

# Task Force on Kai Tak Harbourfront Development

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TFKT/15/2017

For discussion  
on 8 September 2017

## Feasibility Study on Cycle Track Network in Kai Tak Development

### PURPOSE

This paper briefs Members on the recommendations of the feasibility study (FS) on cycle track network in Kai Tak Development (KTD), covering the recommended alignment, ancillary facilities, implementation strategy, the proposed operation and management framework, as well as a proposed pilot scheme on share-use of footway and cycle path in Kwun Tong Promenade.

### BACKGROUND

2. A cycle track network of about 6.6 kilometres (km) in length running mainly in the public open spaces of KTD was proposed in 2012. In response to the growing public aspirations for a wider coverage of the cycle track network in KTD for leisure and recreational use, we previously completed a preliminary review and proposed extending the network to about 13 km so that it can be better connected with the scenic spots within KTD. We consulted the Harbourfront Commission's Task Force on Kai Tak Harbourfront Development, the respective committees of Kowloon City, Wong Tai Sin and Kwun Tong District Councils and the concerned cycling associations in 2014 on the proposed extension of cycle track network (**Annex 1**), with general support received. The major comments received during public consultation are summarised in **Annex 2**.

3. We engaged consultants to commence the FS in November 2015 to review the proposed cycle track network including the recommended alignment, ancillary facilities, implementation strategy and the operation and management framework. The FS has been

# Task Force on Kai Tak Harbourfront Development

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TFKT/15/2017

substantially completed.

## RECOMMENDATIONS OF THE FEASIBILITY STUDY

### Share-use of Footway and Cycle Path

4. During the course of the FS, reference was made to various overseas experiences on provision of cycle path within open space. It was noted that the share-use approach (i.e. same space to serve as both footway and cycle path) is widely adopted in many overseas cities including Taipei, Singapore, London, etc. Some overseas examples are shown in **Annex 3**. Such share-use approach will allow better integration and utilisation of the open spaces and waterfront promenades of KTD comparing to the conventional dedicated form of cycle track. It will also enhance connectivity of the open spaces and coherence in the open space design.

5. In view of the aforesaid advantages and given the extensive open space areas in KTD constitute nearly 100 hectares or one-third of KTD, this has provided a good opportunity to actively exploring the possible implementation of the share-use approach in KTD. The proposed network is named as “GreenWay” to reflect its status and function as a green corridor for enhancing connectivity and serving both pedestrians and cyclists within/ between the open space areas of KTD. With reference to relevant overseas examples and the open space design in KTD, the FS recommends the width of the GreenWay to be 6 to 10 metres (m) in general. When the GreenWay comes to locations with limited space, a dedicated form of cycle track may be considered. An artist impression of the GreenWay is attached at **Annex 4**.

### Recommended Alignment

6. The GreenWay alignment recommended under the FS generally follows the 13 km network presented in the public consultation exercise in 2014. The proposed GreenWay network

# Task Force on Kai Tak Harbourfront Development

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TFKT/15/2017

**(Annex 5)** passes through various open spaces and connects with major scenic spots in KTD. The recommended alignment has taken into account the design and spatial requirements of the relevant open space projects. However, a few short sections of the GreenWay network will require cyclists to dismount and push their bikes due to site constraints. A typical example is the cross-road sections across Road D2 and Road D3.

7. In the former north apron area, the recommended alignment will connect various attraction points including Kai Tak Sports Park (KTSP), Station Square, Kai Tak River, Lung Tsun Stone Bridge Preservation Corridor and Sung Wong Toi Park. Following the initiative promulgated in the 2017 Policy Address to explore the option of extending the network to the Mass Transit Railway station of the Shatin to Central Link (SCL) under construction, Leisure and Cultural Services Department (LCSD) and Architectural and Services Department are actively considering the extension of the recommended alignment to the east side of Station Square across Kai Tak River where SCL's Kai Tak Station situated. The recommended alignment will also extend to Sung Wong Toi Park closer towards SCL's To Kwa Wan Station. Furthermore, the recommended GreenWay will in the long term connect to Ma Tau Wai promenade to reach another scenic spot, Hoi Sham Park.

