

# A Harbourfront Cycleway for Hong Kong

- Cycling? In Hong Kong?!
- A cycle route on the harbourfront? What is it for?
- Is that feasible? Wouldn't it be 'in the way'?



Presented by: Hong Kong Cycling Alliance

# Public Support

The Planning Department's 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 (Stage 2), many respondents identified a cycle path as desirable.

Among residents of Western and Kennedy Town, a cycle path is the most desired waterfront feature (2009 survey by HKU Urban Planning students).

Organised harbourfront bike rides have attracted up to 1000 participants.



# Wide Support



# The Value of a Cycleway

## Leisure



# The Value of a Cycleway

## Transport Connectivity

The cycleway offers rapid journeys between local districts\*:

- Central Ferry Piers – Wanchai North – 5 mins
- Kennedy Town to Central – 10 mins
- North Point to Sai Wan Ho – 7 mins

\* at a gentle pace



Cycle journeys are all-inclusive, point-to-point travel. No walking to the bus stop or descending to the MTR. No waiting, no queuing. No further walk at the other end of the trip. All the flexibility of a shop stop or change of mind, any time.

# The Value of a Cycleway

## Tourism

What is cycling worth to Hong Kong?

- Cycle tourism in the UK is worth HK\$7.9 billion per year and growing fast.
- European cycle tourism is forecast to reach HK\$173 billion per year within 20 years.

\* Sustrans



# The Value of a Cycleway

## Harbourfront connectivity



# Hong Kong waterfront cycleways



# 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:

- 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
- Design guidelines of the cycleway
- Design features that may be required to install the cycleway

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

Challenges of this route are noted at:

- Restricted width of public access around Causeway Bay Typhoon Shelter
- Gas pigging station between Quarry Bay Park Phase 1 and Hoi Yu Street area

# Kennedy Town Harbourfront

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

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

BICYCLE PARKING FACILITY

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 promenade 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

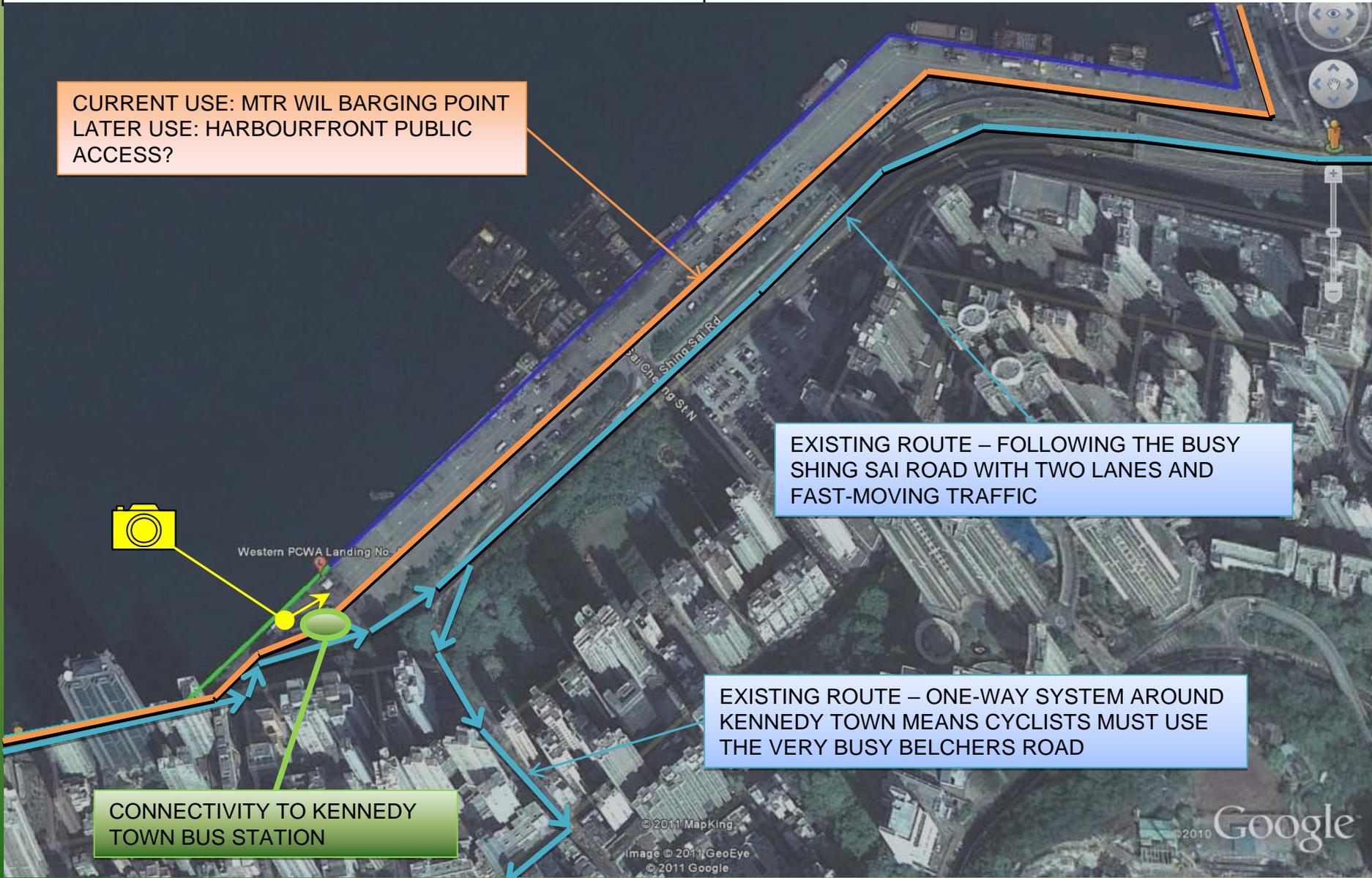
- EXISTING HARBOURFRONT ROUTE (ON-ROAD SECTIONS)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLEWAY ROUTE (SEGREGATED)
- PROPOSED CYCLEWAY ROUTE (ON-ROAD SECTIONS)

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)
- EXISTING HARBOURFRONT ROUTE (DISMOUNTED)
- PROPOSED CYCLEWAY ROUTE (SEGREGATED)
- PROPOSED CYCLEWAY 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

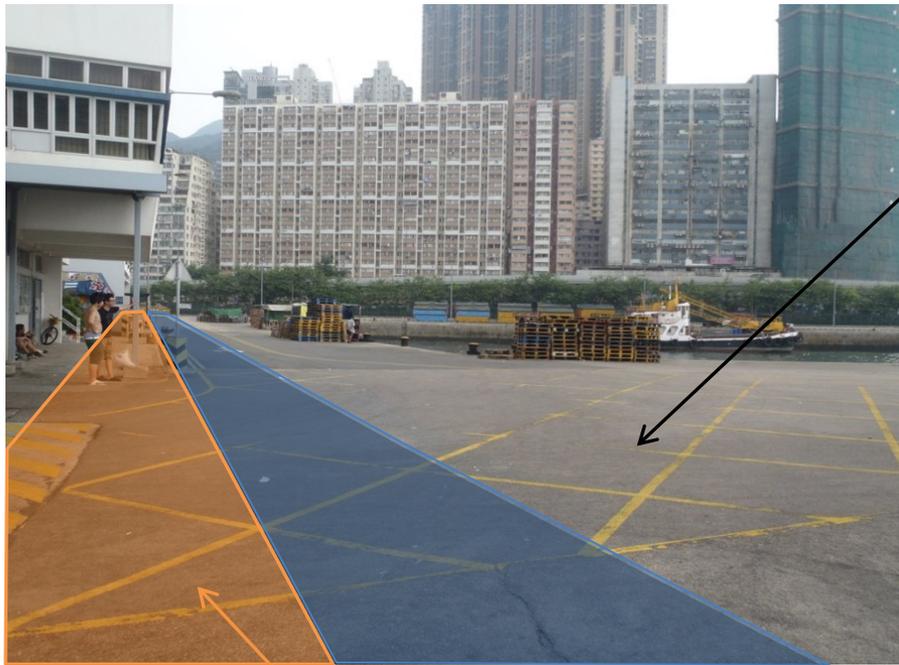
CONNECTIVITY TO KENNEDY TOWN/SAI WAN

EXISTING ROUTE – FOLLOWING THE BUSY SHING SAI ROAD

# 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 discussed 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 CYCLEWAY ROUTE (SEGREGATED)
-  PROPOSED CYCLEWAY 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 PROMENADE

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

BICYCLE PARKING FACILITY

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:** [unknown]



