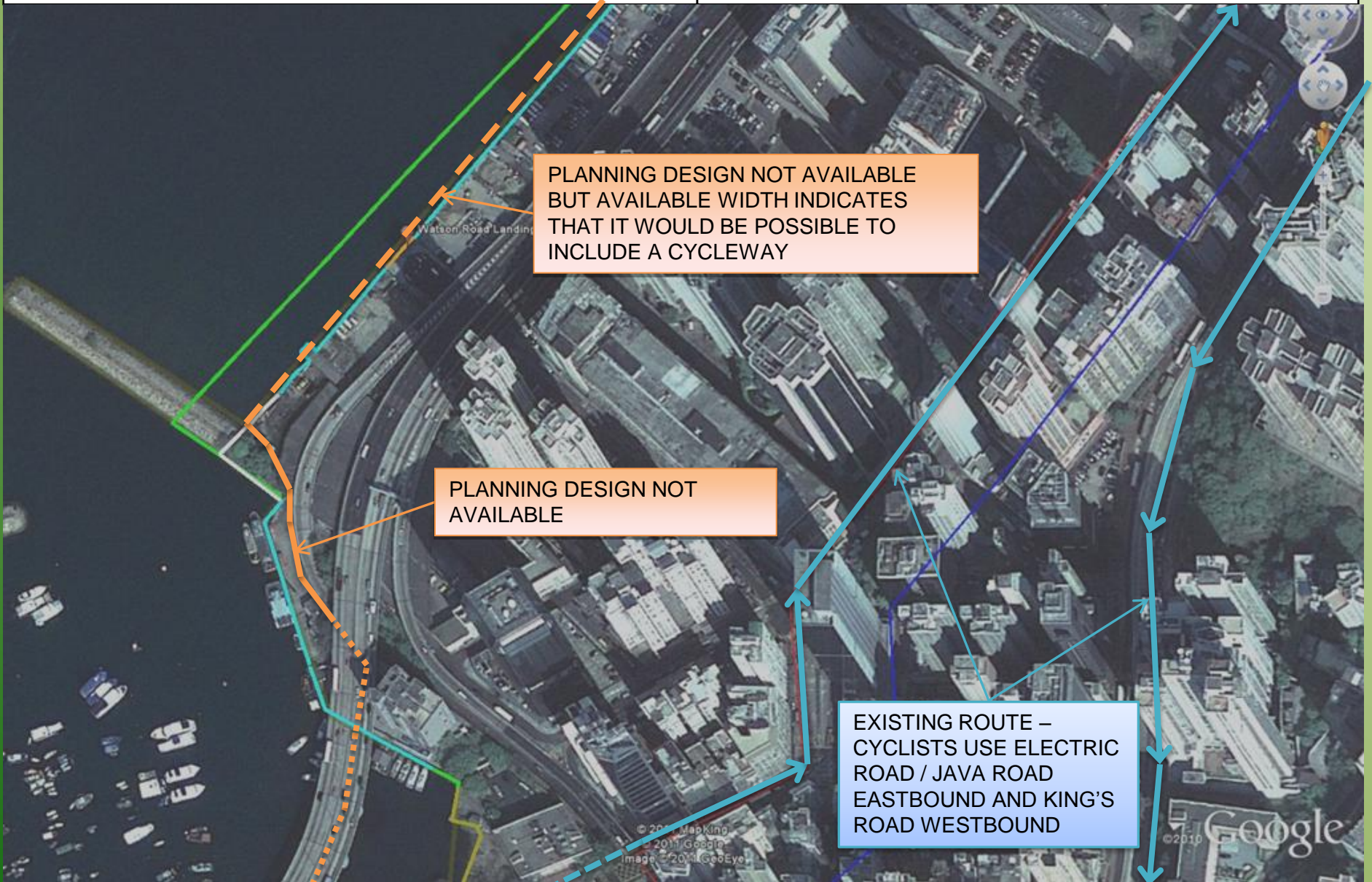
IEC Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

