

# IEC BOARDWALK CYCLEWAY FEASIBILITY STUDY

The aim of this study is to review the role and value of including a cycleway in the proposed boardwalk under the Island Eastern Corridor, and then to consider the feasibility of installing it.

A video realisation of how the boardwalk-cycleway might look, produced especially for this Task Force, will be shown.

# HK Island East Harbourfront Study

The HKIEHS emphasised the need for:  
connectivity and  
accessibility to the  
harbourfront.



Agreement No. CE 61/2008 (TP)



港島東海旁研究  
Hong Kong Island East Harbour-front Study

港島區海濱發展專責小組  
Task Force on Harbour-front Developments on  
Hong Kong Island



Supported by **AECOM**

30 August 2011

# The neighbourhood

Fortress Hill – North Point – Quarry Bay



# The neighbourhood



# Boardwalk proposal

The HKIEHS proposed a two-kilometre public boardwalk under the existing Island Eastern Corridor.

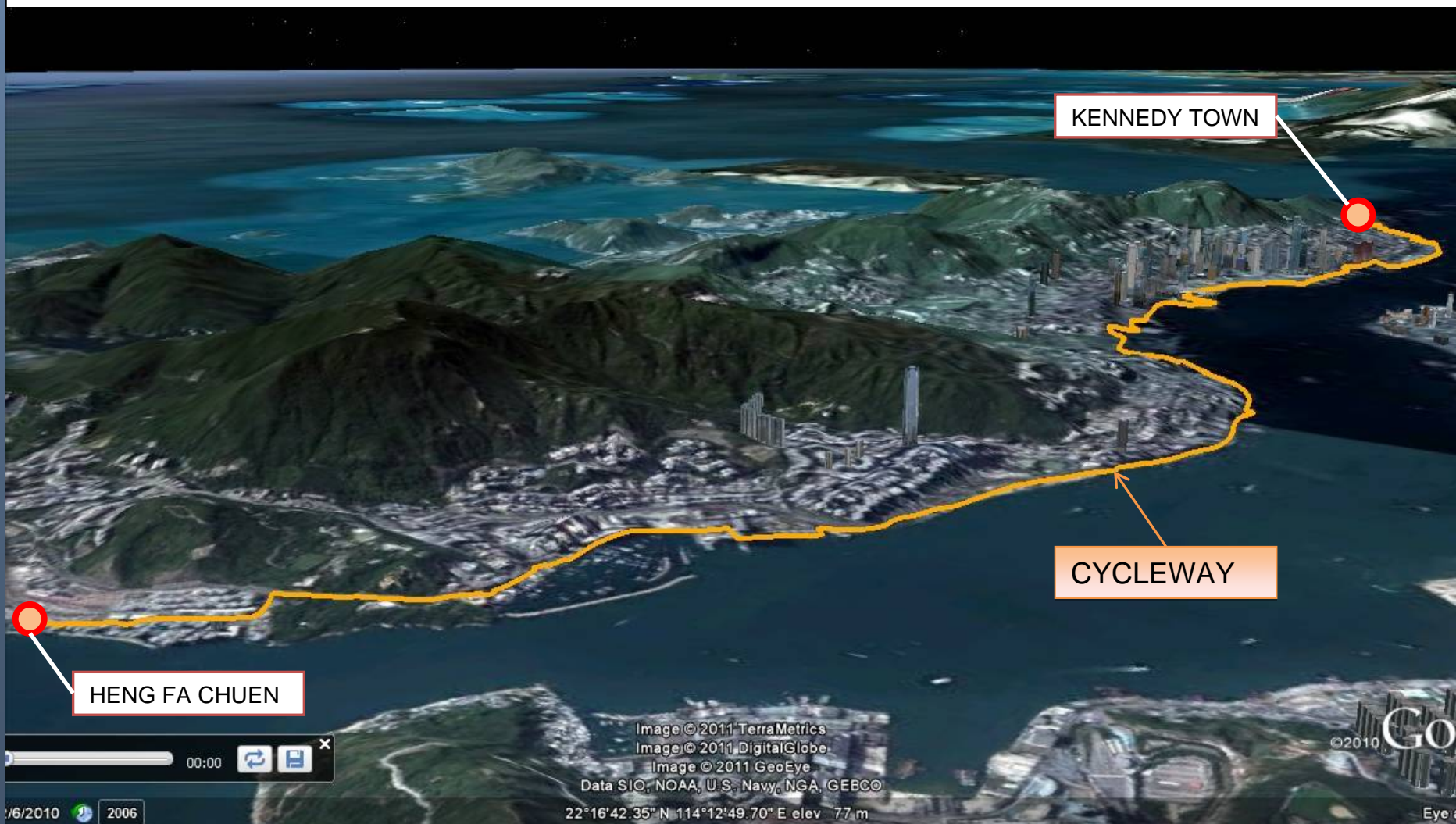




# What is the waterfront for?



# The Harbourfront Cycleway



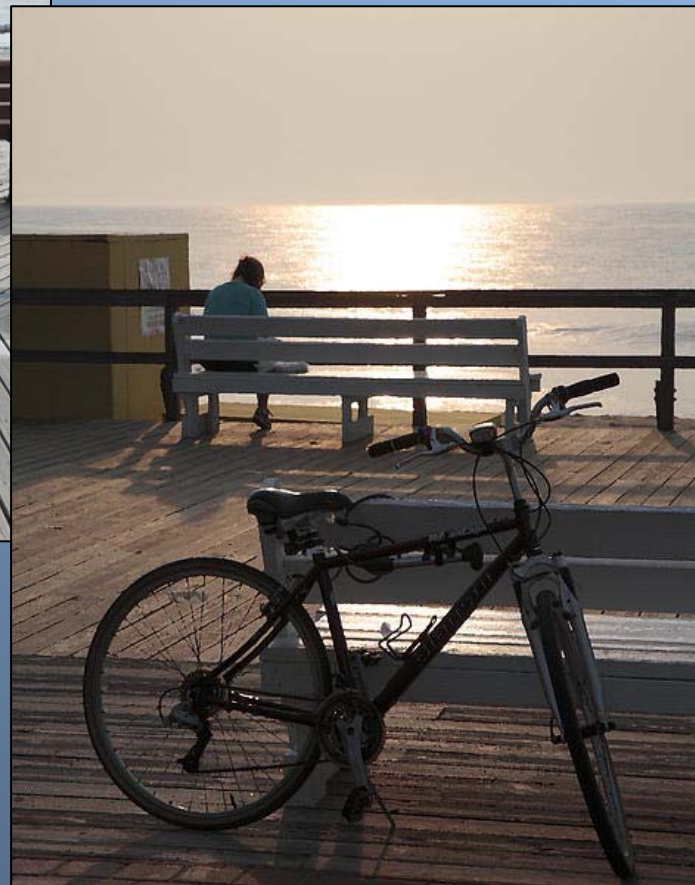


# The waterfront as a journey, a destination, a community





# The waterfront as a journey, a destination, a community



# Sharing space



Functional separation that is clear to all. Flexible, non-coercive.