8. The recommended GreenWay alignment will connect with different scenic spots in the former runway including Metro Park, Tourism Node and Runway Park and also run through the promenade area in the former south apron area as well as Kwun Tong Promenade. Furthermore, the recommended GreenWay could in the long term connect to Cha Kwo Ling promenade upon the completion of the waterfront promenade in Kwun Tong Action Area and the footbridge across the estuary of Tsui Ping River.

9. The public may gain access to the GreenWay network from SCL stations (namely Kai Tak and To Kwa Wan Stations), public transport interchanges located near Concorde Road and Kwun Tong

# Task Force on Kai Tak Harbourfront Development

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TFKT/15/2017

Ferry Pier, or through various pedestrian connection points at the boundary of KTD with adjacent districts.

## Ancillary Facilities

10. As the recommended GreenWay network will mainly be placed within open spaces, we have coordinated with the respective open space projects to ensure that the requirements on provision of the ancillary facilities including toilets and drinking fountains will duly be taken into account in the open space design in the future.

11. As regards bicycle rental and parking facilities, in view of the recent market development of bike sharing services in Hong Kong, the Government is actively considering the automatic bicycle rental service for the GreenWay network. The adoption of automatic bicycle rental service will allow more flexibility for the public to pick up and drop off bicycles in various scenic spots in KTD.

## Implementation Strategy

12. The GreenWay will be implemented by phases largely according to the delivery programme of various open space and infrastructure projects in KTD, so that a substantial length of the GreenWay can be formed in each phase together with the respective open space projects to facilitate leisure cycling. The FS recommends the entire GreenWay network to be implemented in mainly 2 phases. The first phase of the GreenWay of about 7.5 km long (**Annex 6**) is targeted to be completed in conjunction with the KTSP and Station Square area at the former north apron area and the promenade abutting the residential and commercial development sites at the southern part of the former runway by around 2023.

13. Subject to the implementation programme of Metro Park project, interim connection of about 1 km long would be considered in the Metro Park area to link up the two sections of the GreenWay at the former north apron and runway areas, with a view to enhancing

# **Task Force on Kai Tak Harbourfront Development**

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TFKT/15/2017

connectivity and attractiveness of the network.

14. The remaining phase of the GreenWay will be subject to the implementation programmes of various infrastructure, open space and development projects, and is expected to be completed beyond 2025. For instance, construction of the Central Kowloon Route (CKR) would only release the open space area near the Kai Tak River estuary adjoining Kai Tak Approach Channel upon its completion, while the commercial sites and the associated promenade at the former south apron area are expected to be developed after the completion of Trunk Road T2 which is targeted to be commissioned concurrently with CKR. Extension of the GreenWay to reach Hoi Sham Park and Kwun Tong Promenade would be subject to the development programme of promenade abutting Grand Waterfront at To Kwa Wan and Kowloon Godown and Kerry Dangerous Goods Godown on Kai Hing Road at Kowloon Bay respectively. Besides, the GreenWay provision towards Cha Kwo Ling promenade would need to dovetail with the development of Kwun Tong Action Area. We will continue to coordinate with the relevant government departments to firm up the implementation arrangement of the remaining phase of the GreenWay network.

## Operation and Management Framework

15. The GreenWay will mainly be placed inside open spaces in KTD and forming part of them, with some sections locating within public roads including pedestrian subways and it would be designed with due regard to the current legal framework. LCSO will be responsible for the operation and management of the GreenWay network within parks and promenades, whereas TD will take up the traffic management of the cycle track located within public roads. The operation and management framework for the GreenWay network may be adjusted with reference to the outcome of the proposed pilot scheme in the ensuing paragraphs.

# Task Force on Kai Tak Harbourfront Development

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TFKT/15/2017

## PILOT SCHEME ON SHARE-USE FOOTWAY AND CYCLE PATH

16. Given that the share-use approach is a new concept in Hong Kong, we understand that the public may have safety concerns about it. As such, we propose to implement a pilot scheme on GreenWay in order to gain experience in the management of the share-use path and understanding of public acceptance level on the concept. The feedback received and experience gained through the pilot scheme would be useful for taking forward the full implementation of the GreenWay network in KTD.