PLANNING DESIGN NOT AVAILABLE BUT AVAILABLE WIDTH INDICATES THAT IT WOULD BE POSSIBLE TO INCLUDE A CYCLEWAY

PLANNING DESIGN NOT AVAILABLE

EXISTING ROUTE –
CYCLISTS USE ELECTRIC ROAD / JAVA ROAD EASTBOUND AND KING'S ROAD WESTBOUND



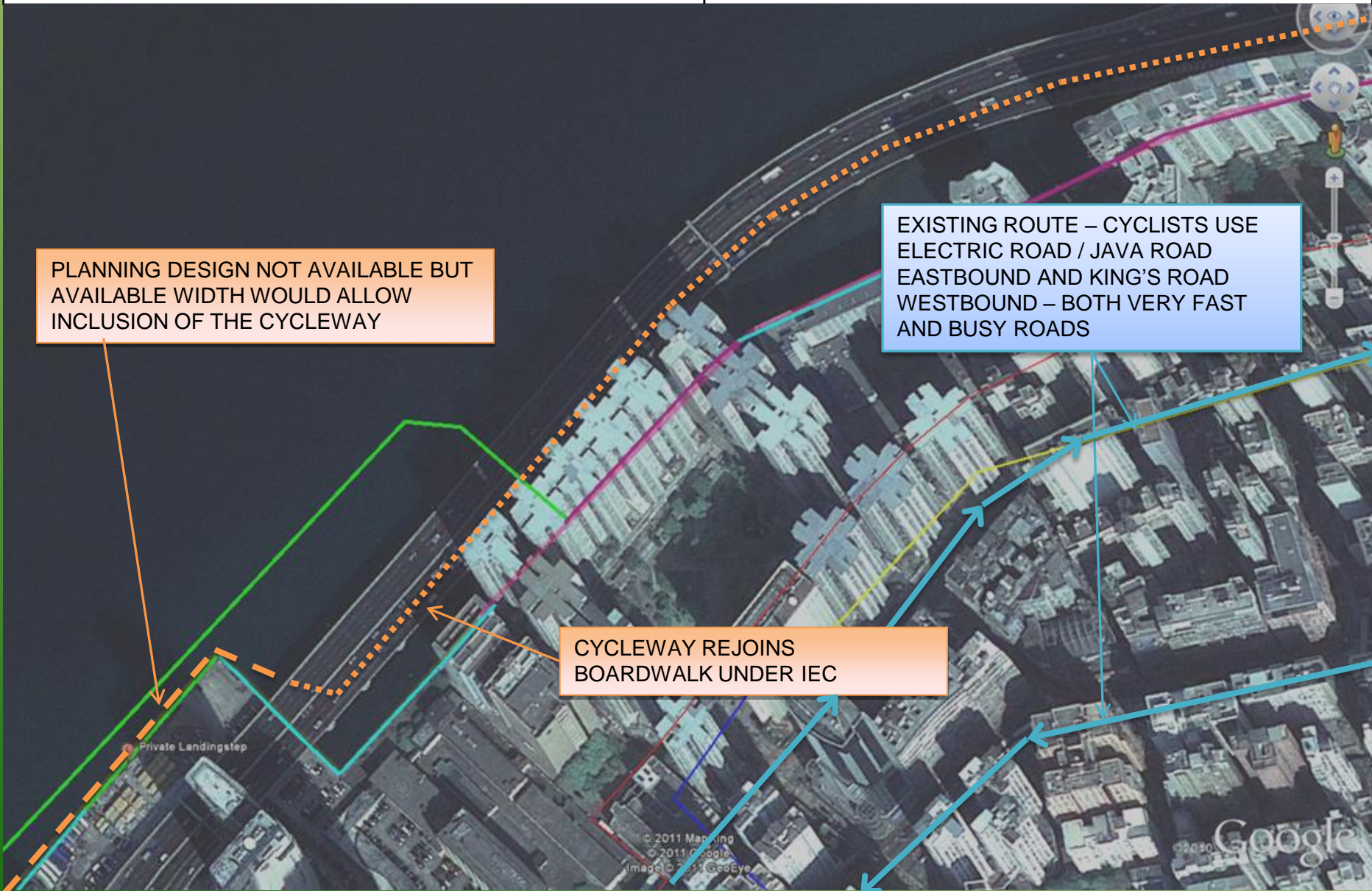
IEC Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

PLANNING DESIGN NOT AVAILABLE BUT AVAILABLE WIDTH WOULD ALLOW INCLUSION OF THE CYCLEWAY

EXISTING ROUTE – CYCLISTS USE ELECTRIC ROAD / JAVA ROAD EASTBOUND AND KING'S ROAD WESTBOUND – BOTH VERY FAST AND BUSY ROADS

CYCLEWAY REJOINS BOARDWALK UNDER IEC

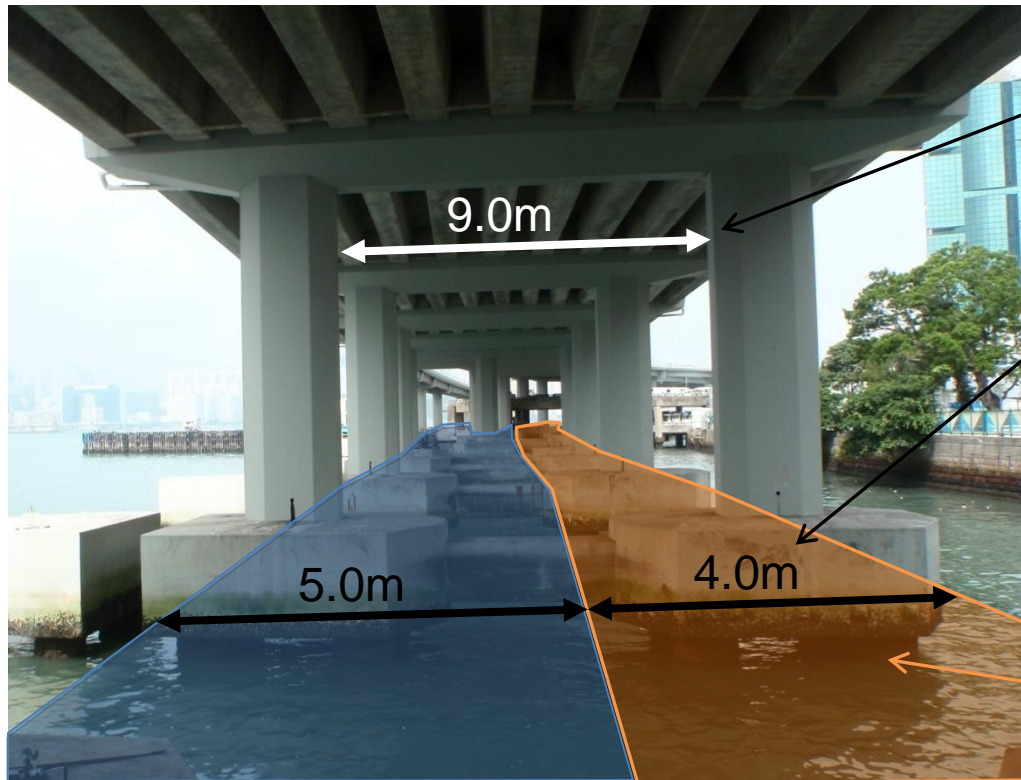


Island Eastern Corridor boardwalk

Currently: Support columns to the Island Eastern Corridor

Future use: 5m wide pedestrian only boardwalk under IEC, proposed

Proposed: Install cycleway adjacent to pedestrian walkway as a part of the boardwalk. Clear distance between piers is approx 9m, sufficient for both pedestrian and cycleway use, or alternatively cantilever to use space behind columns.