# Island Eastern Corridor boardwalk video



For English version visit [http://harbourfrontcycleway.hk/?page\\_id=407](http://harbourfrontcycleway.hk/?page_id=407)

For Chinese version visit [http://harbourfrontcycleway.hk/?page\\_id=412](http://harbourfrontcycleway.hk/?page_id=412)






# Design Flexibility

Design 'standards' on the cycleway are flexible to be accommodating to the route and its surroundings. Such design details that could change as the design development of the cycleway continues are:





- Cycleway surface treatment
- Cycleway widths
- Cycleway and pedestrian boardwalk demarcation
- Interfaces with pedestrians

# Hong Kong Island Cycling Routes

-  The existing route indicated is defined as the current continuous legal route nearest the harbour front that cyclists can use.
-  The most practicable existing route indicated is possible with very minor improvements such as painting lines to create the cycleway and adding signs to find the most harbourfront route.
-  The new route indicated is our interpretation of the best possible future route considering future developments, with the least impact on existing facilities to be maintained.

The route is found to be highly feasible along its whole length, with respect to existing land use and ownership, connectivity, topography and adjacent features.

# Causeway Bay Harbourfront

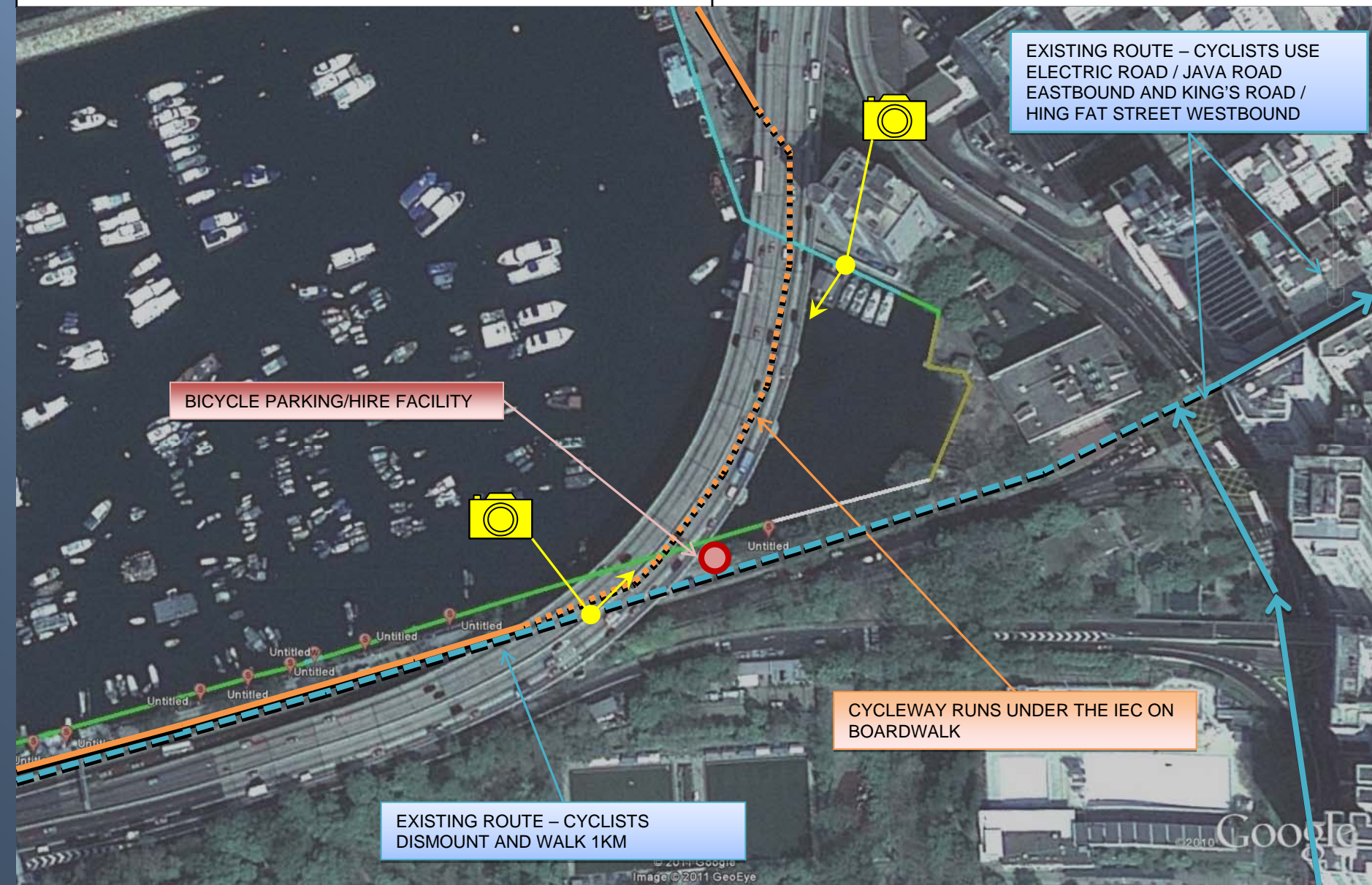
-  EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
-  EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
-  PROPOSED CYCLEWAY ROUTE (SEGREGATED)
-  PROPOSED CYCLEWAY ROUTE (ON-ROAD SECTIONS)

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

BICYCLE PARKING/HIRE FACILITY

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 extended 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