17. Kwun Tong Promenade is an open space in KTD well received by the public with a considerable length of footway accompanied by an adjacent boardwalk. We propose to implement the pilot scheme at Kwun Tong Promenade utilising the existing footway for placing the GreenWay in order to minimise impacts to the existing facilities inside the promenade. The modification works would involve installation of signage, road markings and local widening of some sections of existing footway which are narrow. Further minor modification works to the park may be required during the trial aiming to enhance performance. The design layout plan of the pilot scheme and the photomontage of the trial GreenWay are attached at **Annex 7** and **Annex 8** respectively. The trial length of the GreenWay is about 1 kilometre, which will connect with the promenade entrances near How Ming Street and Shun Yip Street.

18. Taking into account the site conditions including the various features and usage within Kwun Tong Promenade, specific design to cope with the site environment of promenade has been carried out. For instance, eye catching precautionary measures will be erected to warn cyclists about obstacles such as lighting poles and spectator stands along the trial GreenWay. To promote considerate and safe use of the shared path for both pedestrians and cyclists and to facilitate behavioural and attitude changes, we will arrange education campaigns to introduce the share-use concept to the public. We will also make use of notice boards, signage, banners and road markings

## Task Force on Kai Tak Harbourfront Development

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TFKT/15/2017

to promote the etiquettes (**Annex 9**) for using the GreenWay. Besides, we will deploy full-time staff on site during the trial period to provide guidance and assistance to the park users and to help them get familiar and cope with the share-use approach. The staff will aim to explain, regulate and encourage the appropriate manner on how to use the GreenWay.

19. Having considered that the public will need time to adapt to the new share-use concept, we propose to implement the pilot scheme in an incremental manner in terms of operation hours. According to a pedestrian flow survey conducted earlier in Kwun Tong Promenade, we recommend to implement the first stage of the pilot scheme in the morning session with a relatively lower pedestrian flow, and then extend to the afternoon session in the second stage of the scheme. The trial period will tentatively last for 6 months. Appropriate number of bicycles will be provided to the public during the initial operation of the pilot scheme to facilitate the trial. While the operation hours will be adjusted to best suit the actual situation and public demand, the initial staging of the pilot scheme is proposed as follows:-

| <b>Stage</b> | <b>Duration<br/>(Months)</b> | <b>Operation Hours</b> |
|--------------|------------------------------|------------------------|
| I            | 2                            | 9:00 – 12:00           |
| II           | 4                            | 9:00 – 18:00           |

20. The trial is targeted to commence in early 2018. During the trial, we will engage consultants to collect different types of data and information (for example daily usage/mode, type of cyclists, feedback from users and conflicts between pedestrians and cyclists) for analysis. The data and information collected will be carefully examined to review the outcome, and make necessary adjustments to the pilot scheme to suit the need of the users. The arrangement and details of the trial will be monitored and reviewed continuously, aiming to identify room for improvement and enhance its implementation.