EXISTING STRUCTURE IS 9m
BETWEEN SUPPORT COLUMNS

CURRENT IEC BOARDWALK WIDTH IS
5.0m, LEAVING 4.0m AVAILABLE FOR
CYCLEWAY

CYCLEWAY

North Point Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CYCLEWAY CONTINUES WITH BOARDWALK UNDER IEC

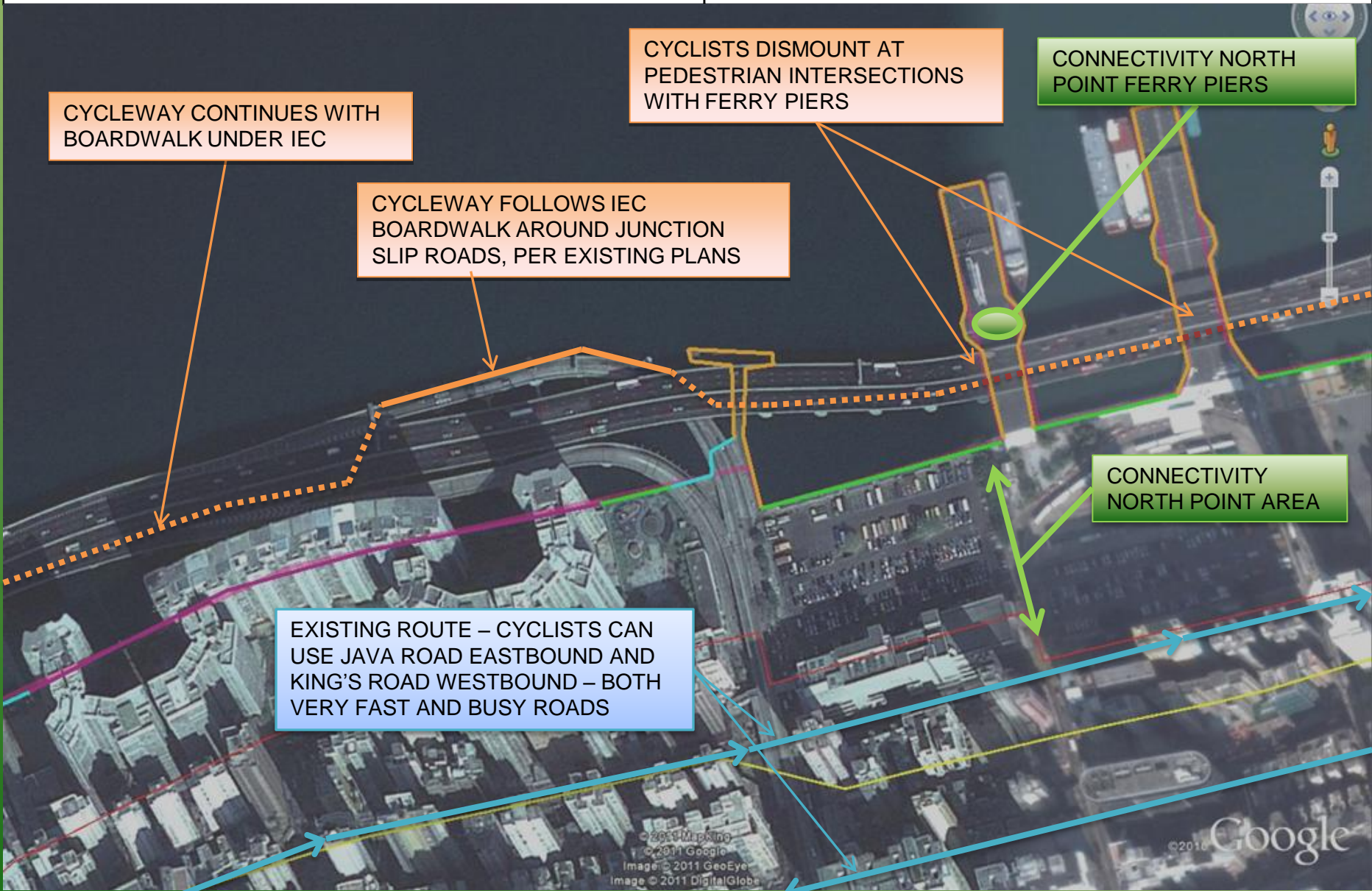
CYCLEWAY FOLLOWS IEC BOARDWALK AROUND JUNCTION SLIP ROADS, PER EXISTING PLANS

CYCLISTS DISMOUNT AT PEDESTRIAN INTERSECTIONS WITH FERRY PIERS

CONNECTIVITY NORTH POINT FERRY PIERS

CONNECTIVITY NORTH POINT AREA

EXISTING ROUTE – CYCLISTS CAN USE JAVA ROAD EASTBOUND AND KING’S ROAD WESTBOUND – BOTH VERY FAST AND BUSY ROADS