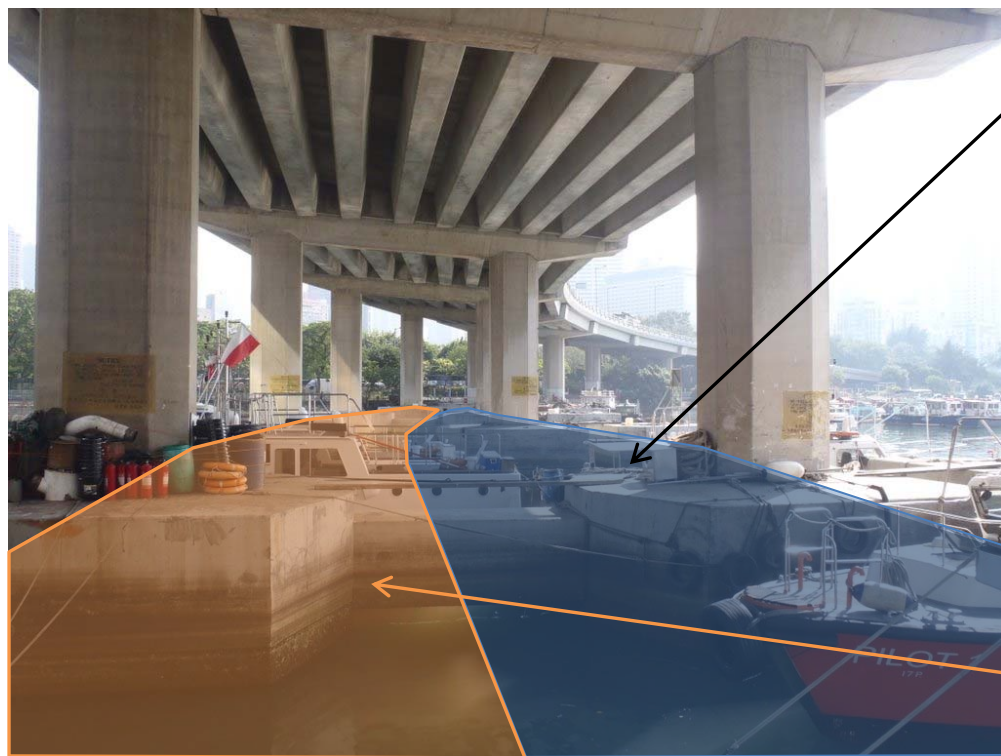
CYCLEWAY

PUBLIC ACCESS TO IEC BOARDWALK AND TIN HAU WATERFRONT

# Causeway Bay Typhoon Shelter (Page 5)

**Currently:** IEC corridor above

**Proposed:** refer previous page







STRUCTURE TO FOLLOW STYLE OF  
IEC BOARDWALK

CYCLEWAY



# IEC Harbourfront

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

BICYCLE PARKING/HIRE FACILITY





PLANNING DESIGN NOT AVAILABLE BUT AVAILABLE WIDTH INDICATES FEASIBILITY TO INCLUDE A CYCLEWAY BEHIND THE CENTRAL-WANCHAI BYPASS LINK TO THE IEC

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

ALTERNATIVE ROUTE ALONG CITY GARDEN ROAD

PLANNING DESIGN NOT AVAILABLE BUT SPACE ALLOWS INCLUSION OF THE CYCLEWAY

CYCLEWAY REJOINS BOARDWALK UNDER IEC

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

Private Landingstep

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Image © 2011 GeoEye

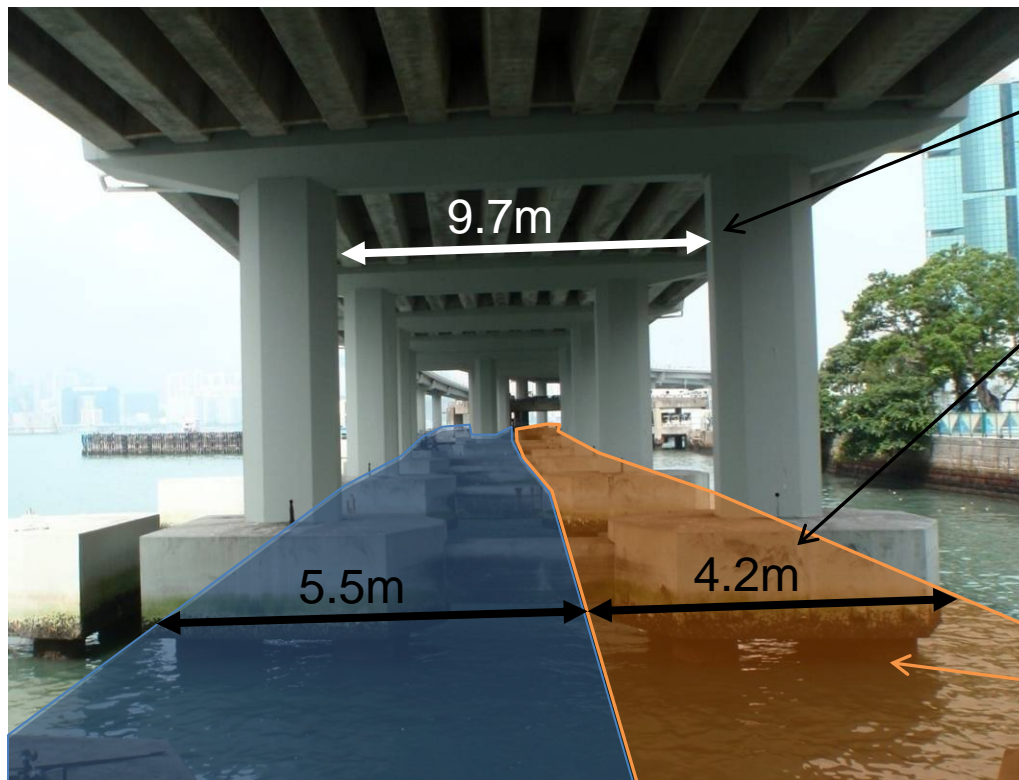
© 2010 Google

# 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 9 metres, sufficient for both pedestrian and cycleway use, or alternatively cantilever to use space outside columns.







EXISTING STRUCTURE IS 9.7m  
BETWEEN SUPPORT COLUMNS

CURRENT IEC BOARDWALK WIDTH IS 5.5m,  
LEAVING 4.2m AVAILABLE FOR CYCLEWAY

CYCLEWAY



# North Point Harbourfront

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

CYCLISTS DISMOUNT AT PEDESTRIAN INTERSECTIONS WITH FERRY PIERS

CONNECTIVITY NORTH POINT FERRY PIERS

CYCLEWAY CONTINUES WITH BOARDWALK UNDER IEC

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

ALTERNATIVE ROUTE ALONG CITY WHARF ROAD WITH MARKED ROUTE AGAINST TRAFFIC NEAR PROVIDENT CENTRE

BICYCLE PARKING/HIRE FACILITY

CONNECTIVITY NORTH POINT AREA

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



# Tong Shui Road exit





**Currently:** IEC slip road passes outside and under the IEC highway

**Future use:** 5m wide pedestrian-only boardwalk passes around outside of slip road, proposed.  
(There is insufficient room for the boardwalk to pass under the slip road.)

**Proposed:** The cycleway-boardwalk can also pass around the slip roads, either segregated or with a combined pedestrian/cycleway section.



# North Point Harbourfront

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

CYCLEWAY CONTINUES WITH BOARDWALK UNDER IEC

CYCLEWAY FOLLOWS IEC BOARDWALK - THERE IS SUFFICIENT SPACE IN THIS LOCATION FOR THE BOARDWALK TO GO UNDER THE SLIP ROADS

CONNECTIVITY TO NORTH POINT

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



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# Man Hong Street exit

**Currently:** IEC slip roads pass under the IEC highway

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

**Proposed:** There is sufficient room under the IEC slip roads to install a combined pedestrian boardwalk and cycleway underneath.







