

Task Force on Kai Tak Harbourfront Development

For discussion
on 14 January 2014

TFKT/06/2014

Extension of Cycle Track Network at Kai Tak Development

PURPOSE

This paper briefs Members on the cycle track network extension proposal at Kai Tak Development (KTD) and the proposed implementation approach.

BACKGROUND

2. Following the 3-stage public engagement exercise during Kai Tak Planning Review between 2004 and 2006, a network of about 6.6 kilometres (km) long cycle track with minimum width of 3.5 metres (m) mainly located at the waterfront areas in the former runway and south apron is indicatively shown in the figure annexed to the Explanatory Statement (ES) of the Kai Tak Outline Zoning Plan (OZP). In response to public aspirations, a study on further extending the cycle track network at KTD has been carried out.

3. In 2011, CEDD consulted the respective committees of the Kowloon City, Wong Tai Sin and Kwun Tong District Councils (DCs), as well as some concerned cycling associations, to collect views on the proposed five key design principles governing possible extension of the cycle track network shown in the ES of Kai Tak OZP and associated facilities at KTD for leisure and recreation purpose. The five key design principles are as follows:

- (i) connect the scenic spots within KTD as far as possible;
- (ii) utilize different routes to go back to the starting point;
- (iii) provide various access points to the cycle track

- network of KTD;
- (iv) provide supporting facilities, e.g. parking and renting at convenient locations; and
 - (v) enhance the safety of cyclists, whereas the cycle track will be separated from roadway and designed with flat gradient and gradual change in gradients.

Taking into account the views from DCs and the relevant bureaux/departments, the proposed extension of cycle track network and its implementation approach are summarized in the ensuing paragraphs.

PROPOSED EXTENSION OF CYCLE TRACK NETWORK

4. In line with the planning intention of developing Kai Tak as a hub for sports and leisure activities, the proposed cycle track extension at KTD would mainly serve leisure and recreation purposes, with majority of the network to run through open spaces. We have identified the major scenic spots in the area as indicated in **Annex I** which also shows the proposed cycle track extension. Based on the first key design principle of connecting scenic spots to enhance interest of visit, the cycle track network shown in the ES of the Kai Tak OZP is proposed to be extended to link up these scenic spots. Following another key design principle of minimizing return trips on the same route, the extended cycle track network will comprise two big networks covering both the former north and south apron areas as well as the former runway. We estimate that with public support, the total length of the proposed cycle track network at KTD could be increased by as much as 7 km to about 13 km.

5. Expanding from the original cycle track network at Metro Park, the proposed cycle track extension in the former north apron area will connect the major attraction points including Kai Tak River, Lung Tsun Stone Bridge Remnants, Sung

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Wong Toi Park and the future Multi-purpose Sports Complex. A branch of cycle track along Ma Tau Wai promenade to reach another scenic spot, Hoi Sham Park, is maintained as a long-term option, subject to the progress of private lot resumption near the Grand Waterfront. Since the primary purpose of the cycle track network at KTD is for leisure and recreation, it is not recommended to link up the cycle track directly with the future Kai Tak MTR Station and the adjacent public transport interchange (PTI) to avoid safety hazards arising from conflicts between cyclists and heavy pedestrian flow. On the other hand, in order to facilitate public usage of the cycle track facilities, cycle track should be within reasonable walking distance from these major transport nodes. A branch of cycle track is therefore proposed to extend to Kai Tak River to reach the Station Square.

6. The second expansion is around Kwun Tong Typhoon Shelter (KTTS) extending the cycle track to the major scenic spots/tourism attractions such as Kai Tak Cruise Terminal, Kwun Tong Promenade and the future Kai Tak Fantasy. We propose to also enlarge the network routing through the proposed Kwun Tong Transportation Link at the Runway tip which will form part of the future Environmentally Friendly Linkage System (EFLS). Subject to the result of the Kai Tak Fantasy International Ideas Competition being commissioned by Energizing Kowloon East Office of the Development Bureau, the cycle track extension will take advantage of the future EFLS as a bonus option. In view of the development of Hoi Bun Road Park, Kwun Tong Promenade (Stage 2) and future development opportunity under the adjacent Kwun Tong Bypass and Cha Kwo Ling Promenade, cycle track extension to link up these attraction points will be an option for further exploration.