North Point Harbourfront

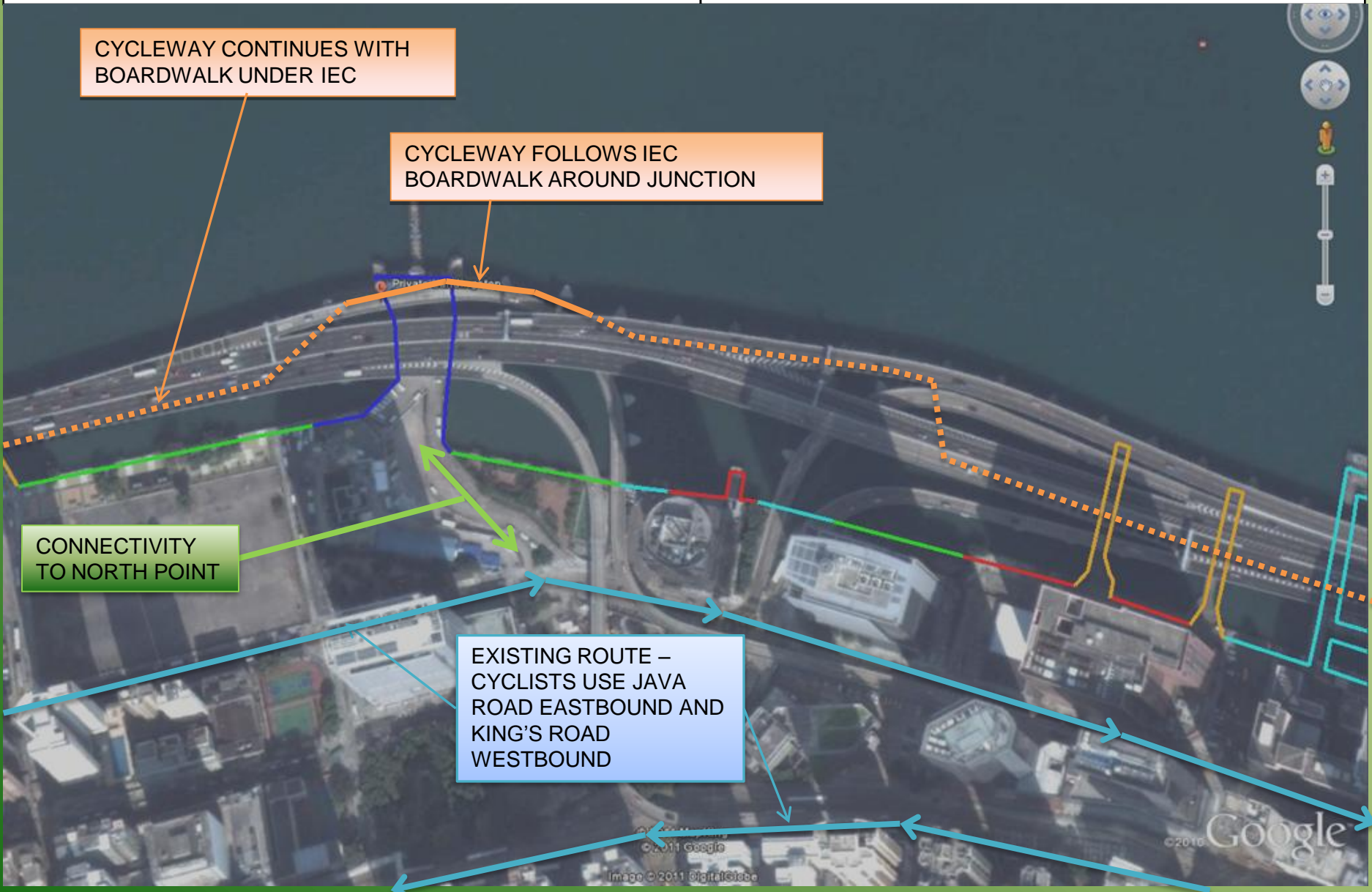
- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CYCLEWAY CONTINUES WITH BOARDWALK UNDER IEC

CYCLEWAY FOLLOWS IEC BOARDWALK AROUND JUNCTION

CONNECTIVITY TO NORTH POINT

EXISTING ROUTE – CYCLISTS USE JAVA ROAD EASTBOUND AND KING'S ROAD WESTBOUND



North Point – Hoi Yu St Harbourfront

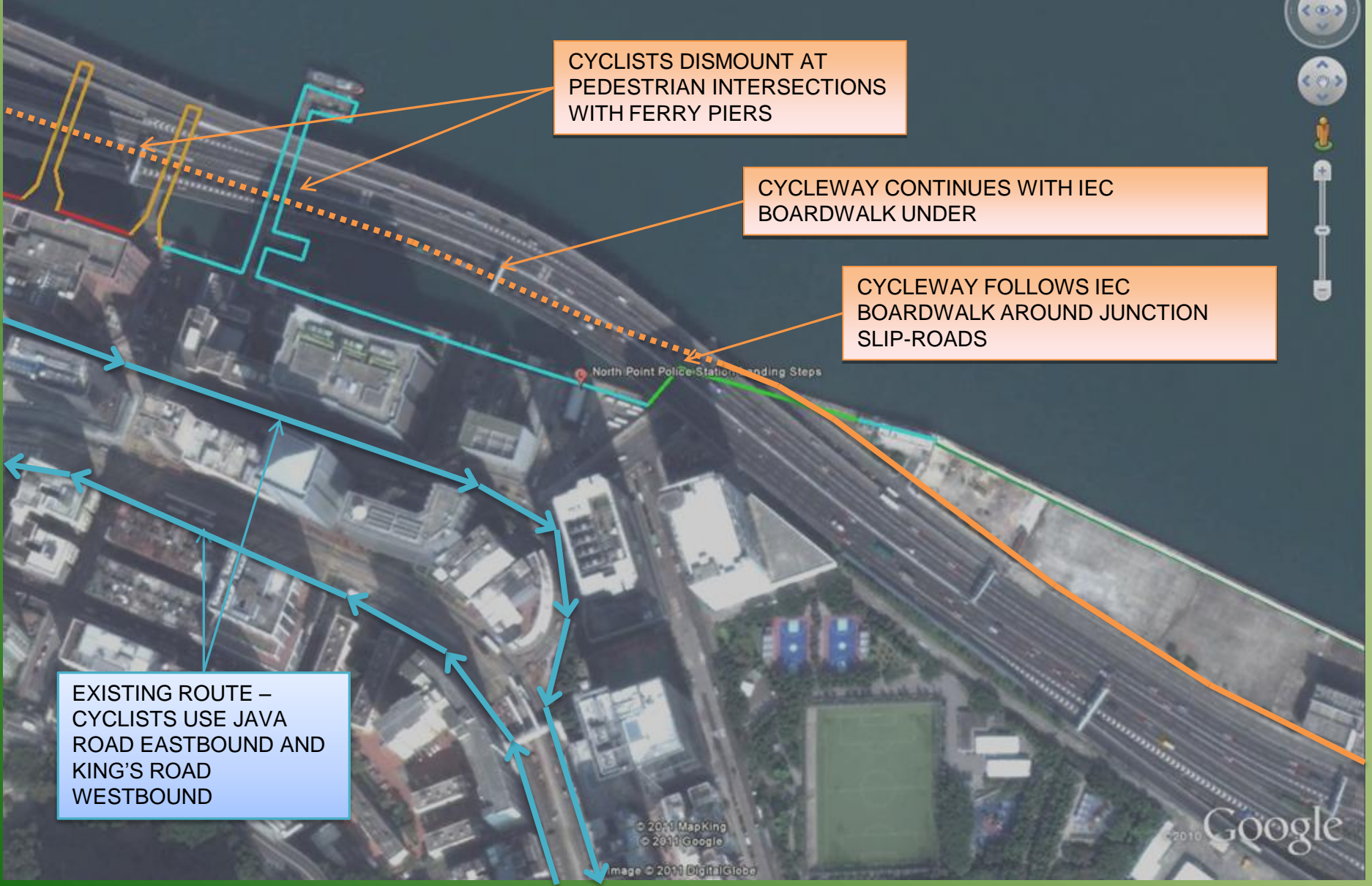
- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CYCLISTS DISMOUNT AT PEDESTRIAN INTERSECTIONS WITH FERRY PIERS