WESTERN HARBOUR TUNNEL  
APPROACH ROAD



EXISTING WATERFRONT

PEDESTRIAN PROMENADE

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 promenade and cycleway



CYCLEWAY

EXISTING PUBLIC PROMENADE TO BE OPENED IN NOVEMBER 2011

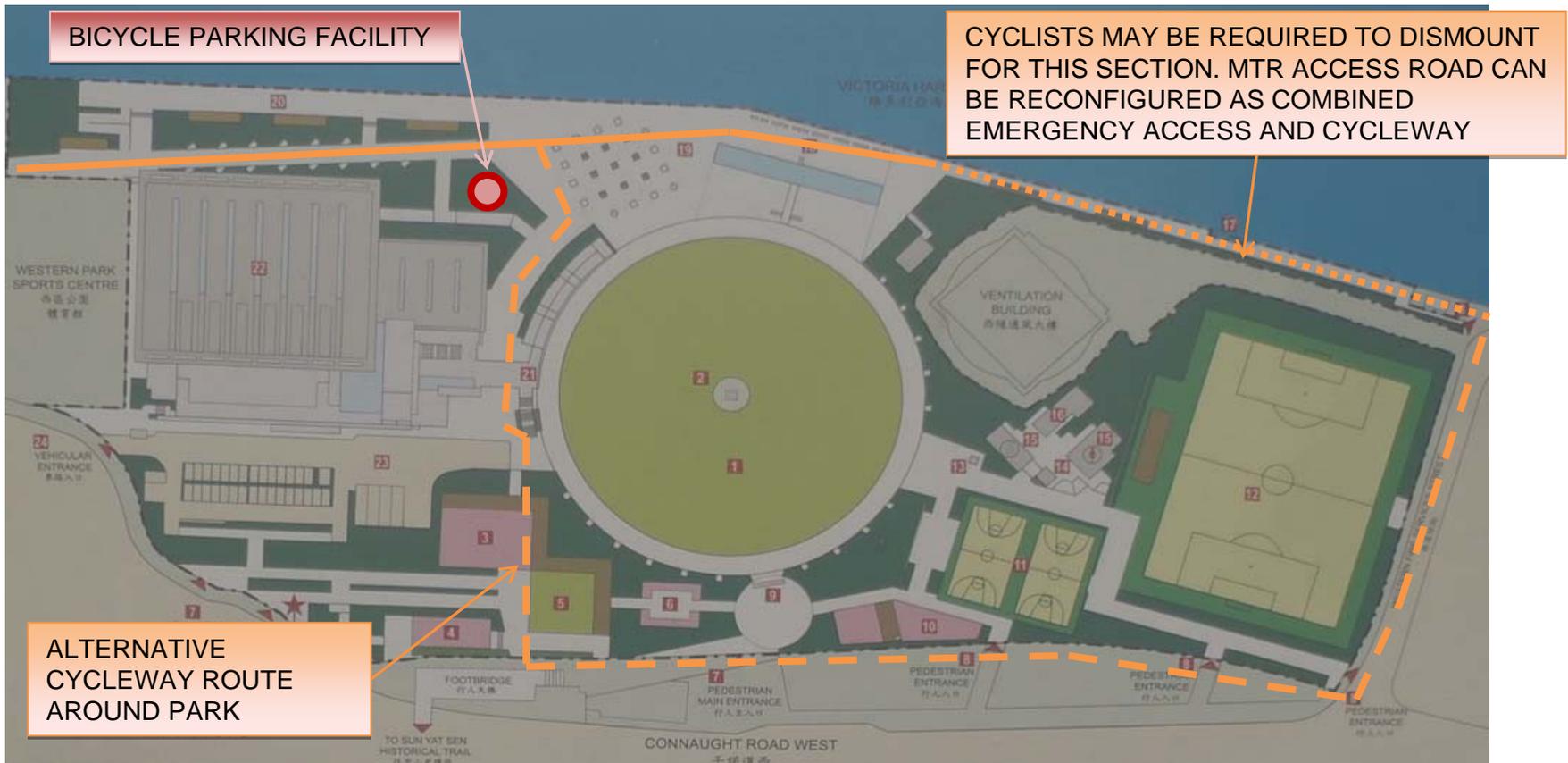


PEDESTRIAN PROMENADE AND CYCLEWAY TO CONTINUE THROUGH EXISTING TRUCK PARK TOWARDS WESTERN TUNNEL ENTRANCE

# 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

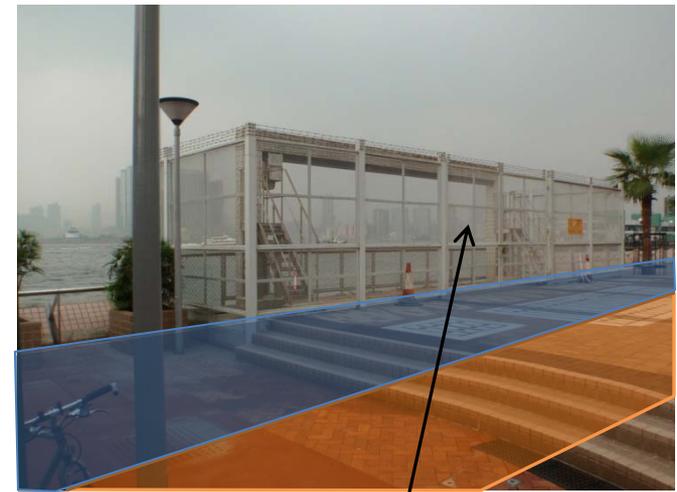
**Currently:** Water Supplies Dept small building and lifting beam

**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 CYCLEWAY ROUTE (SEGREGATED)
-  PROPOSED CYCLEWAY 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

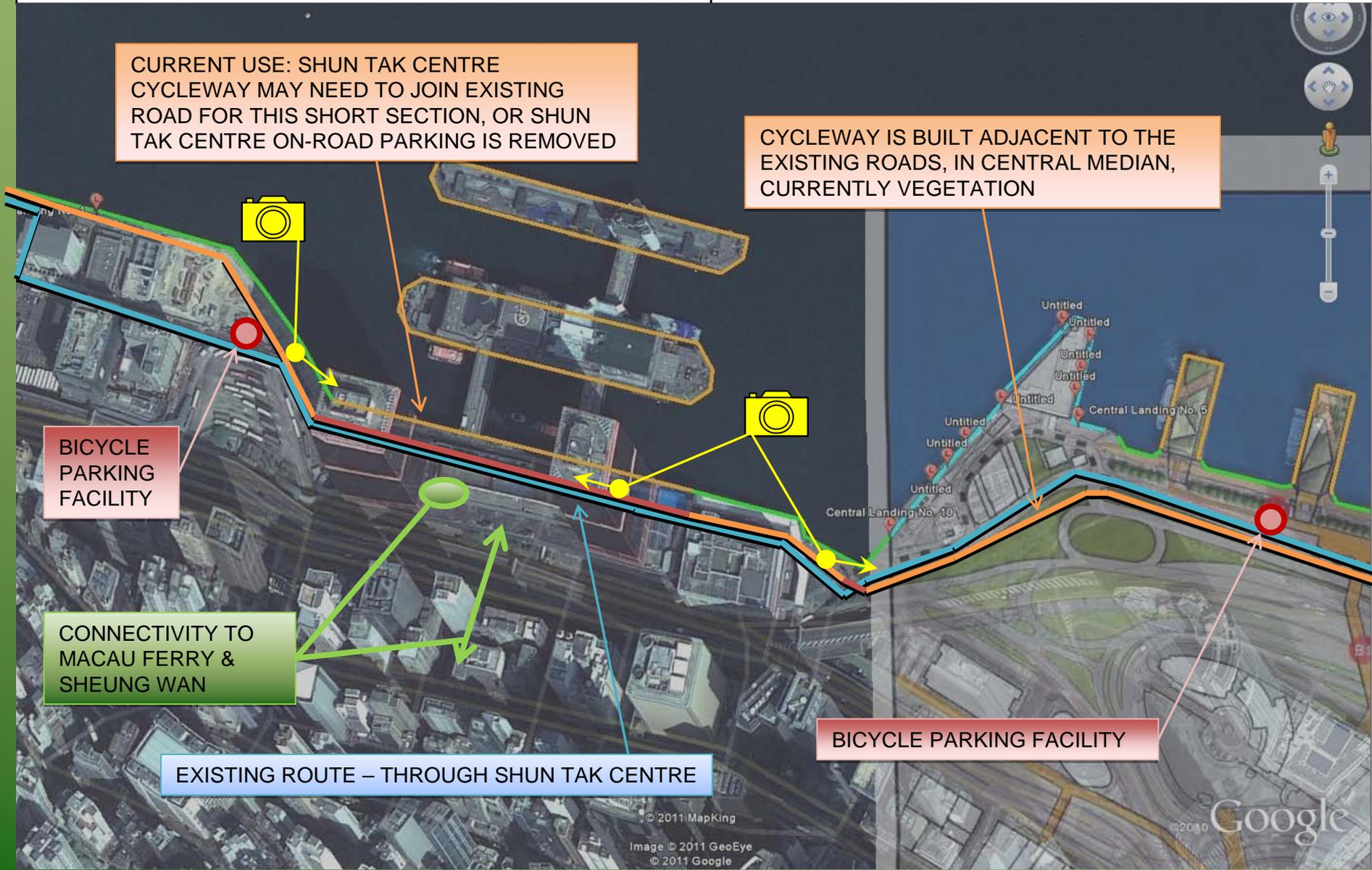
CYCLEWAY IS BUILT ADJACENT TO THE  
 EXISTING ROADS, IN CENTRAL MEDIAN,  
 CURRENTLY VEGETATION