# **Task Force on Kai Tak Harbourfront Development**

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TFKT/15/2017

## **WAY FORWARD**

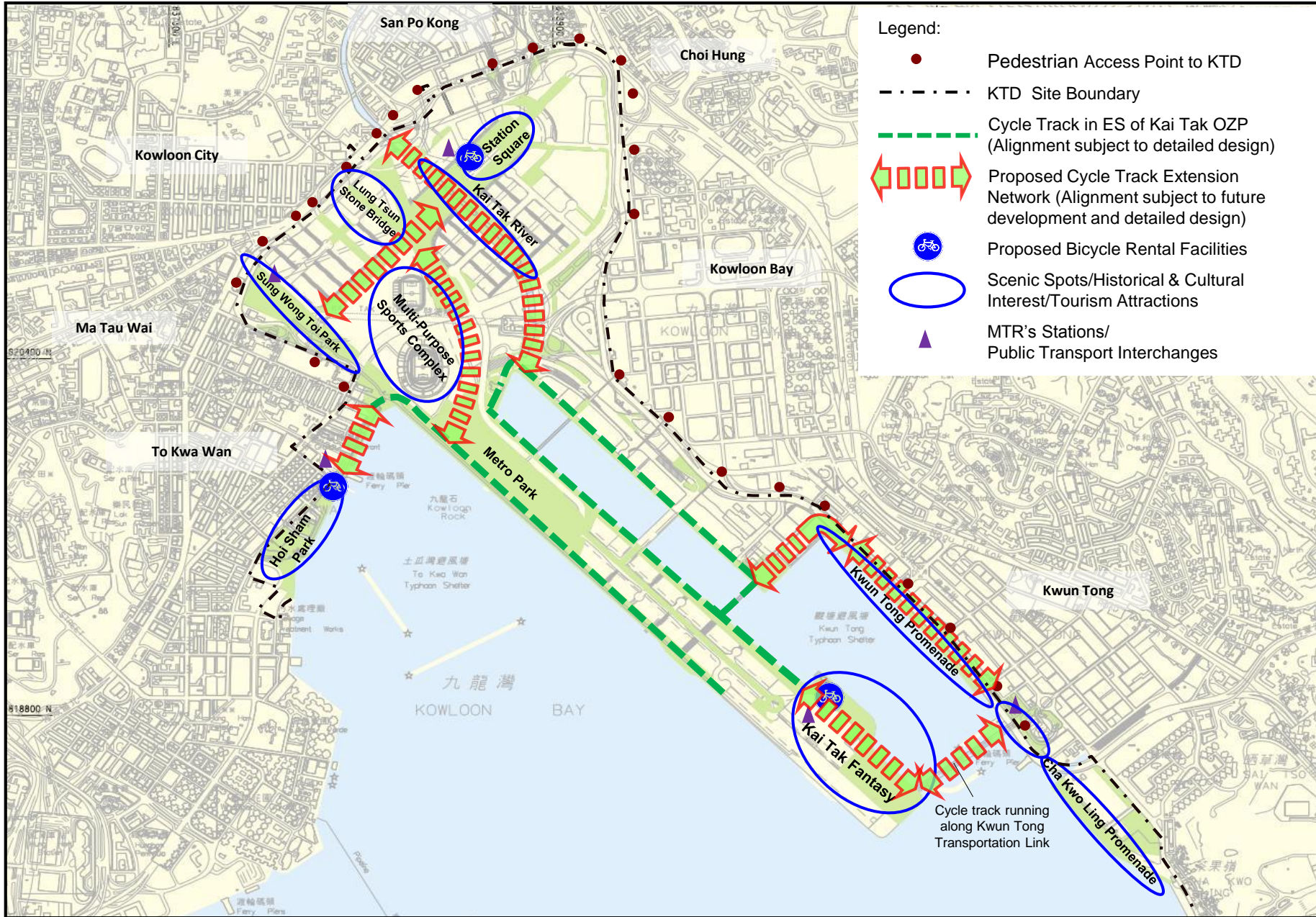
21. Members are invited to offer views on the FS recommendations on the cycle track network in KTD, and implementation of the proposed pilot scheme on GreenWay in Kwun Tong Promenade.

**Civil Engineering and Development Department**  
**Leisure and Cultural Services Department**  
**September 2017**  
**Attachment**

- Annex 1 Proposed cycle track network in KTD in 2014
- Annex 2: Summary of comments received during public consultation in 2014
- Annex 3: Overseas examples of share-use approach
- Annex 4: Artist Impression of GreenWay
- Annex 5: Recommended GreenWay network
- Annex 6: Proposed GreenWay (Phase 1)
- Annex 7: Design layout plan of the pilot scheme
- Annex 8: Photomontage of trial GreenWay
- Annex 9: Etiquette on proper use of GreenWay



# Proposed Cycle Track Network in Kai Tak Development in 2014



**SUMMARY OF COMMENTS RECEIVED DURING PUBLIC CONSULTATION IN 2014**

**Task Force on Kai Tak Harbourfront Development of Harbourfront Commission**

- Supported the proposed extension of the cycle track network.
- Parking areas should be in close proximity to the destinations and where people live to prevent illegal parking of bicycles in KTD.
- Dedicated cycle track would segregate public open spaces and might result in segregation of open spaces which would discourage other activities, and thus shared use of open spaces to accommodate pedestrians and cyclists should be encouraged.