CYCLEWAY CONTINUES WITH IEC BOARDWALK UNDER

CYCLEWAY FOLLOWS IEC BOARDWALK AROUND JUNCTION SLIP-ROADS

EXISTING ROUTE – CYCLISTS USE JAVA ROAD EASTBOUND AND KING'S ROAD WESTBOUND



Hoi Yu Street Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CYCLEWAY TO FOLLOW HOI YU STREET, OR ADJACENT TO WATERFRONT PEDESTRIAN AREA

LCSD TO ACCOMMODATE CYCLEWAY THROUGH QUARRY BAY PARK PHASE 1

CONNECTIVITY BETWEEN HOI YU ST AND QUARRY BAY PARK PHASE 1 IS PARTIALLY BLOCKED BY GAS PIGGING STATION – MAY BE NECESSARY TO RELOCATE IT, OR MAKE SHARED USE OF INTERNAL ACCESS ROAD.

CONNECTIVITY WITH LCSD PARK

CONNECTIVITY WITH QUARRY BAY

EXISTING ROUTE – CYCLISTS USE KING'S ROAD (FURTHER INLAND)

Quarry Bay Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CONNECTIVITY WITH LCSD PARK

LCSD TO INSTALL CYCLEWAY THROUGH QUARRY BAY PARK PHASE 1

CYCLEWAY TO GO THROUGH SAI WAN HO HARBOUR PARK

CONNECTIVITY WITH SAI WAN HO PARK

EXISTING ROUTE – CYCLISTS USE KING’S ROAD (FURTHER INLAND)

CYCLEWAY MAY REQUIRE DUAL-USE WITH ROAD AROUND GRAND PROMENADE DEVELOPMENT

Sai Wan Ho Harbourfront

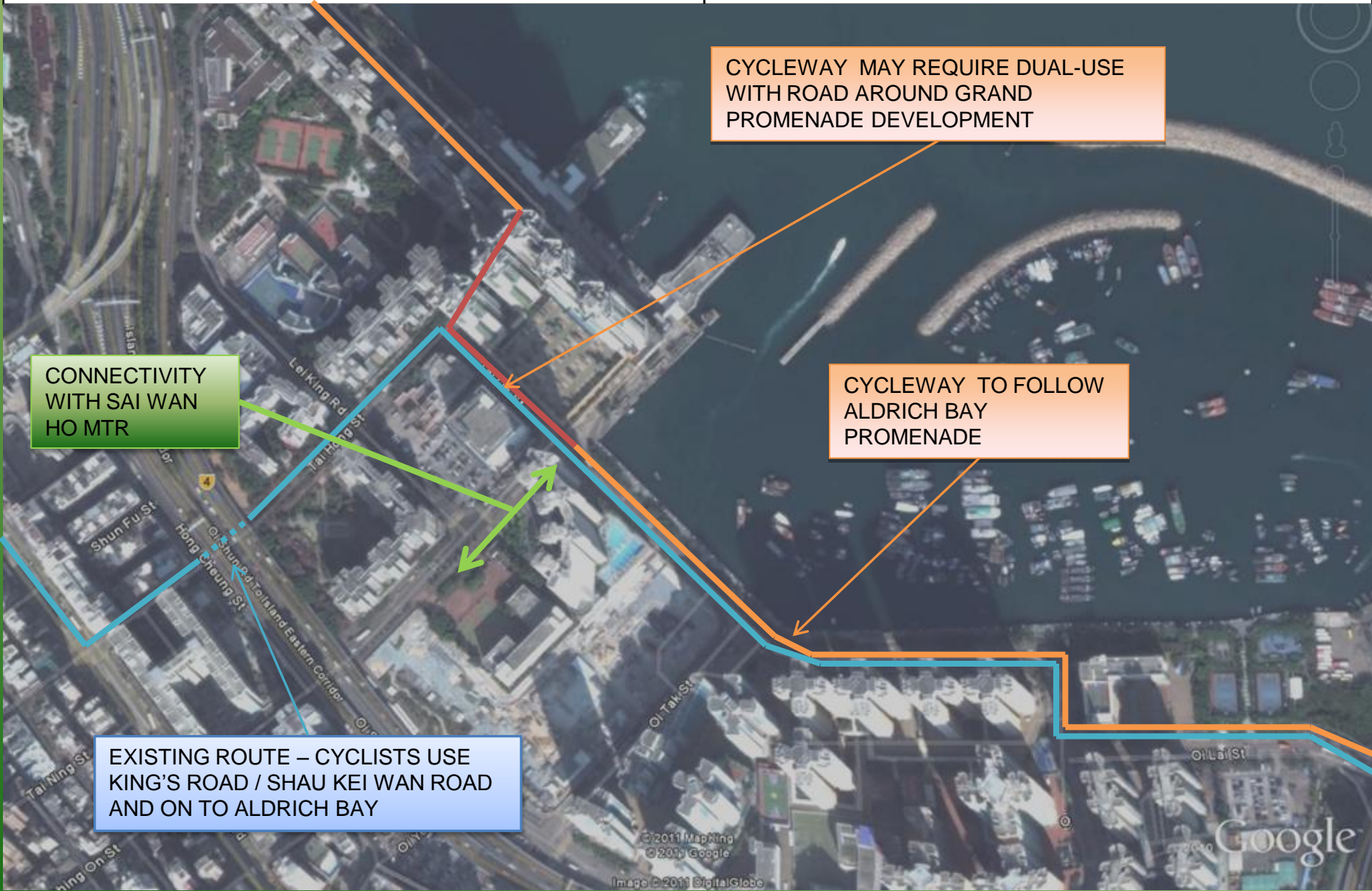
- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