BICYCLE  
 PARKING  
 FACILITY

CONNECTIVITY TO  
 MACAU FERRY &  
 SHEUNG WAN

EXISTING ROUTE – THROUGH SHUN TAK CENTRE

BICYCLE PARKING FACILITY



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# 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

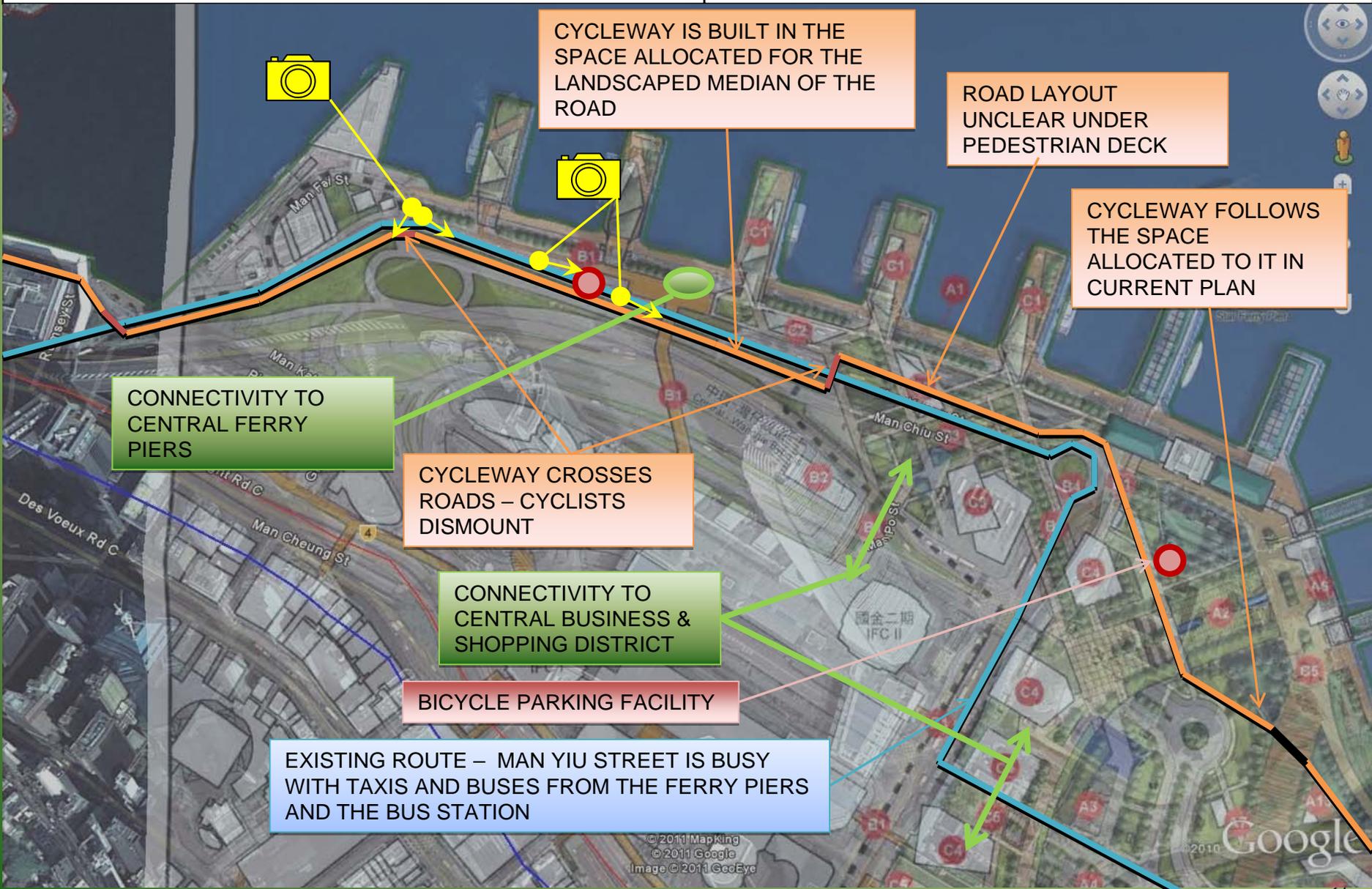


CYCLEWAY

EXTENDED PEDESTRIAN ACCESS  
WIDTH ACROSS HARBOUR CORNER

# Central Harbourfront

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



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

CONNECTIVITY TO STAR FERRY

CYCLEWAY CROSSES MAJOR PEDESTRIAN FOOTPATHS – CYCLISTS GIVE WAY / DISMOUNT

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

CONNECTIVITY TO CENTRAL GOVERNMENT OFFICES AND ADMIRALTY SHOPPING DISTRICT

BICYCLE PARKING FACILITY

CONNECTIVITY TO ENTIRE FUTURE HARBOURFRONT DEVELOPMENT