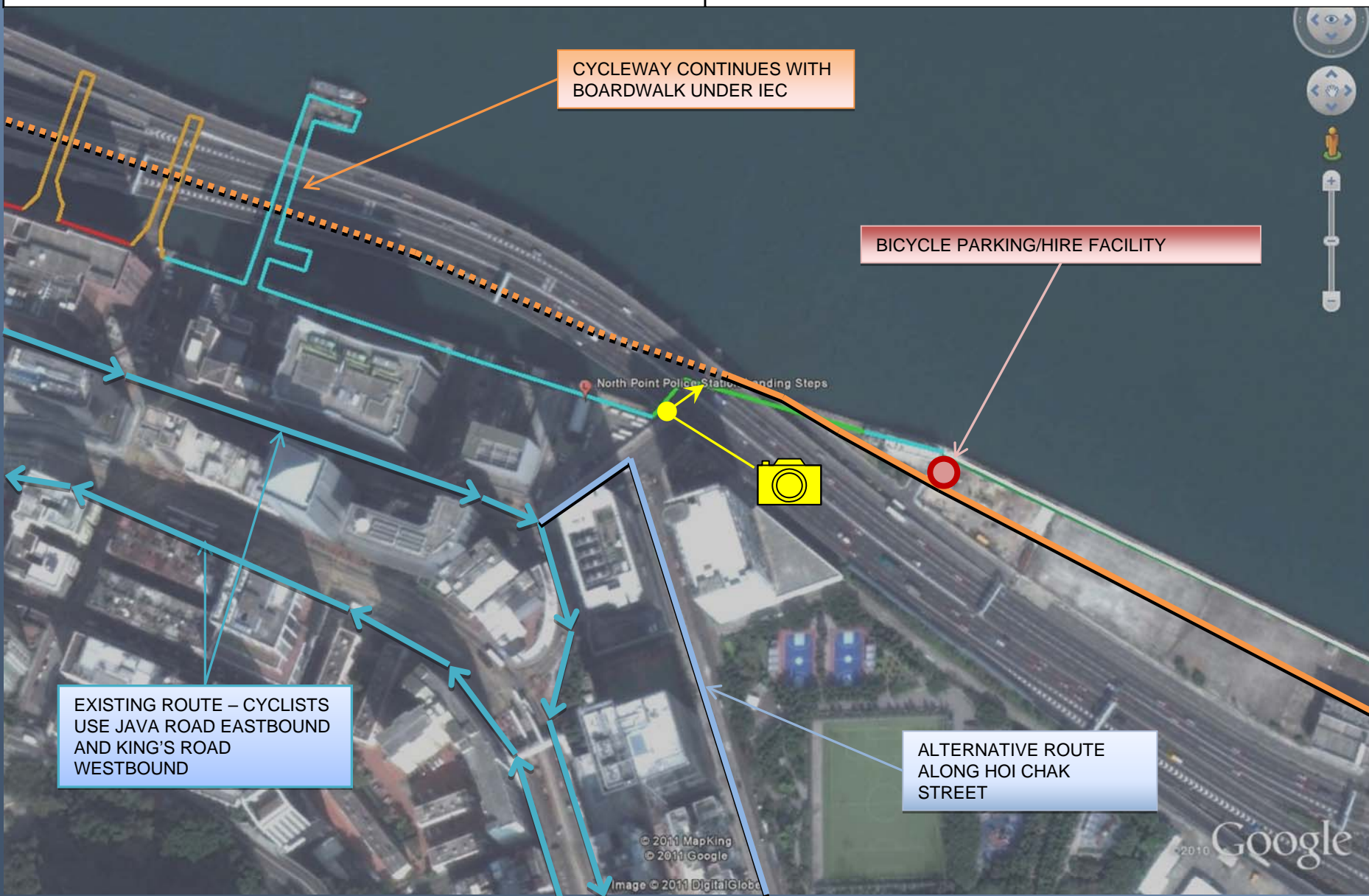
MANY POSSIBILITIES EXIST FOR THE IEC BOARDWALK ROUTE

CYCLEWAY



# North Point – Hoi Yu St Harbourfront

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



# IEC boardwalk to Hoi Yu Street

**Currently:** Support columns to the IEC and a dead-end access road.

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

**Proposed:** use Hoi Yu Street for a short distance before moving onto adjacent unallocated/future park land to install the cycleway.



CYCLEWAY

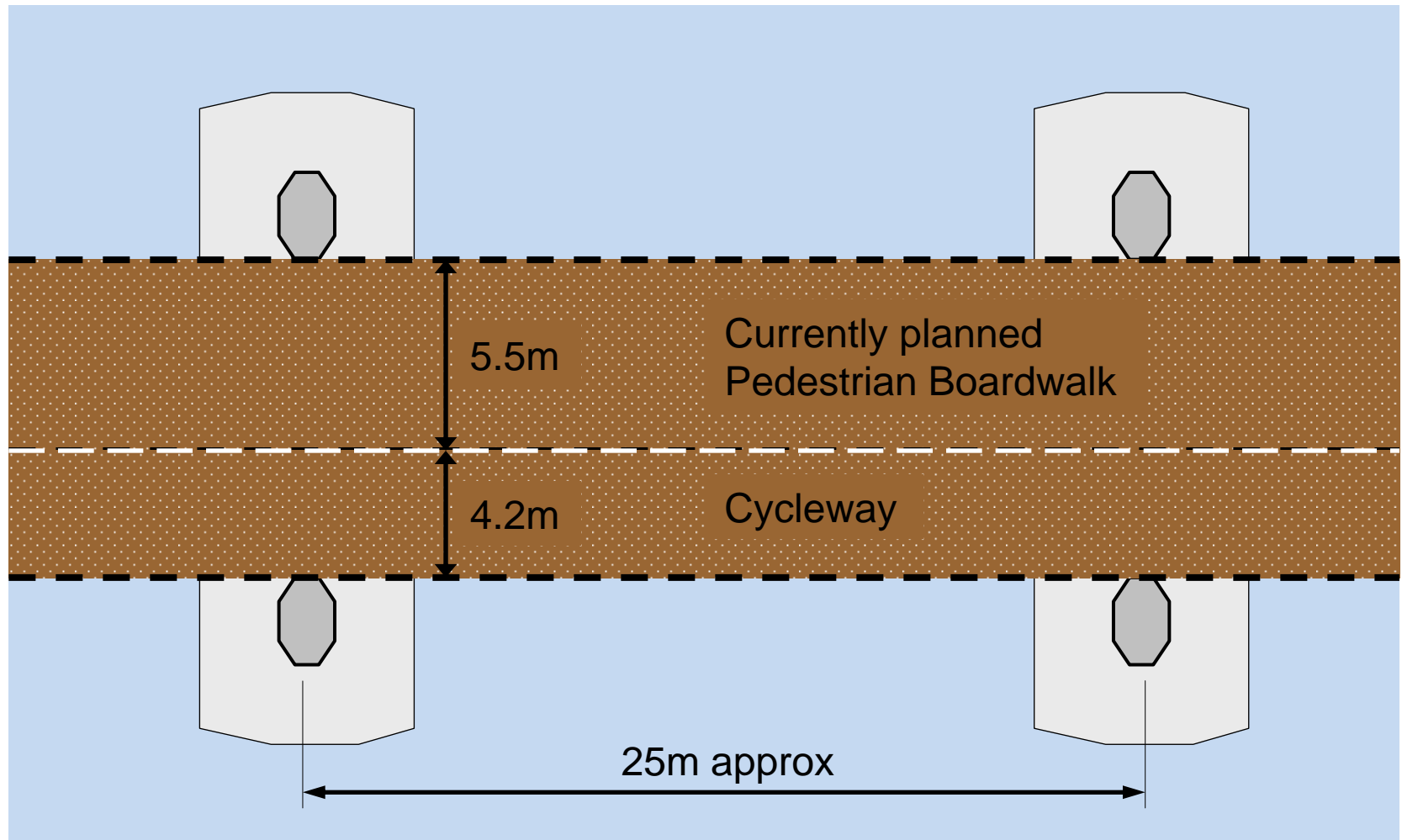
# Typical Boardwalk Layouts

Construction of the boardwalk is feasible using basic design principles. Following are some diagrams showing example layouts of four typical locations:

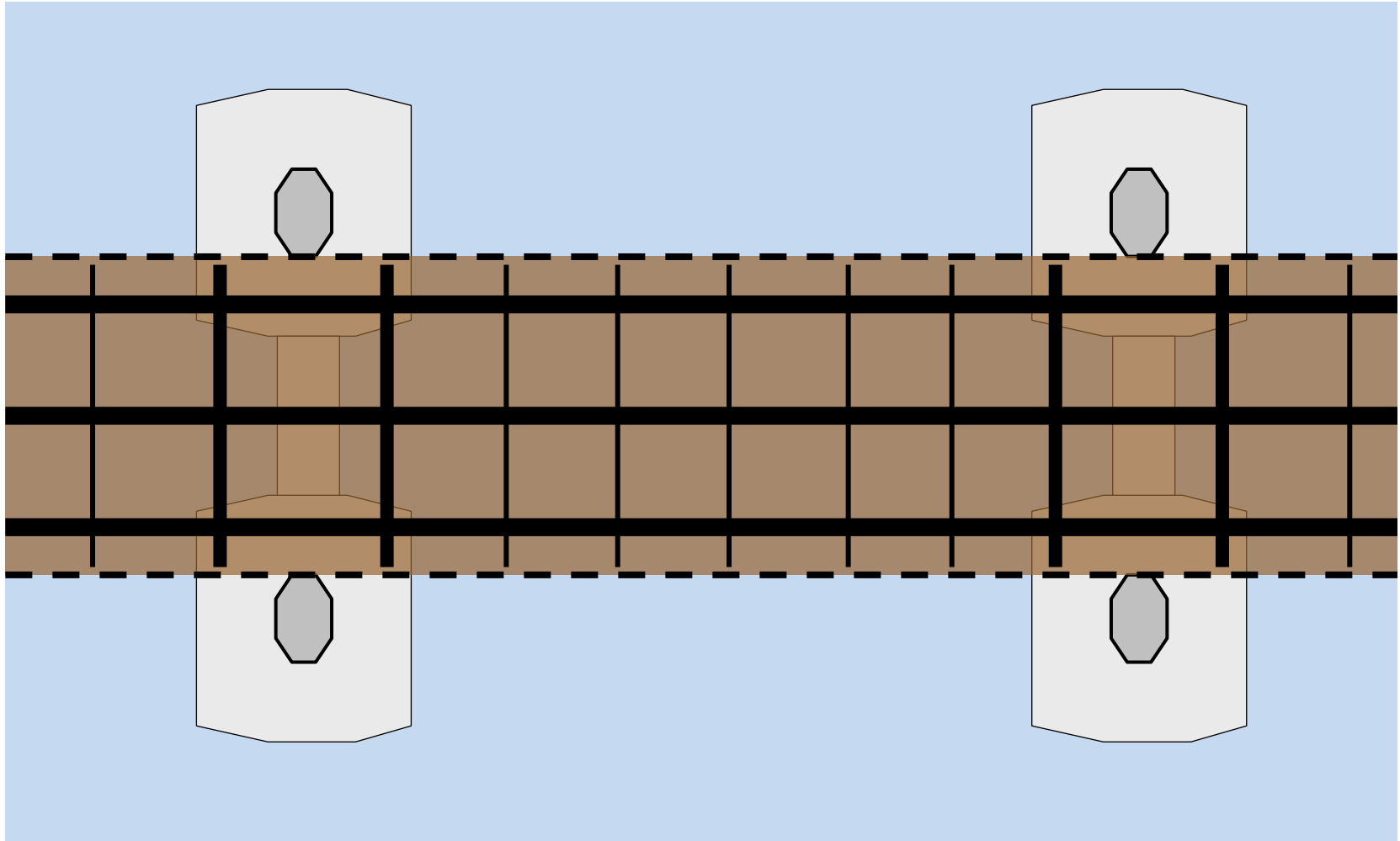
- Typical bay
- Typical bay with close columns
- Slip roads
- Pedestrian interfaces at piers



