

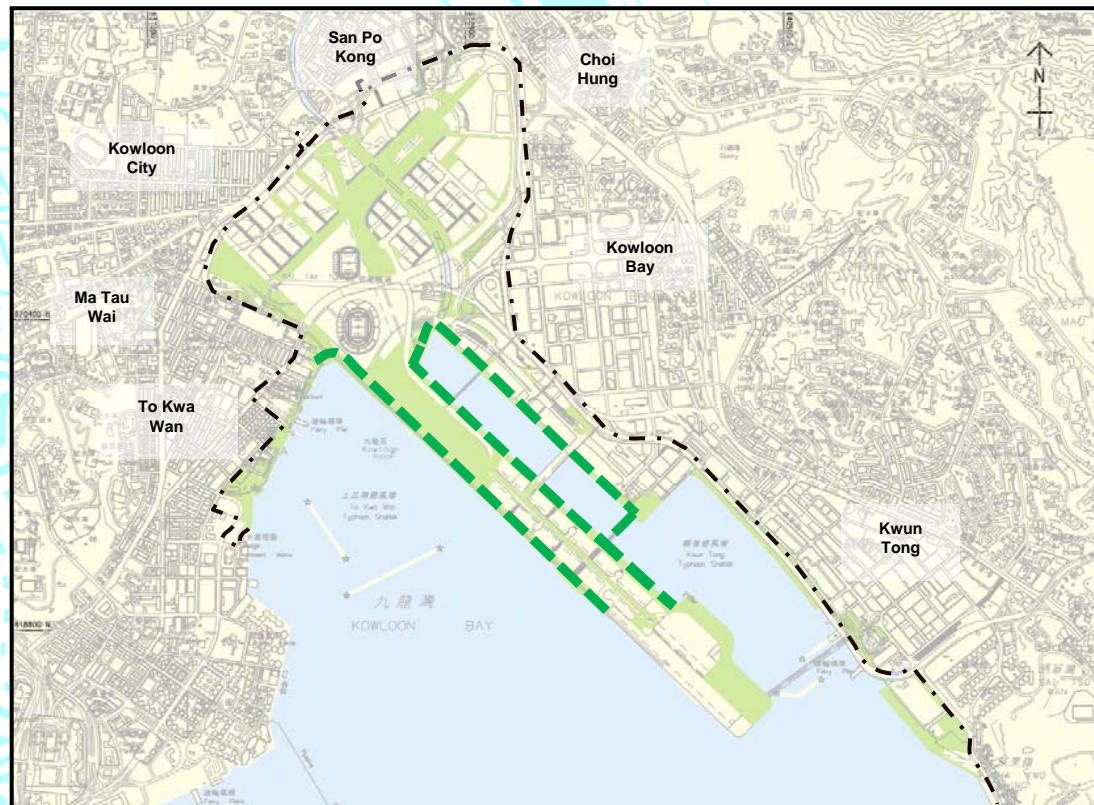
# **Task Force on Kai Tak Harbourfront Development**

## **Extension of Cycle Track Network at Kai Tak Development**

(TFKT/06/2014)

## Background

- Explanatory Statement of the Approved Kai Tak Outline Zoning Plan in 2007 included a cycle track network of 6.6km along the waterfront for leisure and recreation purposes
- Increasing public aspirations for cycle track extension