CYCLEWAY FOLLOWS THE ALIGNMENT ALLOCATED TO IT IN CURRENT PLAN

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

BICYCLE PARKING FACILITY



# 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.

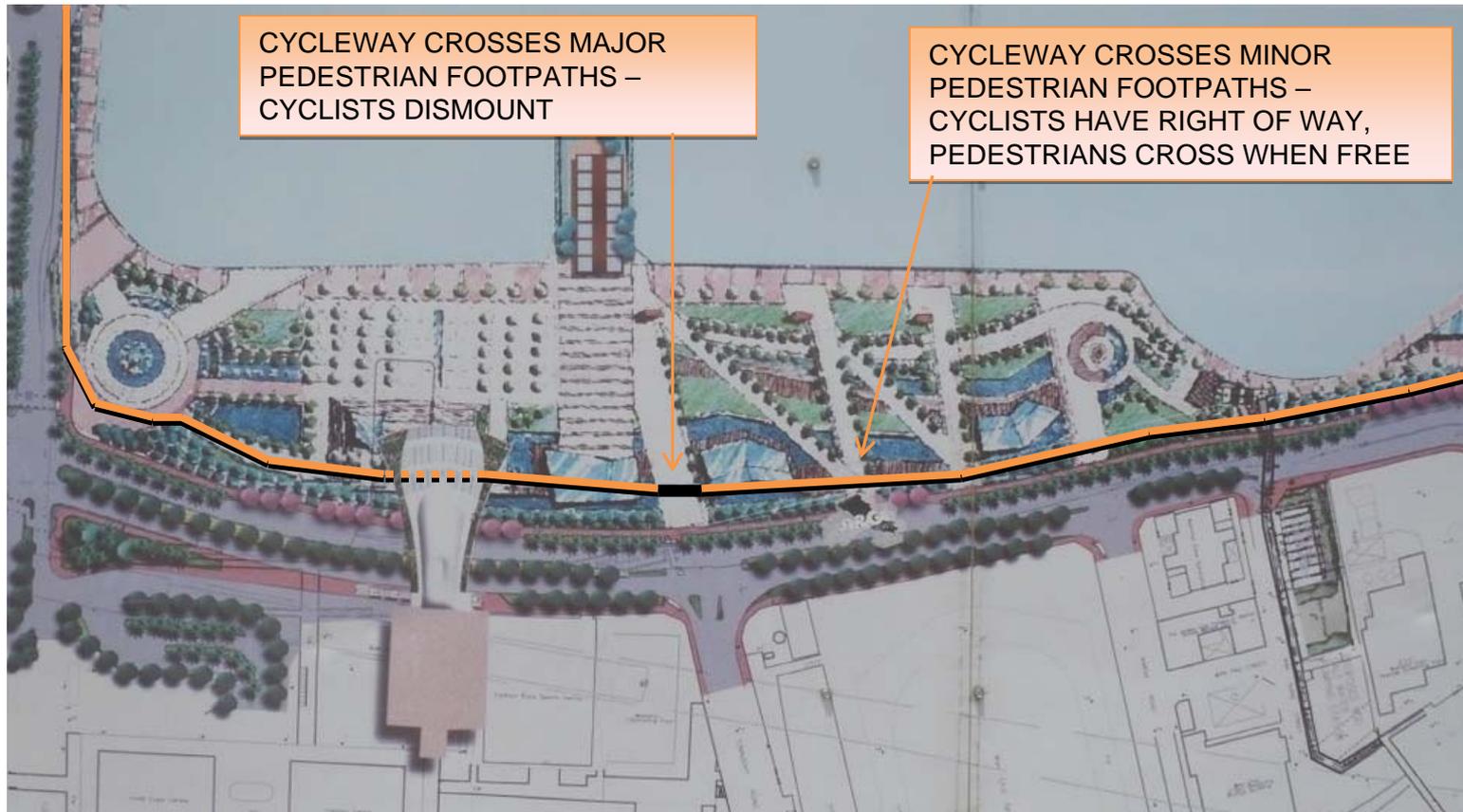


CYCLEWAY

# 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

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

BICYCLE PARKING FACILITY



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

EXISTING ROUTE – HEAVILY TRAFFICKED BY BUSES ACCESSING HARBOUR TUNNEL

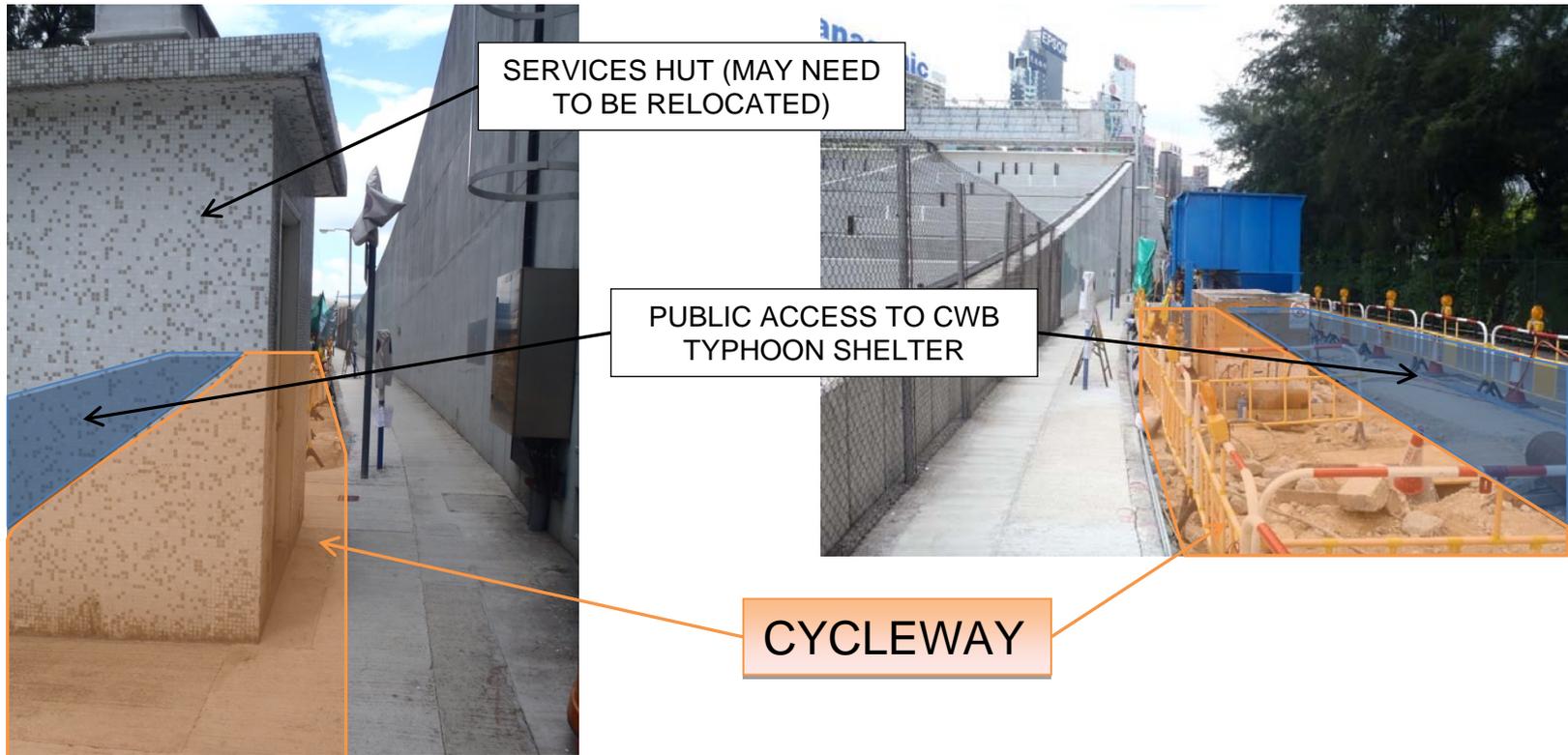
CAR PARKING SPACES RELOCATED TO ENABLE THE CYCLEWAY ROUTE

# Harbour Crossing Entrance

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

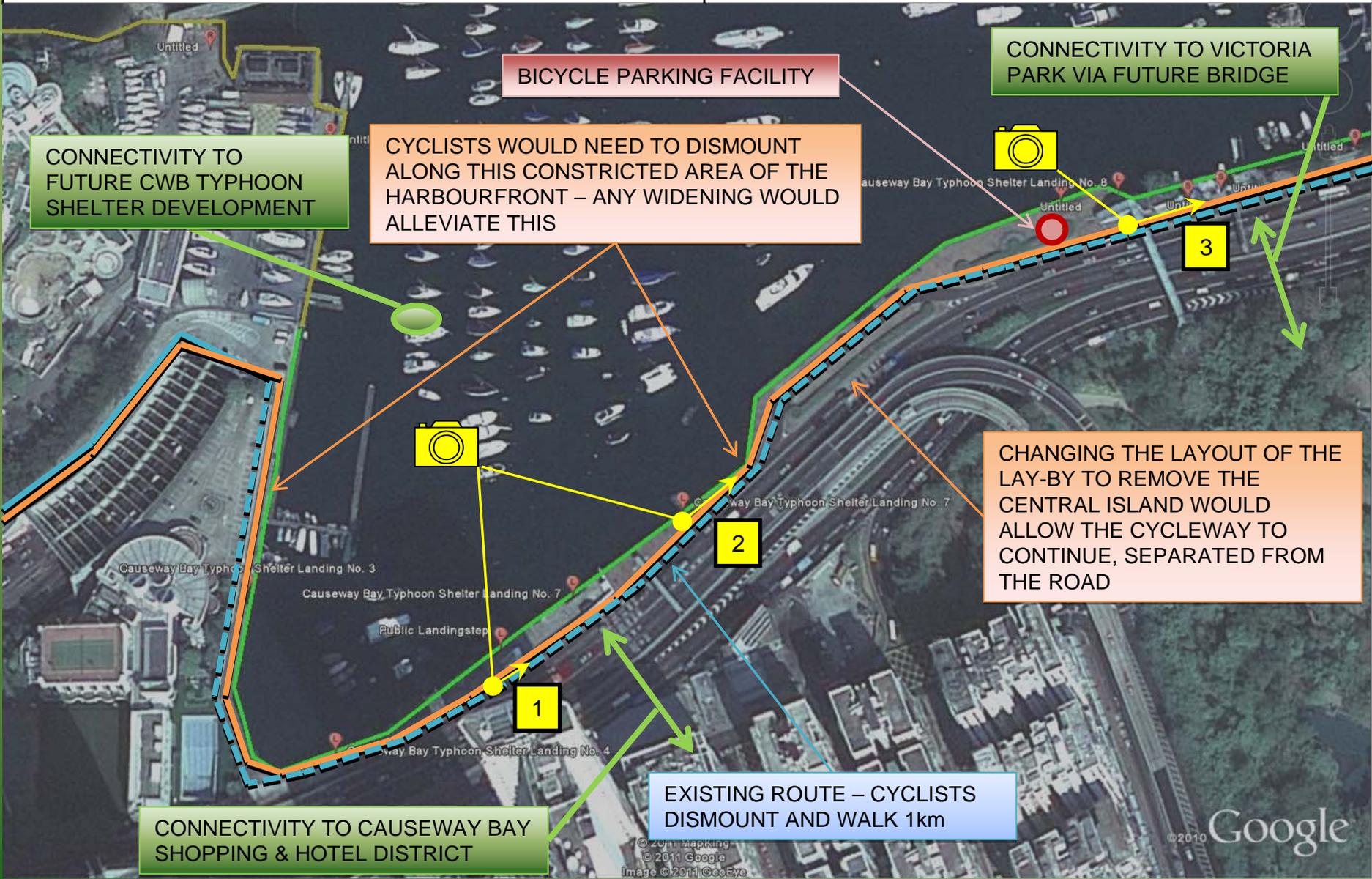
**Future use:** Harbourfront public access to causeway bay typhoon shelter