CYCLEWAY MAY REQUIRE DUAL-USE WITH ROAD AROUND GRAND PROMENADE DEVELOPMENT

CYCLEWAY TO FOLLOW ALDRICH BAY PROMENADE

CONNECTIVITY WITH SAI WAN HO MTR

EXISTING ROUTE – CYCLISTS USE KING'S ROAD / SHAU KEI WAN ROAD AND ON TO ALDRICH BAY



Coastal Museum Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)

EXISTING ROUTE – CYCLISTS ARE REQUIRED TO GO UP CHAI WAN ROAD – A STEEP HILL WITH FAST MOVING TRAFFIC

CYCLEWAY TO FOLLOW TUNG HEI ROAD AND THE ACCESS RAMP TO THE ISLAND EASTERN CORRIDOR

CONNECTIVITY WITH COASTAL MUSEUM



Heng Fa Chuen Harbourfront

- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLE ROUTE (SEGREGATED)
- PROPOSED CYCLE ROUTE (ON-ROAD SECTIONS)



CYCLEWAY MAY NEED TO FOLLOW THE ACCESS RAMP FROM THE ISLAND EASTERN CORRIDOR INTO HENG FA CHUEN

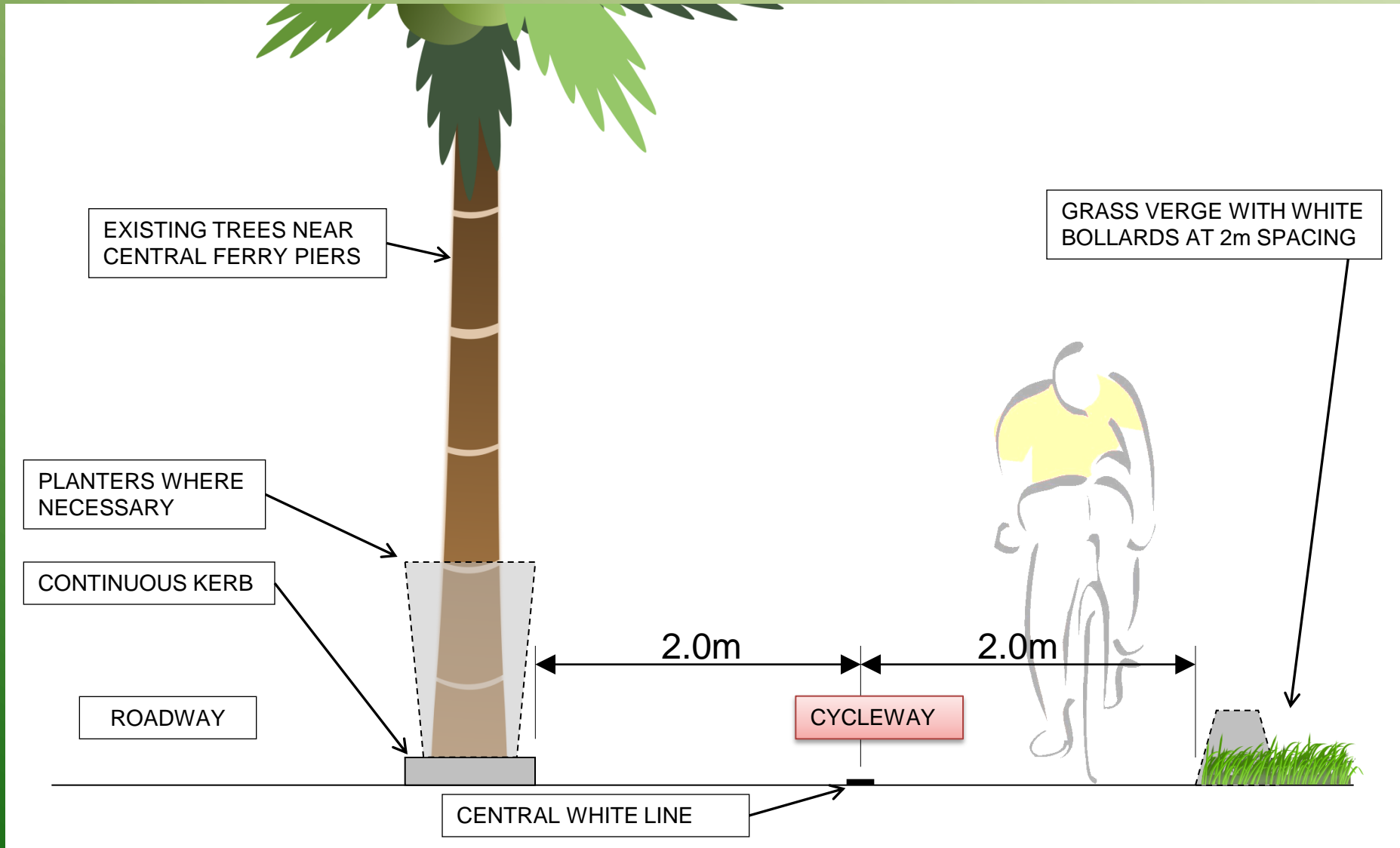
PRACTICAL DESIGN GUIDELINES

Hong Kong guidelines from the Transport Planning and Design Manual can productively be supplemented by consideration of design guidelines from other major cities around the world.

Particularly useful is the information from NACTO (National Association of City Transportation Officials) in the US. They give very clear, detailed, and up-to-date guidance on cycleway design in urban environments ([ref](#))