**Culture, Recreation and Sports Committee of Kwun Tong District Council, District Facilities Management Committee of Wong Tai Sin District Council and Leisure and District Facilities Management Committee of Kowloon City District Council**

- Supported the proposed extension of the cycle track network.
- The proposed cycle track network should mainly for recreation and leisure purposes.
- The proposed cycle track network should be easily accessible from the surrounding areas.
- The proposed cycle track network should connect to Public Transport facilities in particular stations of Shatin to Central Link.
- Sufficient bicycle parking spaces should be provided.
- Education campaign on cycling activities should be organised.

**Cycling Associations**

- Supported the proposed extension of the cycle track network.
- The proposed cycle track network should be expanded for both leisure and commuting purposes.
- The proposed cycle track network should be extended to MTR Kai Tak Station and reach Kai Ching and Tak Long Estates.
- The proposed cycle track network along both sides of the runway should be linked up at convenient location.
- Cycle track should be constructed as early as possible and temporary linkage could be considered to link up completed sections of cycle track.

## Overseas Examples of Share-use Approach

### Example 1: Singapore

Park Connector Network (PCN) is an island-wide shared use network linking major parks, nature sites and housing estates in Singapore. By 2016, it marked over 25 years of PCN and completion of about 300 kilometres (km) of path. Its main function is to improve connectivity between parks and provide accessible leisure options such as exercise areas and playgrounds.

#### Central Urban Loop

- 36 km long, ranges 4 metres (m) – 6 m wide, shared use loop linking 3 different parks and Housing & Development Board housing estates.



#### Features

- Food and beverage choices along the network.

### Example 2: Taipei

Cycling is a common activity in Taiwan for leisure and recreation purposes in the past decade. Cycling facilities are continuously improved to enhance the connectivity and accessibility to point of attractions for cyclists. The Taipei area has about 250 km of bike paths.

#### Golden Riverside Cycling Path, Tamsui

- 10 km long, ranges 2 m – 6 m shared use path linking Guandu Bridge and Fisherman's Wharf. The bike path passes through natural, cultural sceneries and attractions.



#### Features

- Various scenic spots along the path (e.g. Fisherman's Wharf, Guandu Bridge).

### Example 3: London

The Royal Parks were originally crown land, and gradually opened to the public in 19<sup>th</sup> century. The parks soon became popular places for relaxation, leisure and entertainment. Cycling is welcomed in designated areas in all the Royal Parks. Pedestrians have priority within the Parks. There are around 45km cycle paths within the parks where cycling is permitted, covering both shared use and segregated path for pedestrians and cyclists.

#### Tamsin Trail, Richmond Park

- 12 km long, average width of 3m shared path connecting park entrances at the park parameter, allow exploration of Isabella Plantation and Pembroke Lodge.



#### Features

- Shared paths running through 8 parks across London covering about 5,000 acres of historical landscapes.

### Example 4: Hangzhou

There are many scenic spots close to West Lake in Hangzhou. West Lake was added to the UNESCO World Heritage list in 2011, shores and causeways are relatively flat and perfect for cycling.

#### West Lake, Hangzhou

- Round Lake Route (12 km) with cycle width ranges 6 m – 10 m connecting the famous ten scenes of West Lake including causeway, temples, lakes, bridge, pagoda and ponds.



#### Features

- Shared path running through various classic scenic hotspots and historical landscapes.

**Example 5: Paris**

As of 2016, there are about 700 km of cycling routes in Paris including segregated bike paths, delineated bike lanes on carriageway and shared paths.

Seine Bike Path, Paris

- 15 km long, ranges 6 m – 10 m, shared use cycle track for pedestrians and cyclists along River Seine from Eiffel Tower to the Cathedral de Notre Dame.

Features

- Shared use cycle track running through scenic views along Seine River path and historical architecture.

**Example 6: New York City**

New York has the country's first bike path in 19<sup>th</sup> century. The City of New York has laid down more than 400 km of bike lanes, connecting various tourists spots such as Sixth Avenue, Central Park, Harlem and Brooklyn.

Central Park, New York City

- 10 km long Park Drive, average width of 6 m – 10 m around the park shared use by runners, joggers, pedestrians, cyclists and inline skaters.