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



BICYCLE PARKING FACILITY

CONNECTIVITY TO VICTORIA PARK VIA FUTURE BRIDGE

CONNECTIVITY TO FUTURE CWB TYPHOON SHELTER DEVELOPMENT

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

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

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 promenade



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

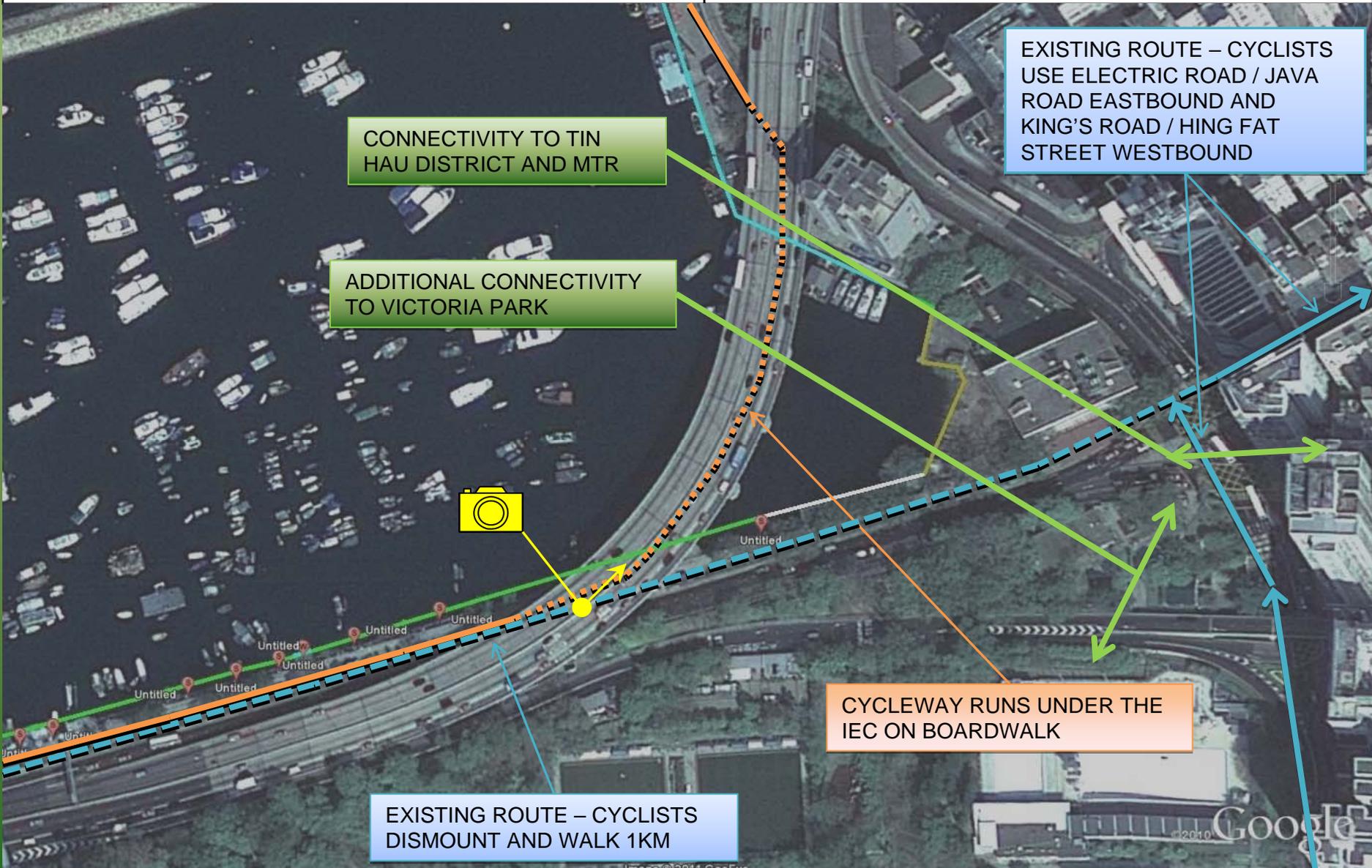
NEGLECTED GARDEN AREA  
REPURPOSED FOR  
CYCLEWAY



CYCLEWAY

# Causeway Bay Harbourfront

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

BICYCLE  
PARKING  
FACILITY

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

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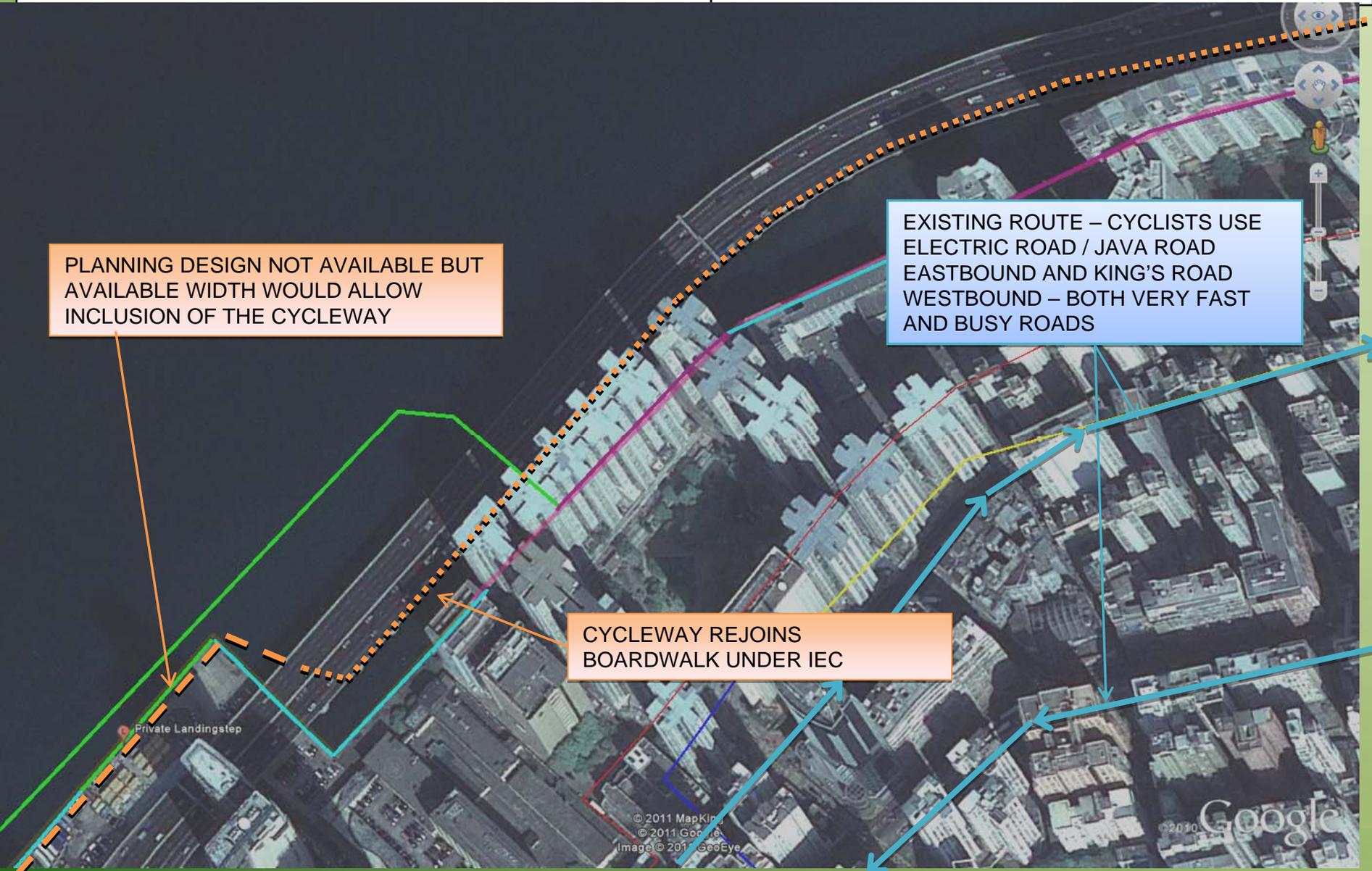
# IEC Harbourfront