7. Cyclists carrying bicycles may access the cycle track network from the future MTR stations (Kai Tak and To Kwa Wan Stations) and PTIs located at the Station Square, Tourism Node, Kowloon City and Kwun Tong Ferry Piers, or through 24 possible

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pedestrian connection points at the boundary of KTD with adjacent districts.

CONCEPTUAL DESIGN OF CYCLE TRACK NETWORK

8. The cycle track network at KTD is proposed to be two-way, two-lane generally with total width of not less than 3.5 m and gradient of no more than 5%. Provision of lifts (with adequate numbers and sizes to cater for the high usage especially during holidays) or other suitable options may be considered at places with high level difference, e.g. crossings of the KTTS.

9. To ensure the safety of all users including cyclists and pedestrians, future design should incorporate some forms of segregation between cycle tracks and adjacent open area/footpaths. Grade-separated facilities or signalized junctions in association with pedestrian crossing facilities are to be provided to maintain connectivity and enhance safety. To promote the branding of KTD, unified design of signage, road marking and pavement will need to be developed for the cycle track network to blend in with the general design theme of KTD.

10. As the cycle track is to serve leisure and recreation instead of commuting purposes, it is expected that most users will rent bicycles. Depending on prevailing market conditions, rental stalls are suggested at designated access points in some of the open space. It is also suggested that there should be appropriate cycle parking facilities near major scenic spots within KTD for cyclists to temporarily park their bicycles and take rest while enjoying the scenery.

PROPOSED IMPLEMENTATION APPROACH

11. The proposed cycle track network at KTD will largely

run through various open spaces with most of these areas being/to be occupied by different development and infrastructure projects as work sites. Hence the provision of cycle track network at KTD could only be implemented after the progressive completion of the development and infrastructure projects. To ensure smooth implementation, continuous strips of land will need to be reserved and suitably treated temporarily (e.g. with suitable greening measures or hard landscaping) in related open space/ infrastructure projects, so that cycle tracks can be built in substantial lengths at later stages without causing too much abortive works.

CONSTRAINTS AND CHALLENGES

12. Apart from the proposed outline and implementation approach of cycle track network in KTD as described above, there are still a number of issues/ constraints to be addressed during the subsequent design stage of the cycle track network as follows:

- as the cycle track will run in various open space/ infrastructure projects to be implemented by relevant bureaux/departments with different planning, design and management concepts, the actual alignment and form of the cycle track, i.e. at-grade or grade-separated, will have to be further studied in the detailed design stage of these individual projects;
- the demarcation of the cycle track within open space to address the conflicts between the cyclists and other users at the open space areas has to be carefully examined in order not to impact on the primary objective of developing a quality open space for public enjoyment;
- the possible limitation of space at the narrow waterfront promenade, in particular, the one abutting the Centre of

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Excellence in Paediatrics and the redevelopment at Kowloon Godown/ Kerry Godown, where meeting the necessary greening ratio and provision of the not less than 3.5m wide cycle tracks may render insufficient space for leisure and recreational facilities as well as park users' circulation. It may be necessary to relax the greening ratio requirement as appropriate to release space for the cycle track ;

- the possibility of providing convenient branch cycle tracks to the 24 possible pedestrian connection points at the boundary of KTD will have to be further studied; and
- the provision of ancillary facilities like drinking fountains, tyre pumps and parking/rental spaces will have to be examined together with the design of the leisure and recreational facilities within various open spaces.

WAY FORWARD

13. Construction of the cycle tracks in a fragmented approach should be avoided because cycle tracks with substantial length are more practical and attractive. To ensure successful implementation of the proposed cycle track extension network, we will keep assuming the coordination role on the planning and implementation of the cycle track network, and liaise with relevant bureaux/departments on the provision and design of cycle tracks in the related open space/infrastructure projects for further public consultation in due course. Members are invited to offer views on the proposed cycle track network extension at KTD and the proposed implementation approach.

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Kowloon Development Office
Civil Engineering and Development Department
January 2014

Attachment

Annex I: Proposed Cycle Track Network linking up Major
Attraction Spots in Kai Tak Development

Proposed Cycle Track Network Linking up Major Attraction Spots in Kai Tak Development

Annex I