Features

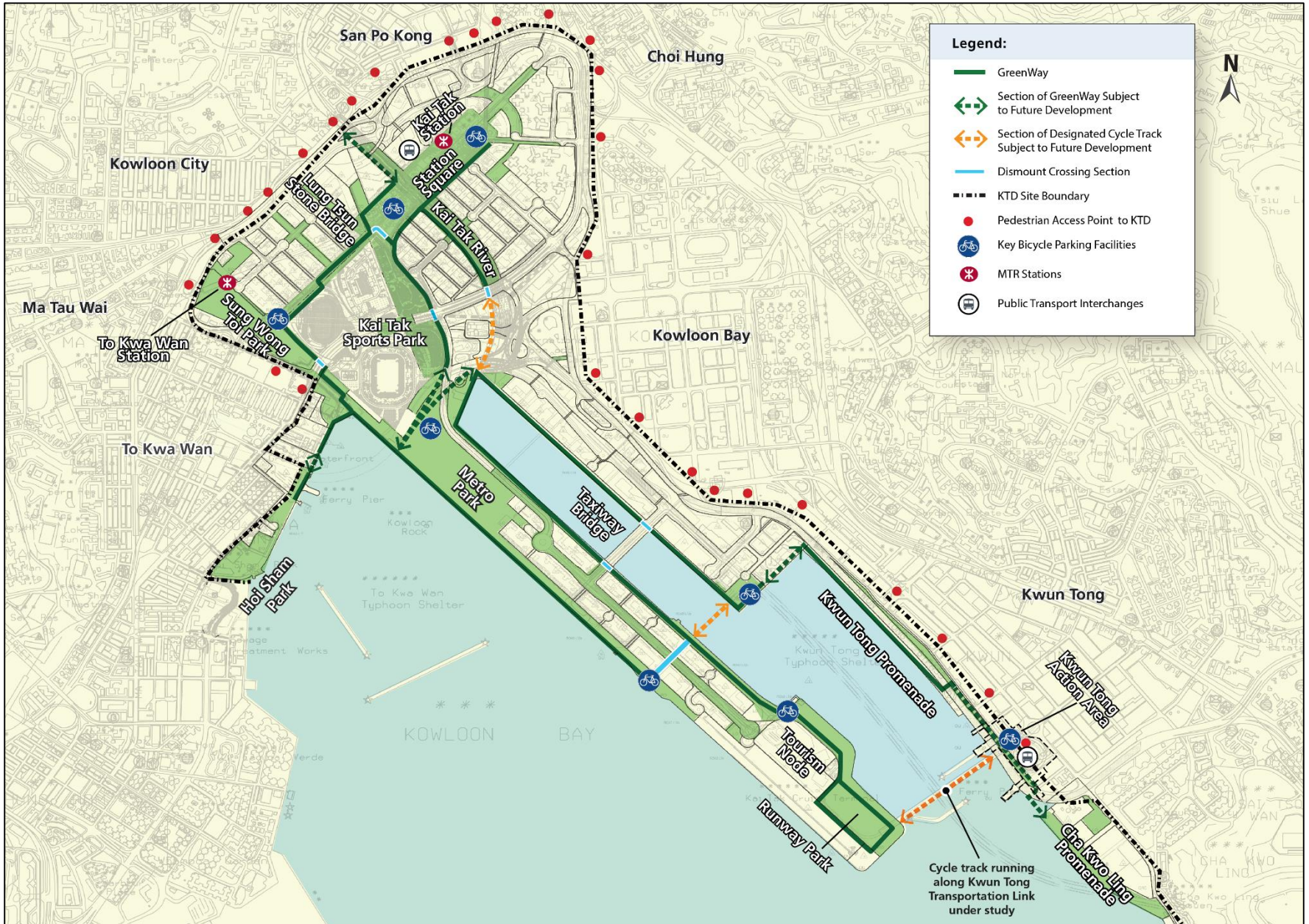
- Shared use path amongst cyclist and pedestrians with scenic views and attractions running along the park.