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

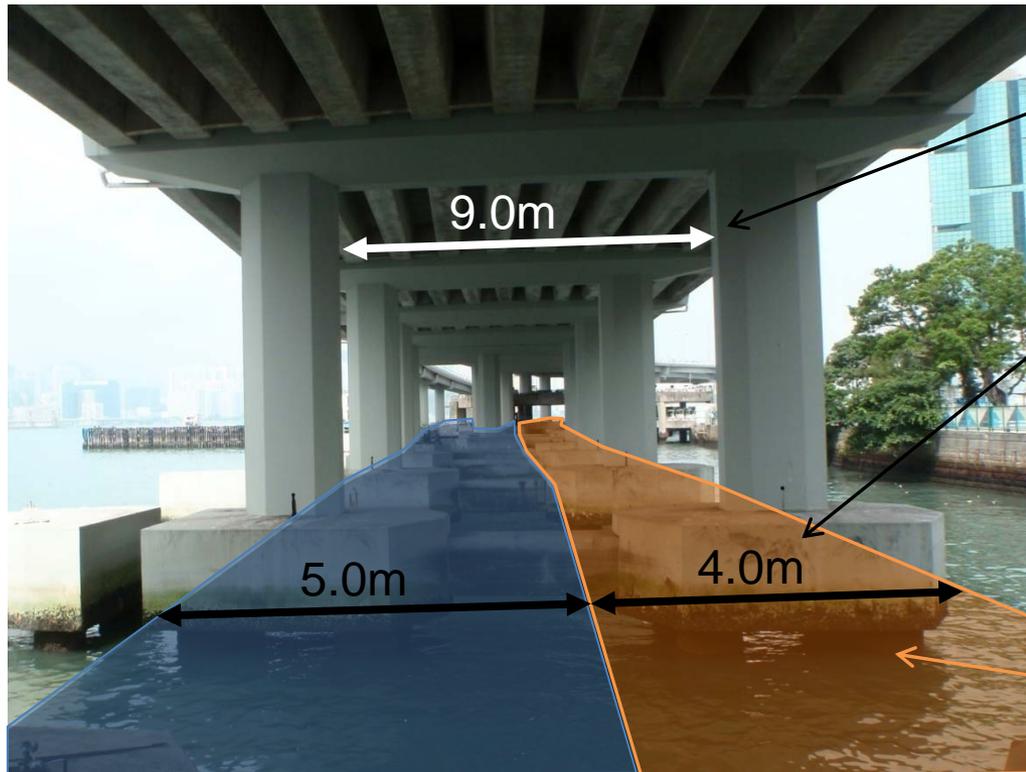


# Island Eastern Corridor boardwalk

**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 9 metres, 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 CYCLEWAY ROUTE (SEGREGATED)
- PROPOSED CYCLEWAY ROUTE (ON-ROAD SECTIONS)

CYCLEWAY CONTINUES WITH BOARDWALK UNDER IEC

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

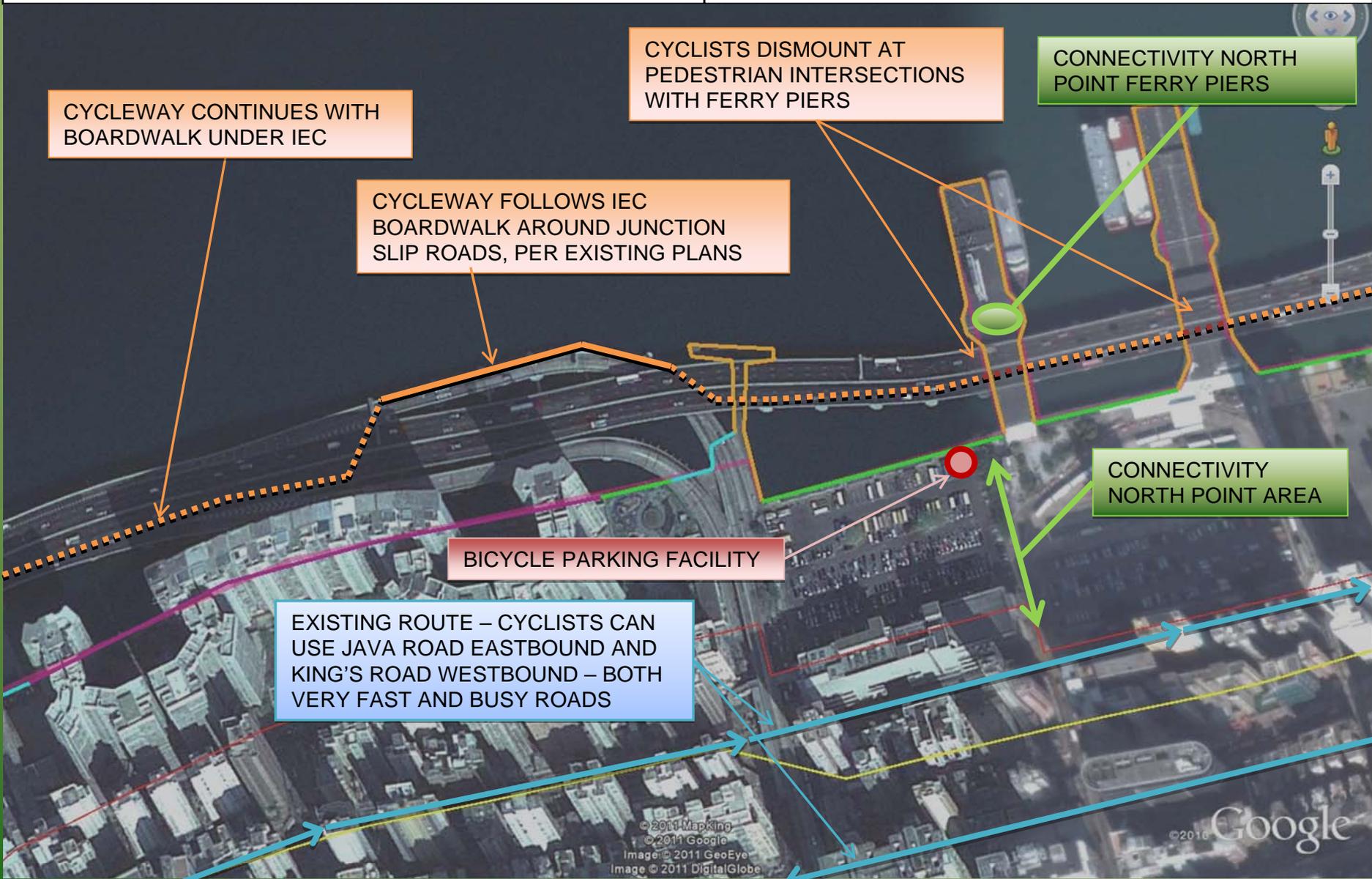
CYCLISTS DISMOUNT AT PEDESTRIAN INTERSECTIONS WITH FERRY PIERS

CONNECTIVITY NORTH POINT FERRY PIERS

CONNECTIVITY NORTH POINT AREA

BICYCLE PARKING FACILITY

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 CYCLEWAY ROUTE (SEGREGATED)
- PROPOSED CYCLEWAY 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 CYCLEWAY ROUTE (SEGREGATED)
- PROPOSED CYCLEWAY 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

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# Hoi Yu Street Harbourfront

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

BICYCLE PARKING FACILITY

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



BICYCLE PARKING FACILITY

CONNECTIVITY WITH LCSD PARK

LCSD TO ACCOMMODATE CYCLEWAY THROUGH QUARRY BAY PARK PHASE 1

CYCLEWAY TO GO THROUGH SAI WAN HO HARBOUR PARK

CONNECTIVITY WITH SAI WAN HO PARK

BICYCLE PARKING FACILITY

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

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

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# Sai Wan Ho Harbourfront

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

CONNECTIVITY WITH SAI WAN HO MTR

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

CYCLEWAY TO FOLLOW ALDRICH BAY PROMENADE

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

BICYCLE PARKING FACILITY

# Coastal Museum Harbourfront

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

EXISTING ROUTE – CYCLISTS ARE REQUIRED TO CLIMB 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



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# Heng Fa Chuen Harbourfront

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



BICYCLE PARKING FACILITY

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

Step 1.  
A Diverse  
Route

Step 2.  
Bite Sized Steps  
to the Ideal

Step 3.  
Connectivity,  
Footfalls, Value

Step 4.  
Integrated  
Facilities

Step 5.  
Harbourwide  
potential

## Most of the Route Can be Dedicated Cycleway

### HARBOURFRONT CYCLEWAY PHASE ONE. ISLAND NORTH 16 kilometres

12.6%  
Shared

- 8.3% Marked Cycle Lane in Road
- 2.6% Shared Pedestrian Path
- 1.7% Marked Cycle Lane crossing Road

Segregated  
87.4%

- 36.5% Repurposed Park / Public area
- 29.7% New Dedicated path on Repurposed Govt Land / Road
- 18.5% New Construction - IEC Boardwalk
- 8.3% Challenging areas - CWB Typhoon Shelter & QB Gas Piggling Station