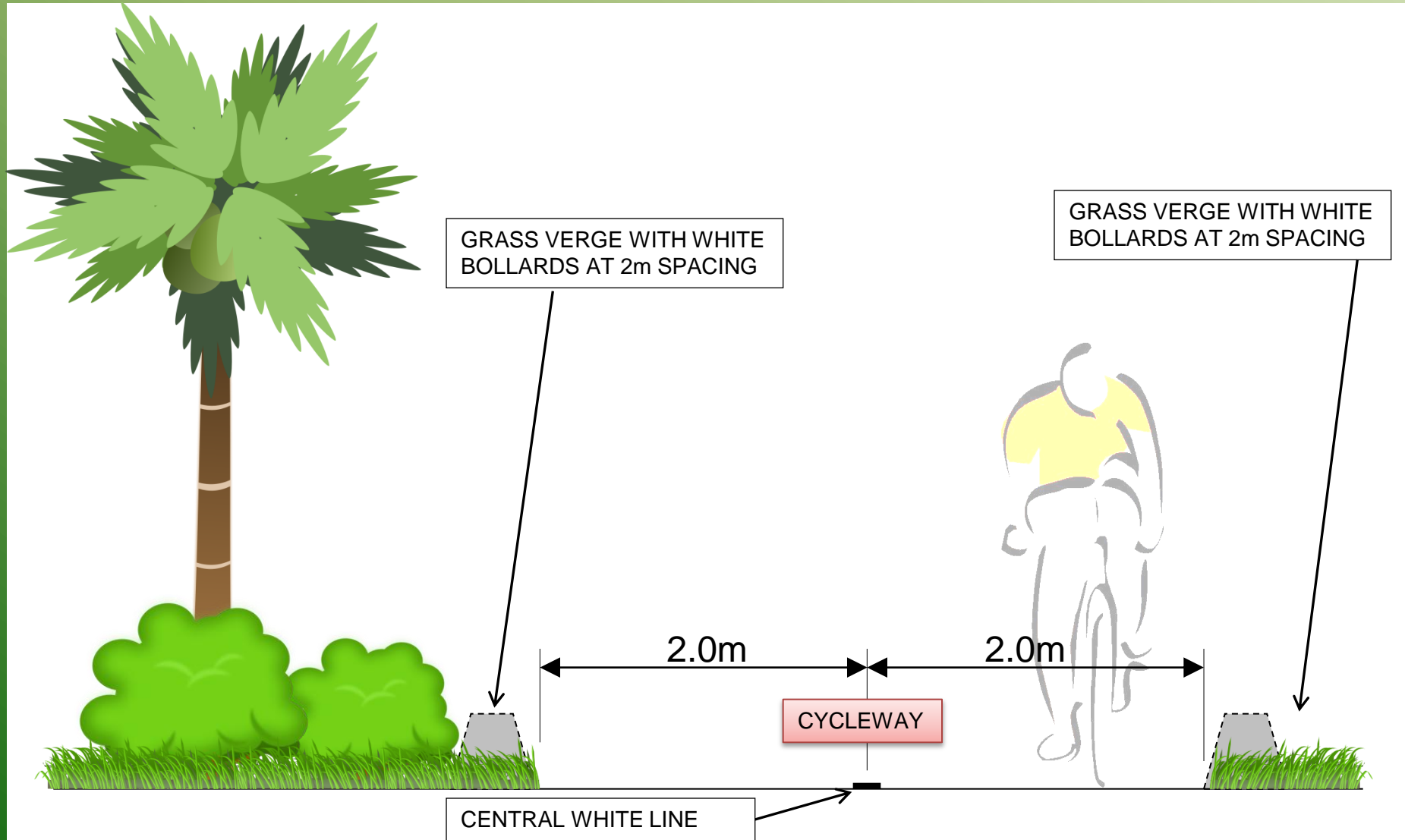
Practical Design Guidelines

Typical section through segregated cycleway adjacent to road



Practical Design Guidelines

Typical section through segregated cycleway in open areas



Practical Design Guidelines

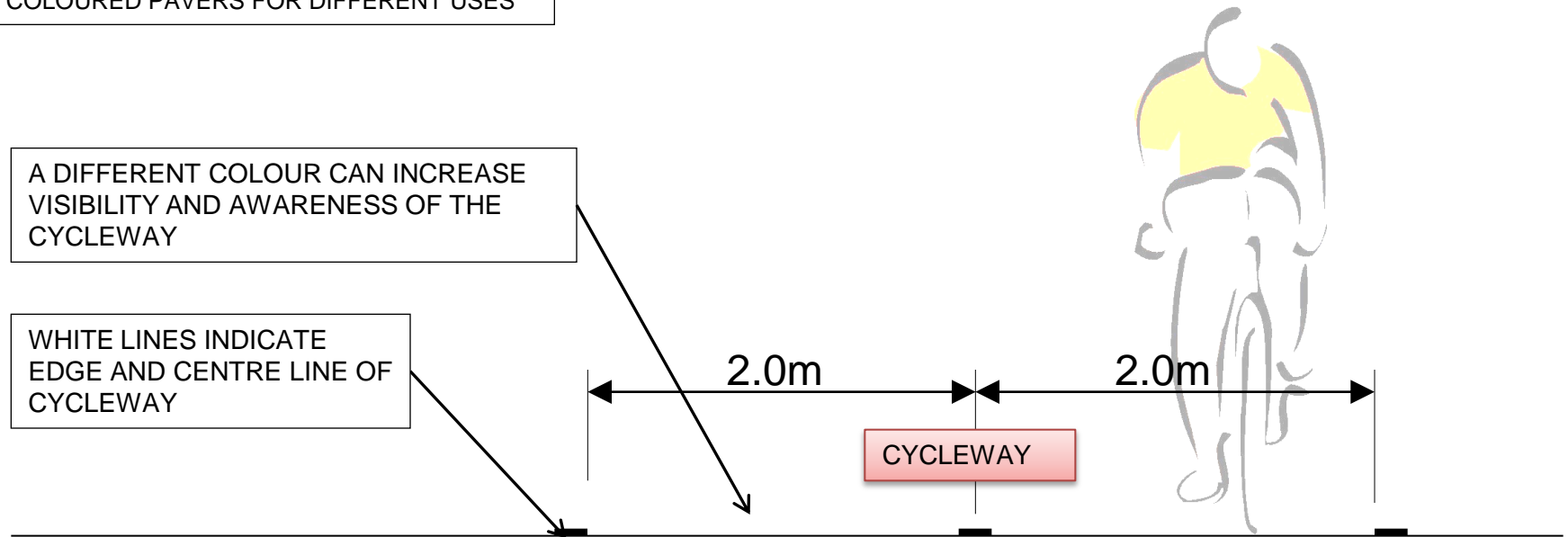
Typical section through cycleway in pedestrian areas



THIS CYCLEWAY HAS DIFFERENT COLOURED PAVERS FOR DIFFERENT USES

A DIFFERENT COLOUR CAN INCREASE VISIBILITY AND AWARENESS OF THE CYCLEWAY

WHITE LINES INDICATE EDGE AND CENTRE LINE OF CYCLEWAY



Practical Design Guidelines