# Typical Boardwalk Bay



# Typical Boardwalk Bay

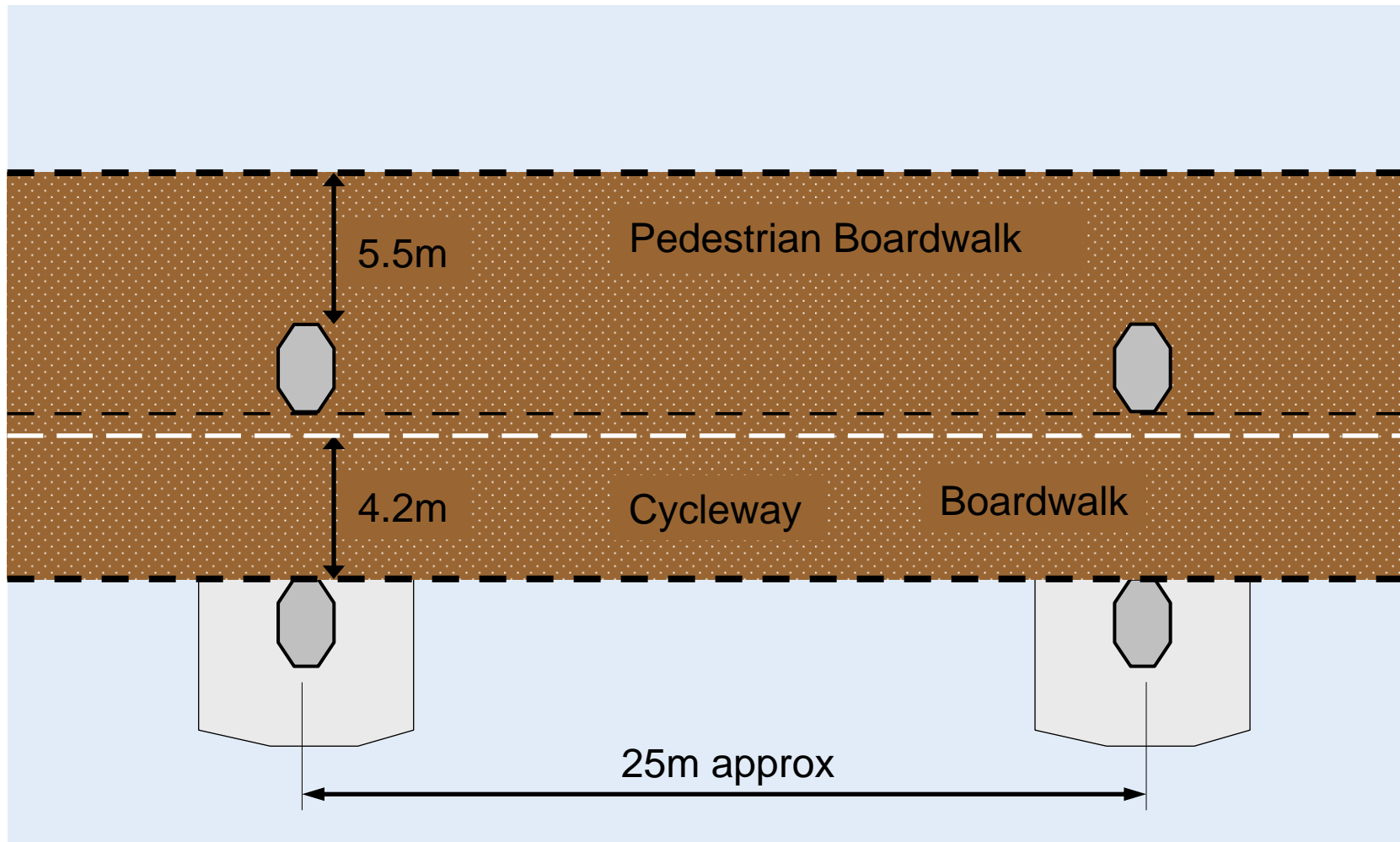


# Typical Boardwalk Bay - Completed

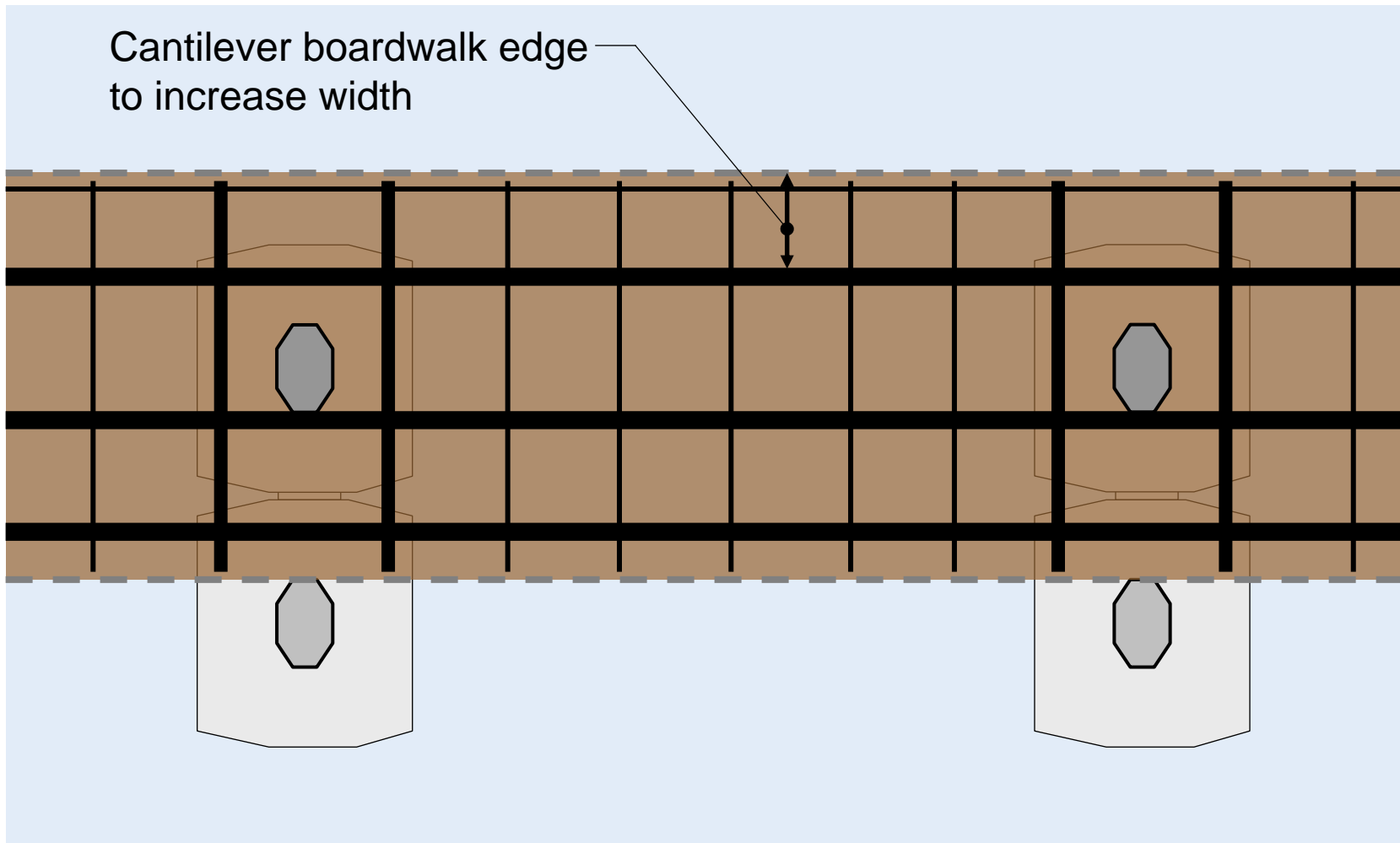




# Boardwalk Bay with 5m spaced columns



# Boardwalk Bay with 5m spaced columns

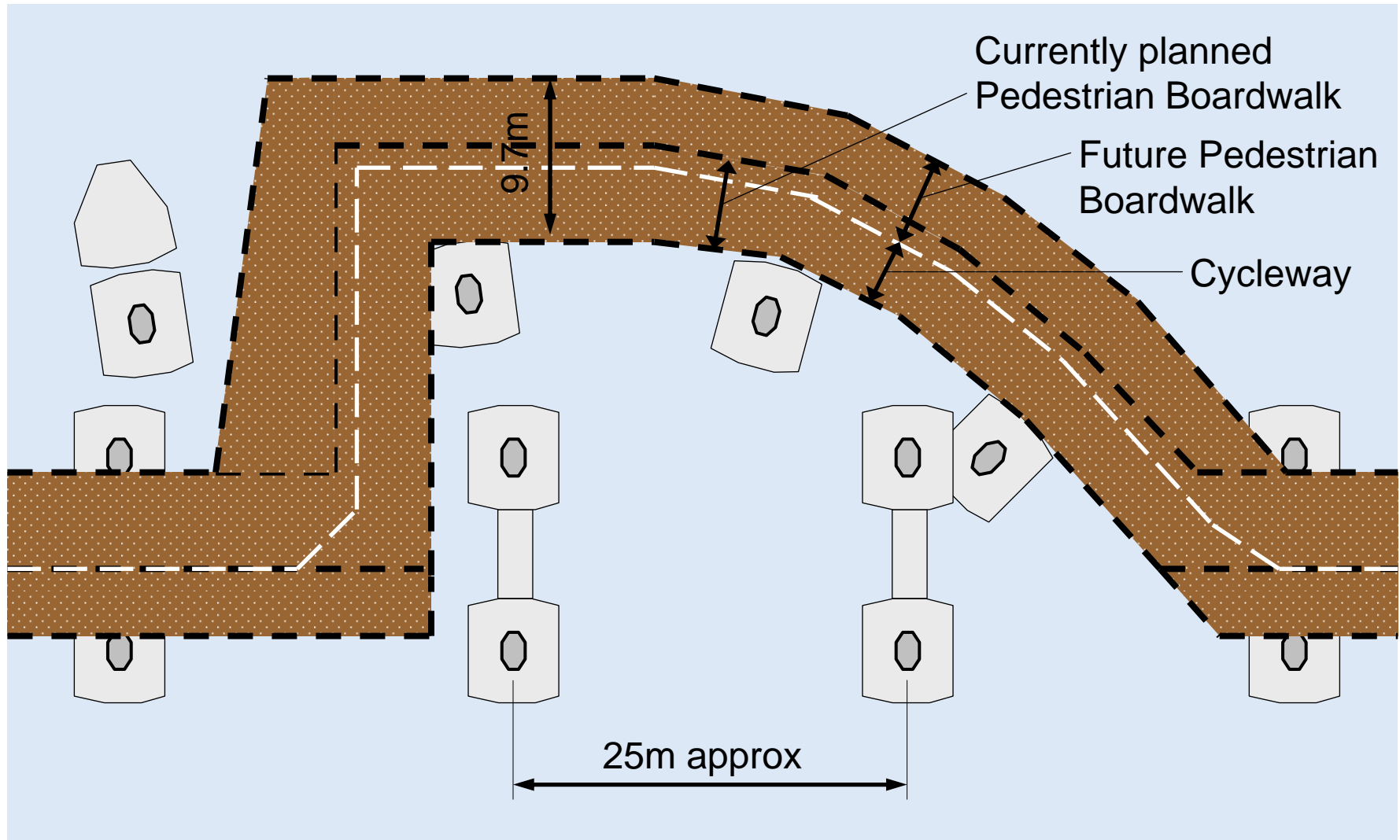


# Boardwalk Bay with 5m spaced columns

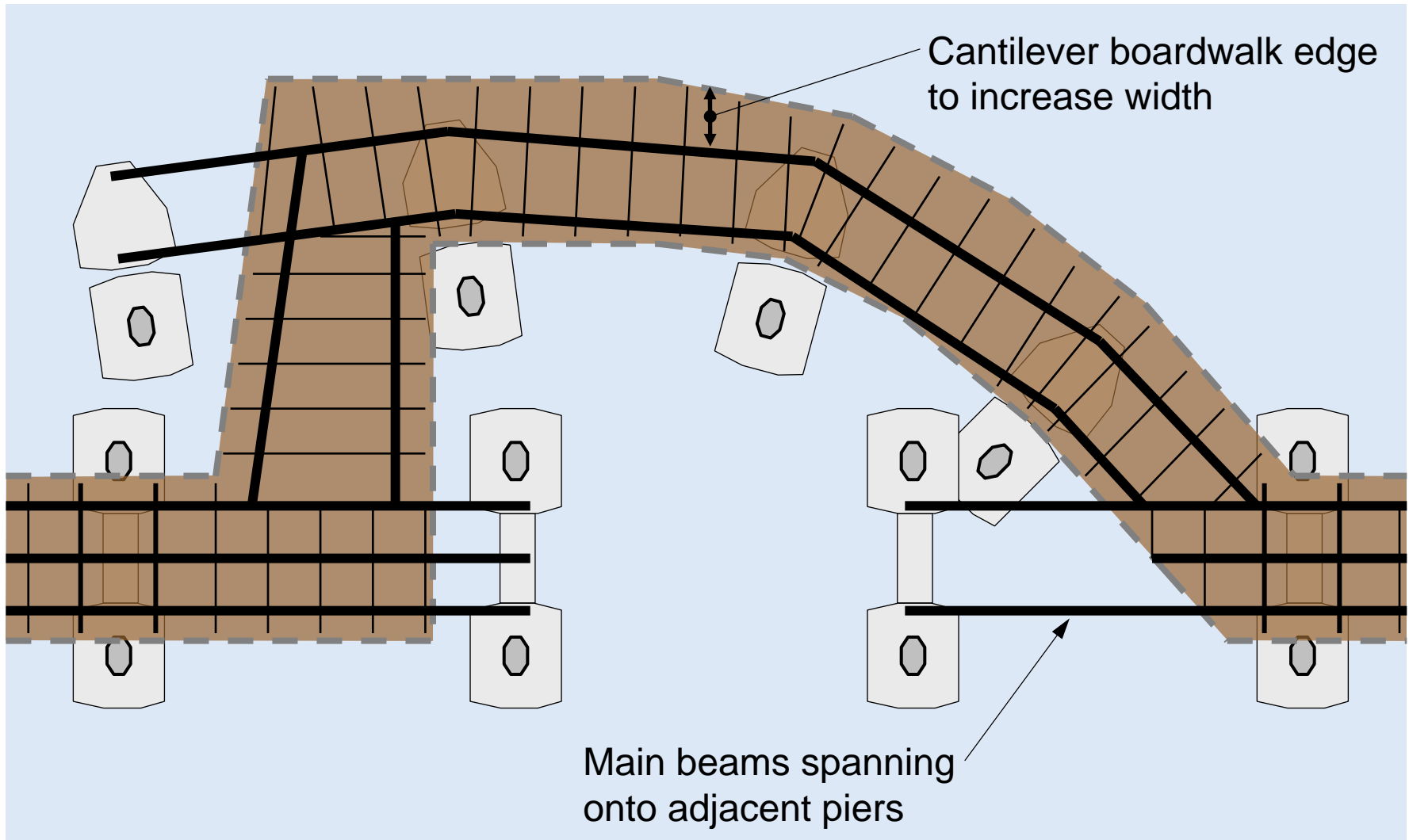




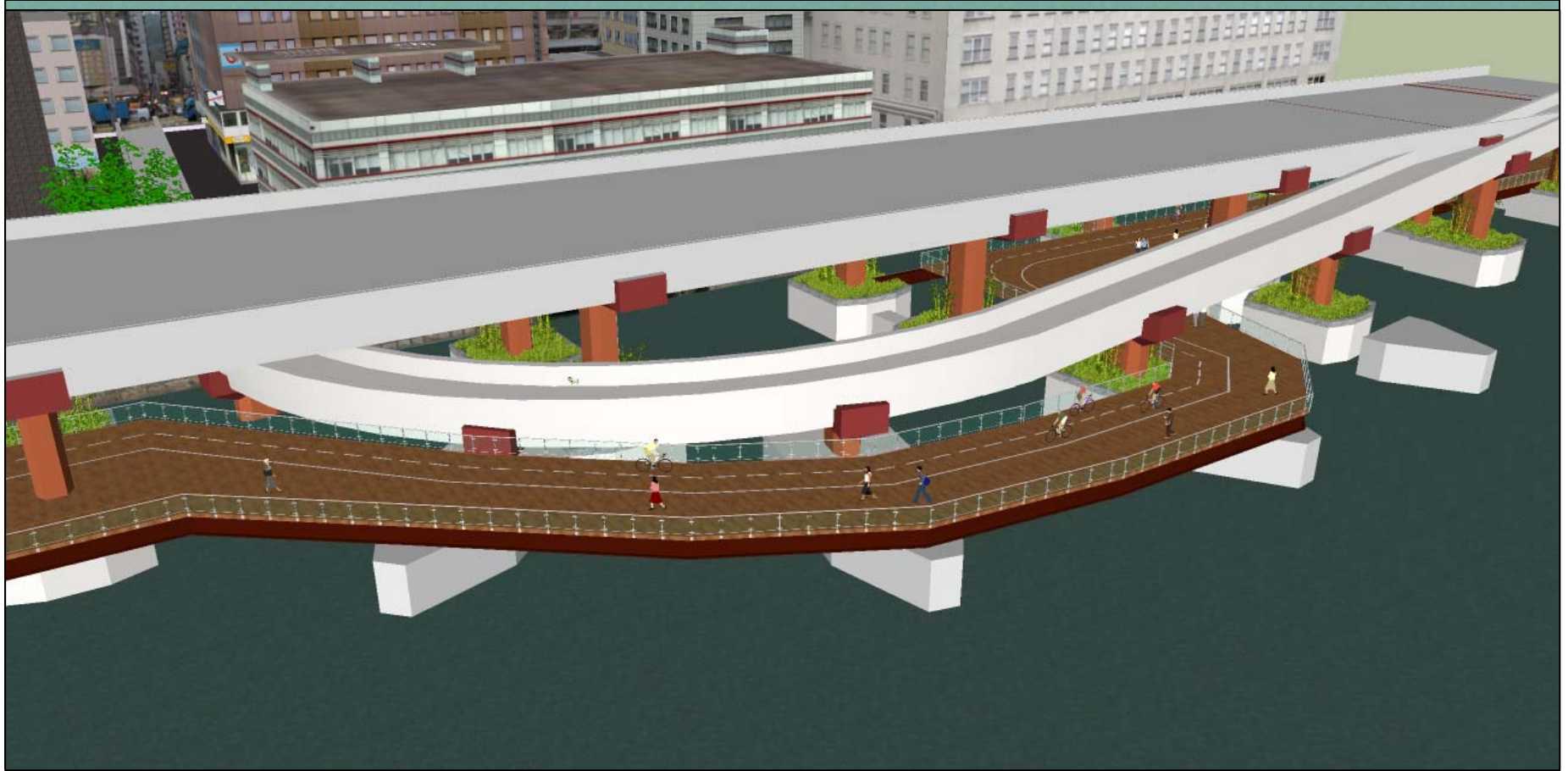