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A Diverse  
Route

Step 2.  
Bite Sized Steps  
to the Ideal

Step 3.  
Connectivity,  
Footfalls, Value

Step 4.  
Integrated  
Facilities

Step 5.  
Harbourwide  
potential

## Simple Adjustments make up over 77% of Route

HARBOURFRONT CYCLEWAY  
PHASE ONE. ISLAND NORTH 16 kilometres

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Shared

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CYCLEWAY IMPLEMENTED WITH SIMPLE ADJUSTMENT OF CURRENT USE

KENNEDY TOWN SAI YING PUN SHEUNG WAN CENTRAL ADMIRALTY WANCHAI CAUSEWAY BAY NORTH POINT QUARRY BAY TAIKOO SHING ALDRICH BAY HENG FA CHEUN

0km 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

# 77%

- Repaint roads and paths
- Insert tracks into park plans
- Open up unused government land
- Non conflicting boardwalk

Step 1.  
A Diverse  
Route

Step 2.  
Bite Sized Steps  
to the Ideal

Step 3.  
Connectivity,  
Footfalls, Value

Step 4.  
Integrated  
Facilities

Step 5.  
Harbourwide  
potential

Among these is the IEC Boardwalk

HARBOURFRONT CYCLEWAY  
PHASE ONE. ISLAND NORTH 16 kilometres

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CYCLEWAY FOLLOWS IEC BOARDWALK

KENNEDY TOWN SAI YING PUN SHEUNG WAN CENTRAL ADMIRALTY WANCHAI CAUSEWAY BAY NORTH POINT QUARRY BAY TAIKOO SHING ALDRICH BAY HENG FA CHEUN

0km 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

- Use existing piers
- No private land involved
- No intrusion into the harbour water
- Public good

Step 1.  
A Diverse  
Route

Step 2.  
Bite Sized Steps  
to the Ideal

Step 3.  
Connectivity,  
Footfalls, Value

Step 4.  
Integrated  
Facilities

Step 5.  
Harbourwide  
potential

HC coordination can complete another 20% of route

HARBOURFRONT CYCLEWAY  
PHASE ONE. ISLAND NORTH 16 kilometres

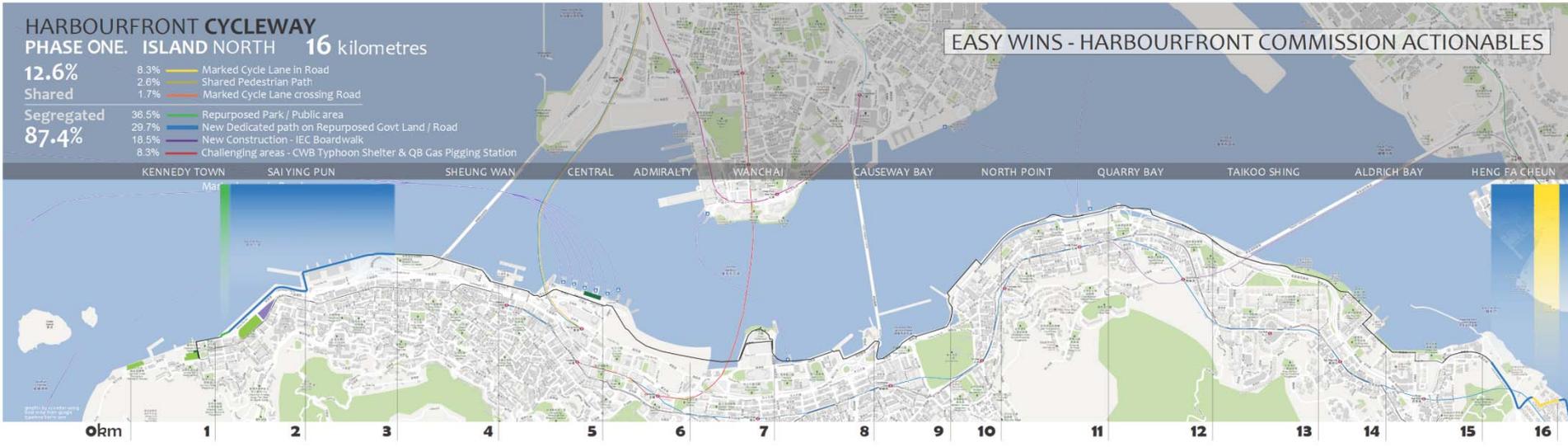
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EASY WINS - HARBOURFRONT COMMISSION ACTIONABLES



97%

- Integrate with bus terminus
  - Integrate with existing waterfront uses
  - Integrate with highway access
- Need all stakeholders at the design table

Step 1.  
A Diverse  
Route

Step 2.  
Bite Sized Steps  
to the Ideal

Step 3.  
Connectivity,  
Footfalls, Value

Step 4.  
Integrated  
Facilities

Step 5.  
Harbourwide  
potential

## A designated route inspires lateral connectivity

### HARBOURFRONT CYCLEWAY PHASE ONE. ISLAND NORTH 16 kilometres

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0km 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

- Value increase within 5 minute walk (e.g. escalators)
- Increase in users and customer footfalls for retail
- Access for al fresco dining and self-motivated activities

Step 1.  
A Diverse  
Route

Step 2.  
Bite Sized Steps  
to the Ideal

Step 3.  
Connectivity,  
Footfalls, Value

Step 4.  
Integrated  
Facilities

Step 5.  
Harbourwide  
potential

There is space for parking, rentals and multimodal links

HARBOURFRONT CYCLEWAY  
PHASE ONE. ISLAND NORTH 16 kilometres

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0km 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

- Government land for multimodal connectivity, especially at MTR stations and ferry terminals
- Dedicated facilities improves education, reduces informality
- With education, bikes can “ride” ferries, MTR, buses
- Green building credentials for private provision

Step 1.  
A Diverse  
Route

Step 2.  
Bite Sized Steps  
to the Ideal

Step 3.  
Connectivity,  
Footfalls, Value

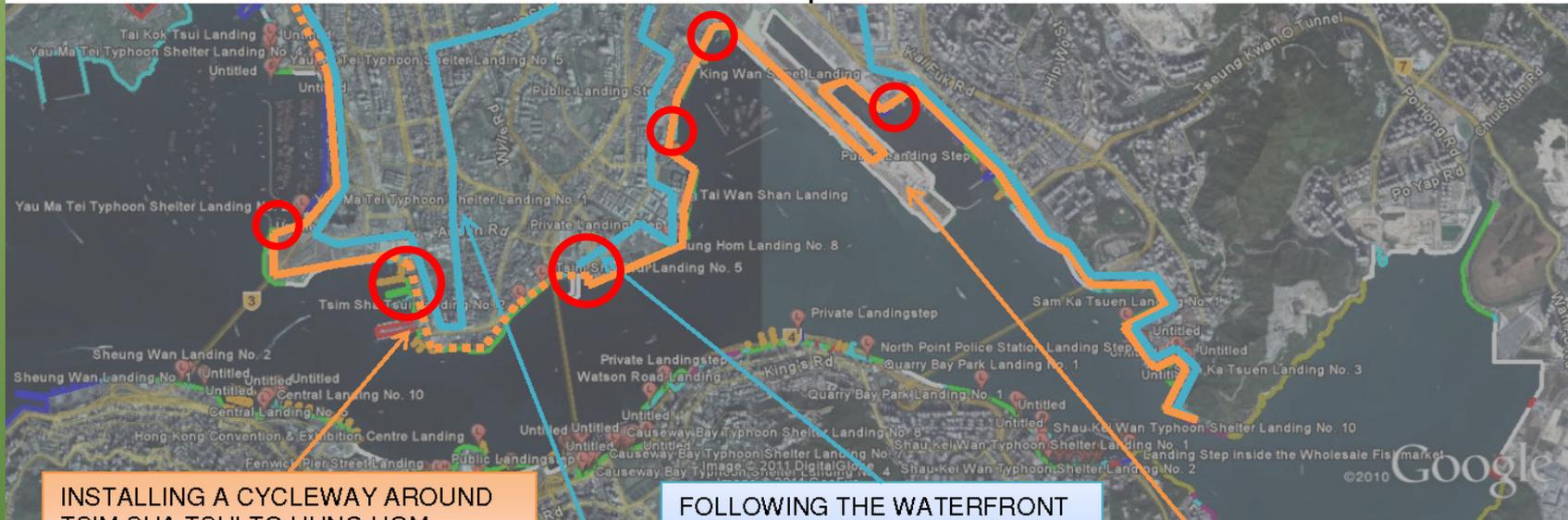
Step 4.  
Integrated  
Facilities

Step 5.  
Harbourwide  
potential

Hong Kong is easy, Kowloon is the next challenge

## Kowloon Harbourfront

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



INSTALLING A CYCLEWAY AROUND TSIM SHA TSUI TO HUNG HOM WATERFRONT WOULD INVOLVE MAJOR INFRASTRUCTURE CHANGES

FOLLOWING THE WATERFRONT TOWARDS HUNG HOM, IT IS NOT POSSIBLE TO PASS OVER THE TUNNEL APPROACH ROADS

NEW KAI TAK DEVELOPMENT SHOWS A WATERFRONT CYCLE TRACK AROUND MOST OF THE PERIMETER

IT IS NOT CURRENTLY POSSIBLE TO CROSS THE HARBOUR TUNNEL APPROACH ROADS NEAR HUNG HOM BY BICYCLE, SO WE MUST USE ARGYLE ST. AND PRINCE EDWARD ROAD EAST TO GET TO KAI TAK

○ Bigger challenges deserving HC study

# Kowloon cycling routes

-  The existing route indicated is defined as the current continuous legal route nearest the harbour front that cyclists can use.
-  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 key difficulties of this route are at :

- Industrial and container terminal areas near Lai King and Mei Foo
- Cruise ship terminals near Ocean Centre, TST
- Tsim Sha Tsui and TST East waterfronts, with major infrastructure and restricted waterfront pathway widths
- Current inability to cross the Harbour Tunnel approach roads

For the Kowloon Peninsula, this report presents only an overview of a possible continuous harbourfront cycle route. Further consideration of these key difficulties is required.