# Artist Impression of GreenWay

Annex 4



# Recommended GreenWay Network

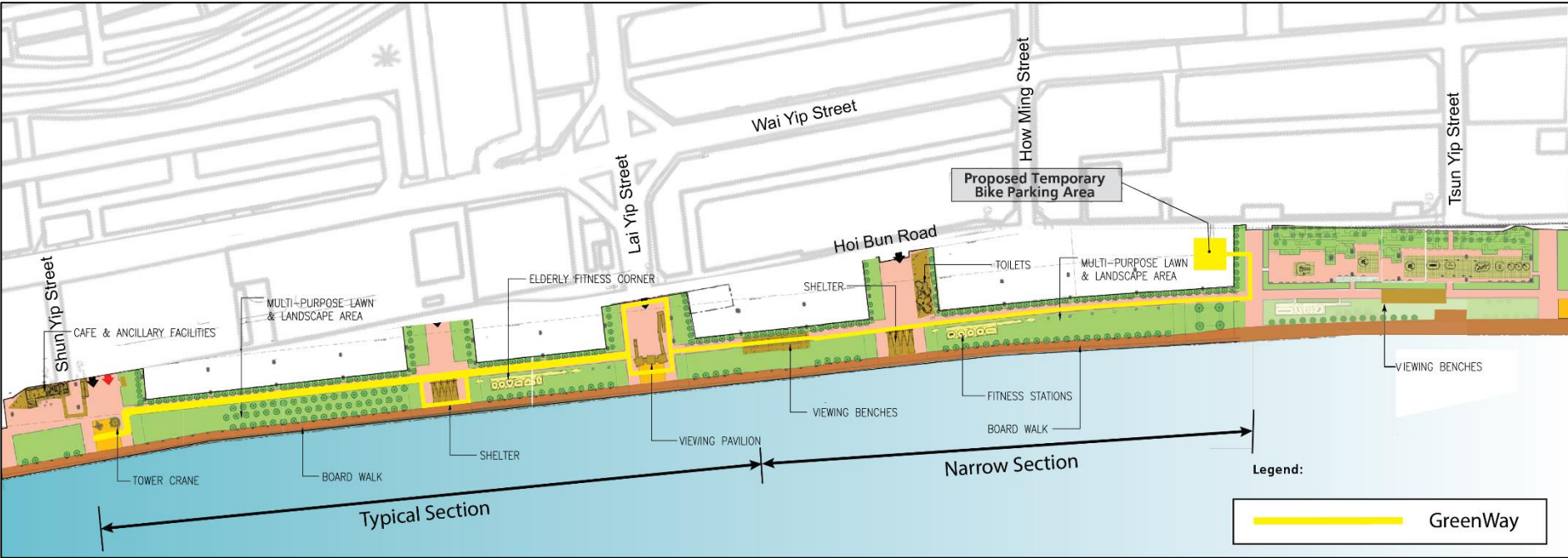


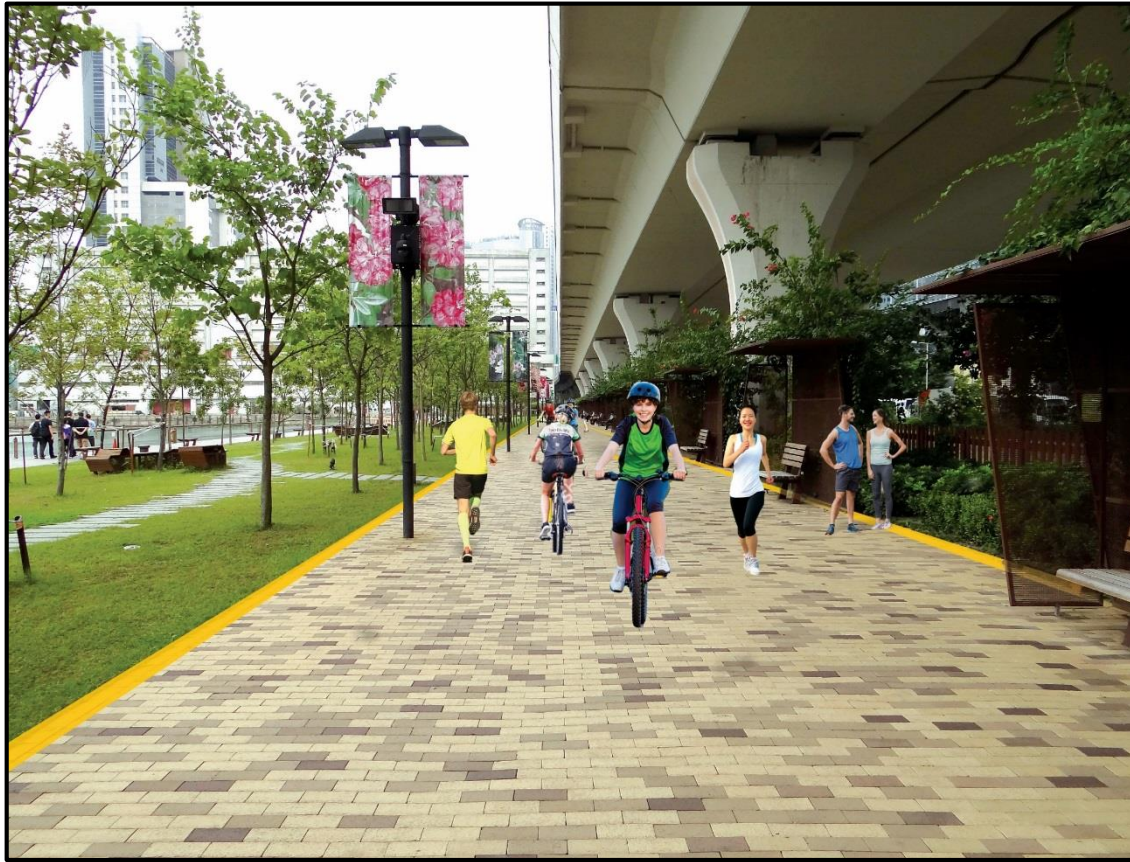
# Proposed GreenWay (Phase 1)



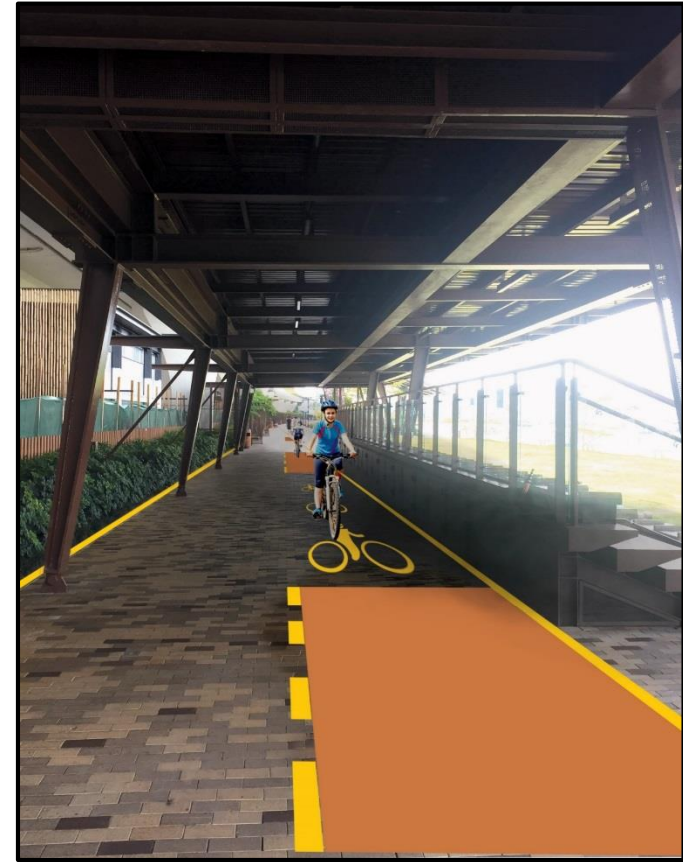


# Design Layout Plan of the Pilot Scheme





**Typical Section**  
**(Width more than 4 metres)**



**Narrow Section**  
**(Width less than 4 metres)**



## Etiquette for Greenway



### The Do's

- Keep to your left when on the Greenway unless overtaking
- Be considerate of other users and ring the bell only when necessary
- Always practice good cycling behaviour and give way to pedestrians
- Use your front and rear light when its dark

### The Don'ts

- Do not speed on your bike or ride in an inconsiderate manner
- Do not leave your bicycle unattended