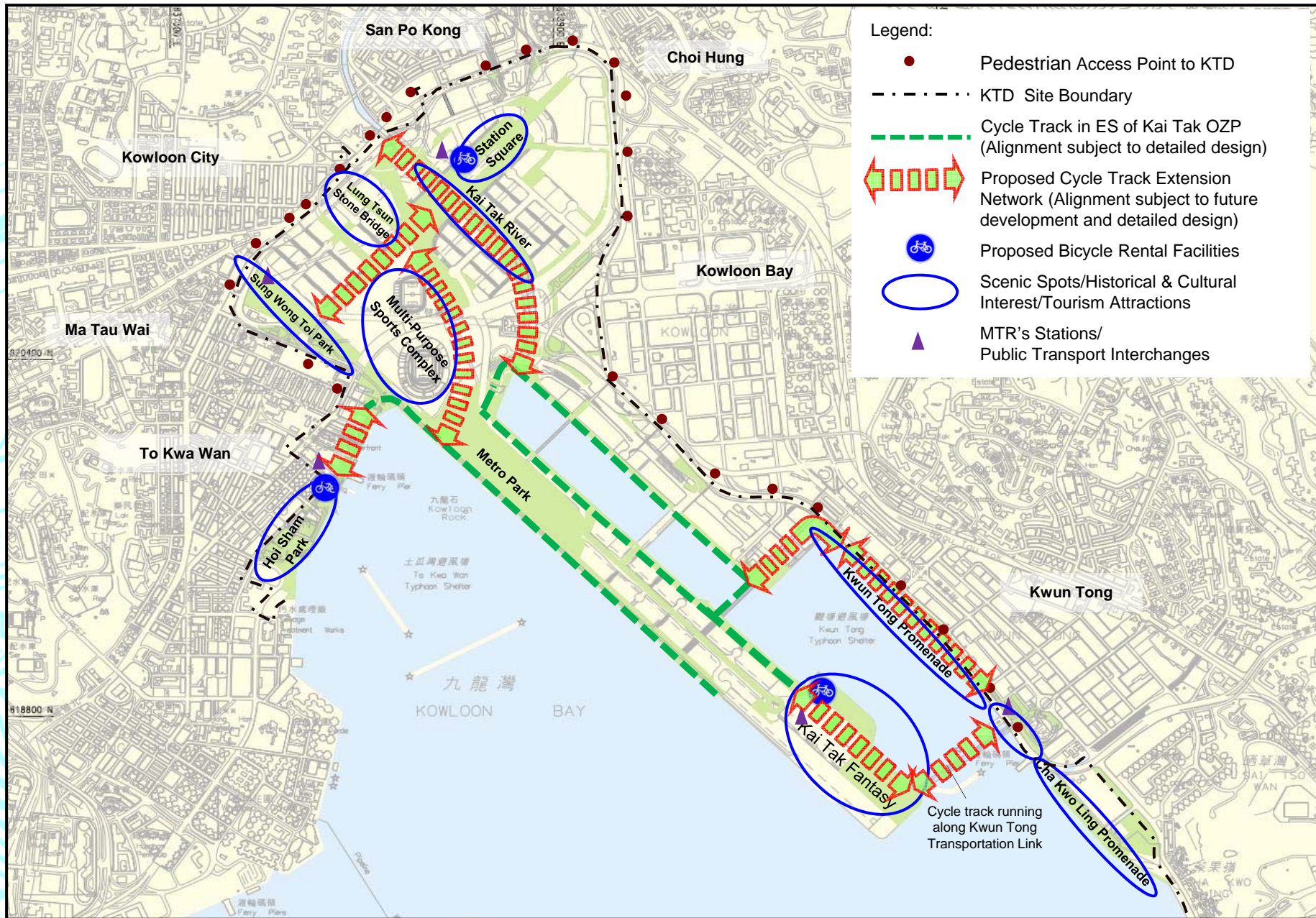
## Background

- Explanatory Statement of the Approved Kai Tak Outline Zoning Plan in 2007 included a cycle track network of 6.6km along the waterfront for leisure and recreation purposes
- In 2011, consulted relevant District Councils and Cycling Associations and agreed on five key design principles:
  - > connect scenic spots within KTD as far as possible
  - > utilize alternative routes back to starting point
  - > provide various access points to the cycle track network
  - > provide supporting facilities
  - > enhance safety of cyclists





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





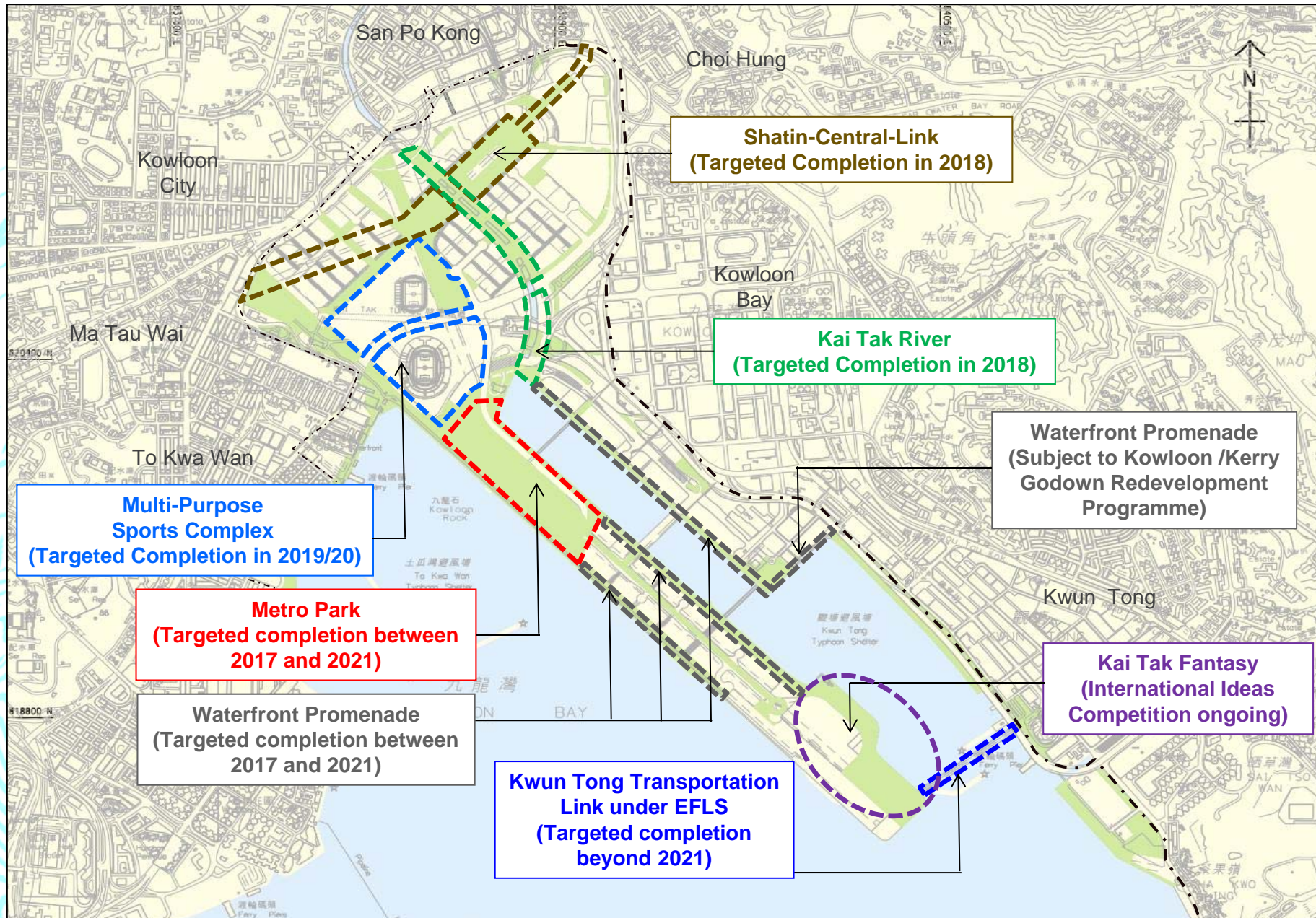
- Two-way, two lane with minimum width of 3.5m and maximum gradient of 5%
- Lifts with adequate numbers and sizes at places with high level difference
- Segregation of cycle tracks with adjacent open area/ footpath
- Grade-separated facilities/signalized junctions at pedestrian crossings
- Unified design of signage, road marking and pavement to promote KTD branding
- Ancillary facilities, e.g. rental stalls at designated access points and parking spaces near major scenic spots