# Boardwalk around Tong Shui Slip Road



# Boardwalk around Tong Shui Slip Road

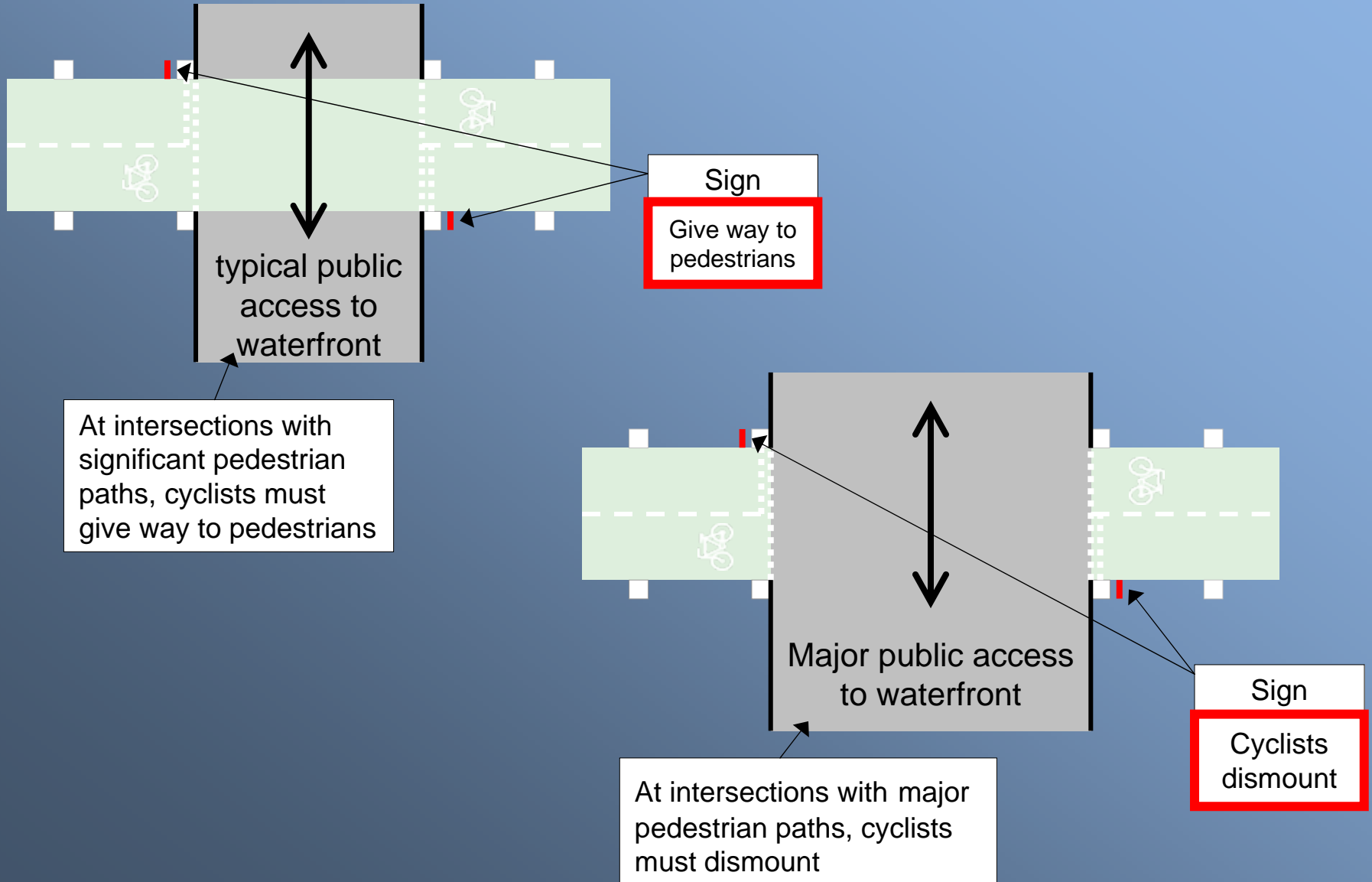


# Tong Shui Slip Road





# Pedestrian interfaces



# IEC Boardwalk-Cycleway Delivers

The combination of boardwalk and cycleway not only connects, enables and enlivens the harbourfront, it is also feasible and constructible.

With a flexible design, the boardwalk-cycleway can be installed, enabling everyone to once again enjoy North Point harbourfront to its fullest.



Hong Kong Cycling Alliance (香港單車同盟) is a non-profit organisation that works to make Hong Kong more bicycle-friendly and bicycle-enabled. We advise and support decision-makers about the needs of all kinds of cyclists and about the opportunities for improving Hong Kong through greater support and enablement of cycling.

Contact: [info@hkcyclingalliance.org](mailto:info@hkcyclingalliance.org)