Typical section through on-road cycleway



FOR VISIBILITY, THE CYCLEWAY COULD BE COLOUR DIFFERENTIATED



FOR MIXED TRAFFIC USE, A DASHED LINE CAN BE USED FOR DEMARCATION

SURFACE MARKED DIVIDER LINES

ROADWAY

2.0m

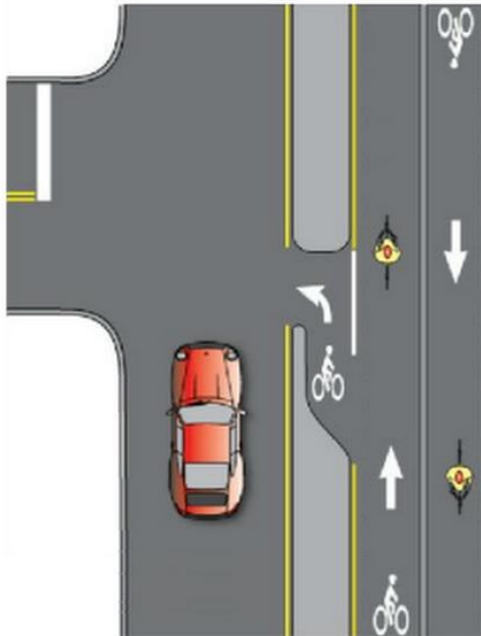
CYCLEWAY

PEDESTRIAN PAVEMENT



Practical Design Guidelines

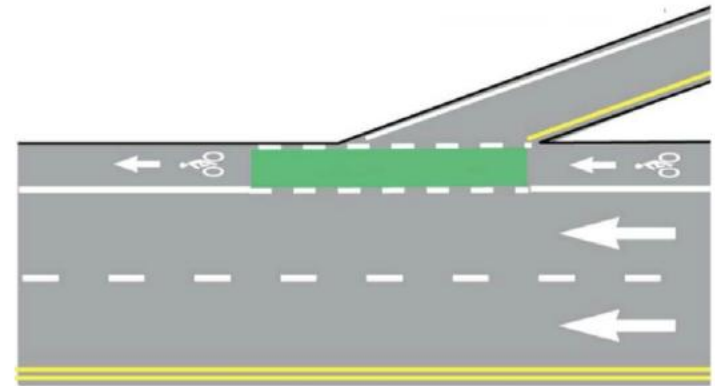
Further design features that facilitate cycling safety and ease



TURNING LANES FOR CYCLISTS



ADVANCED STOP LINES AT TRAFFIC LIGHTS



COLOURED PARTITIONS WHERE OTHER TRAFFIC IS CROSSING THE CYCLEWAY



**HONG KONG
CYCLING
ALLIANCE**