# Proposed Implementation Approach



## Concern

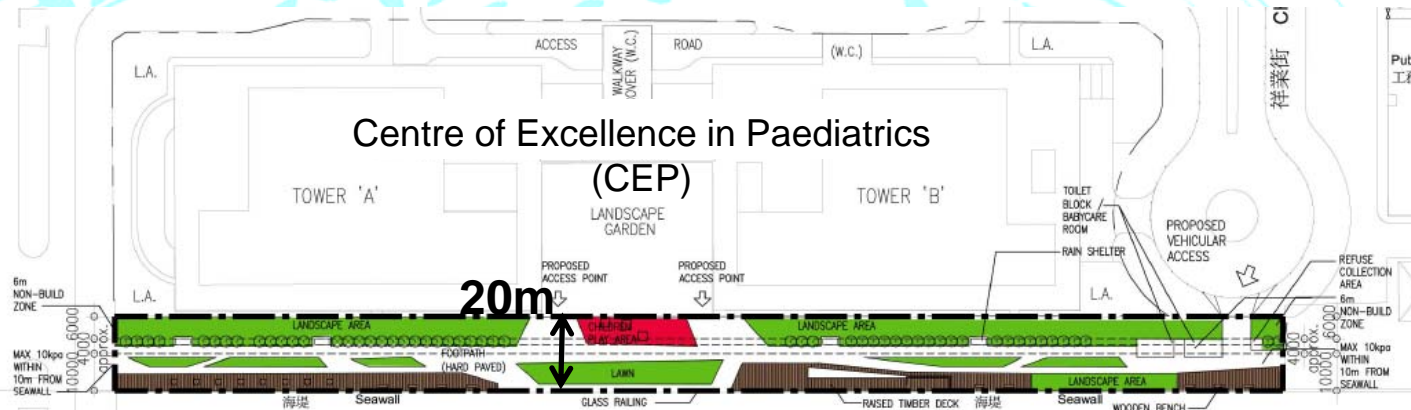
- Fragmentation of cycle track network implementation due to phased development of open space/ infrastructure projects

## Suggested Approach

- Continuous strips of land to be reserved in related open space/ infrastructure projects and temporarily treated with suitable greening/landscape measures, facilitating cycle tracks to be built in substantial lengths at later stages



- Limited space at narrow waterfront promenade, e.g. near Centre of Excellence in Paediatrics and redevelopment at Kowloon Godown/ Kerry Godown



Future Residential Development  
at Kerry Godown  
(嘉里貨倉)



Future Residential Development  
at Kowloon Godown (九龍貨倉)



- Limited space at narrow waterfront promenade, e.g. near Centre of Excellence in Paediatrics and redevelopment at Kowloon Godown/ Kerry Godown
- Further study required on following issues:
  - actual alignment and form of cycle track in open space/ infrastructure projects with different planning, design and management concepts
  - Demarcation of cycle track within open space to ensure quality of enjoyment and safety of users
  - Provision of convenient branches of cycle track to pedestrian connection points at KTD boundary
  - Provision of ancillary facilities, e.g. parking/rental spaces

- CEDD continue to assume the coordination role on planning and implementation of the cycle track network





**Thank You**