# Kowloon Harbourfront

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

TUEN MUN TO TSUEN WAN CYCLE PATH

EXISTING ROUTE – COMES INLAND TO AVOID HIGHWAY

CONTAINER TERMINAL & INDUSTRIAL AREAS MAKE IT DIFFICULT TO REACH THE WATERFRONT

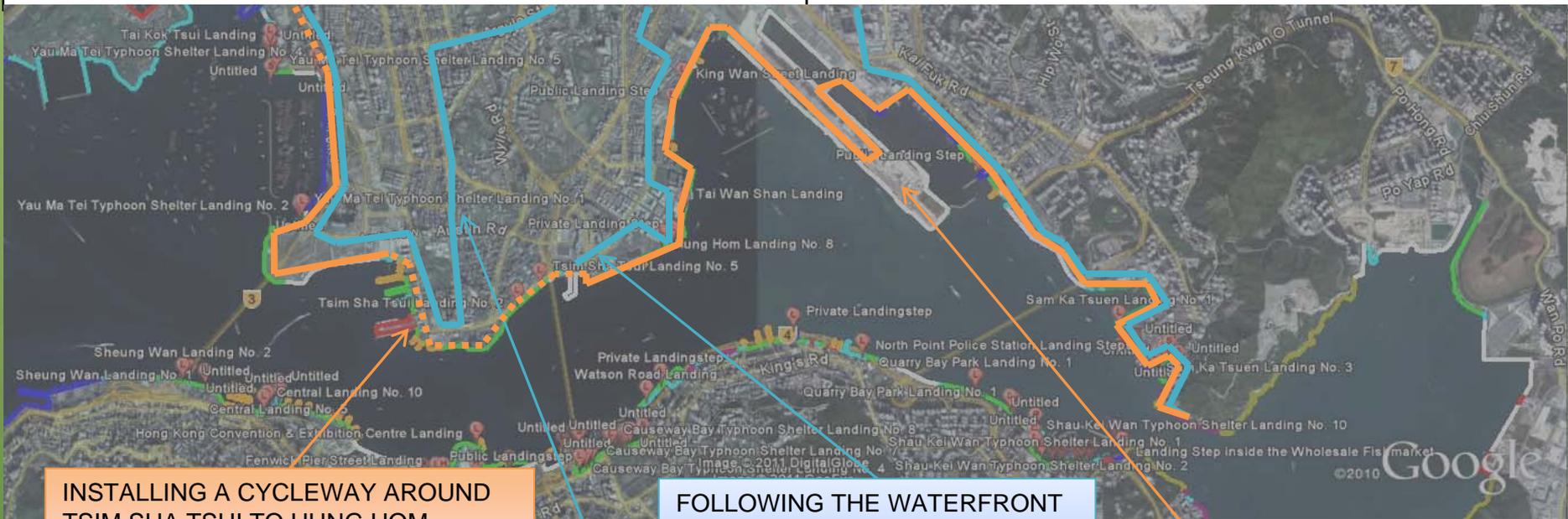
EXISTING ROUTE – THROUGH CONTAINER TERMINALS WITH HEAVY GOODS TRAFFIC

IT IS NOT CURRENTLY POSSIBLE TO CROSS THE HARBOUR TUNNEL APPROACH ROADS NEAR HUNG HOM BY BICYCLE, SO WE MUST USE ARGYLE ST. AND PRINCE EDWARD ROAD EAST

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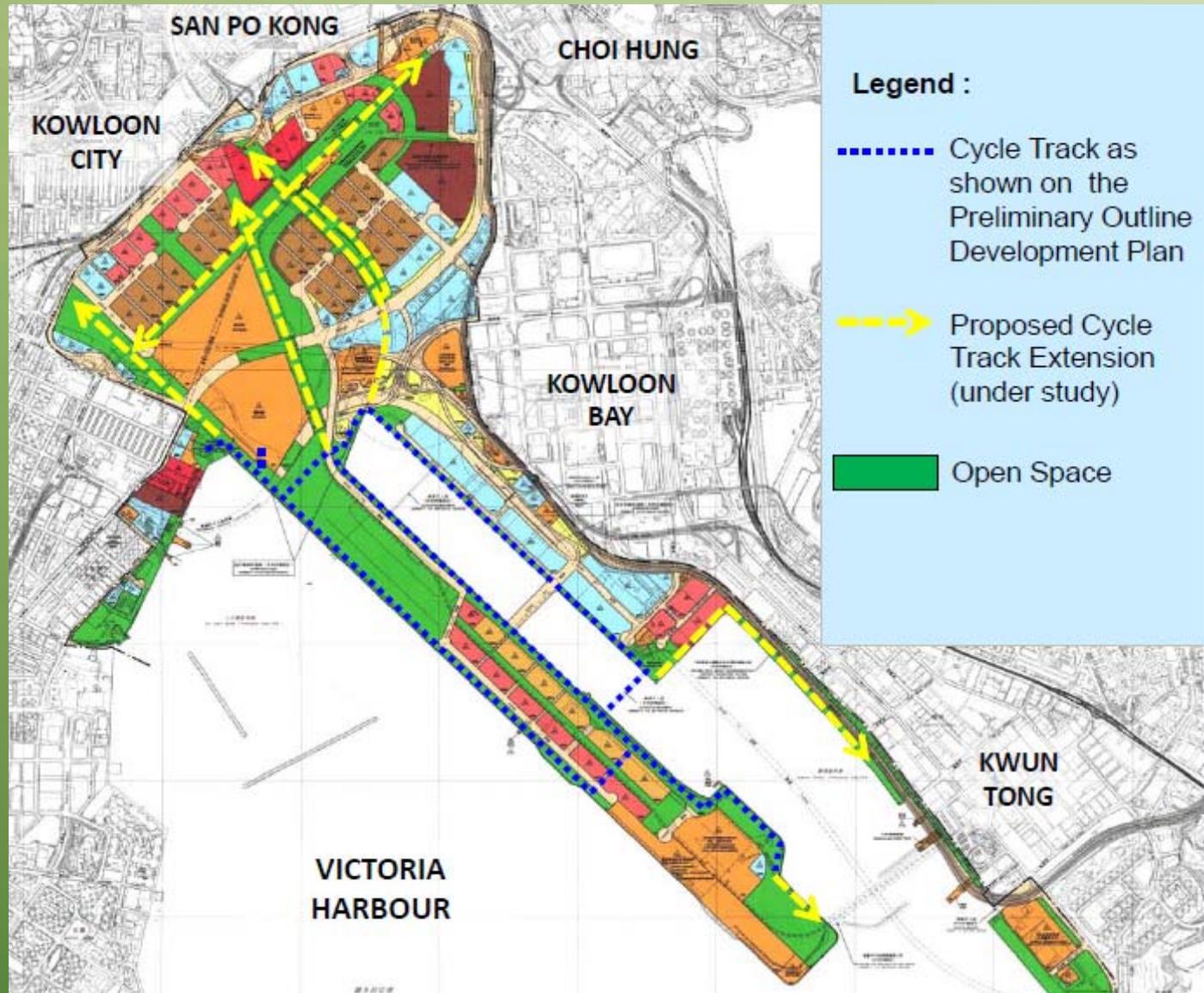
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# Cycle track network in Kai Tak Development

The cycle track network in the Kai Tak Development, proposed by CEDD and welcomed by relevant District Councils, offers a very promising basis for the provision of a continuous harbourfront cycleway in eastern Kowloon.



# PRACTICAL DESIGN GUIDELINES

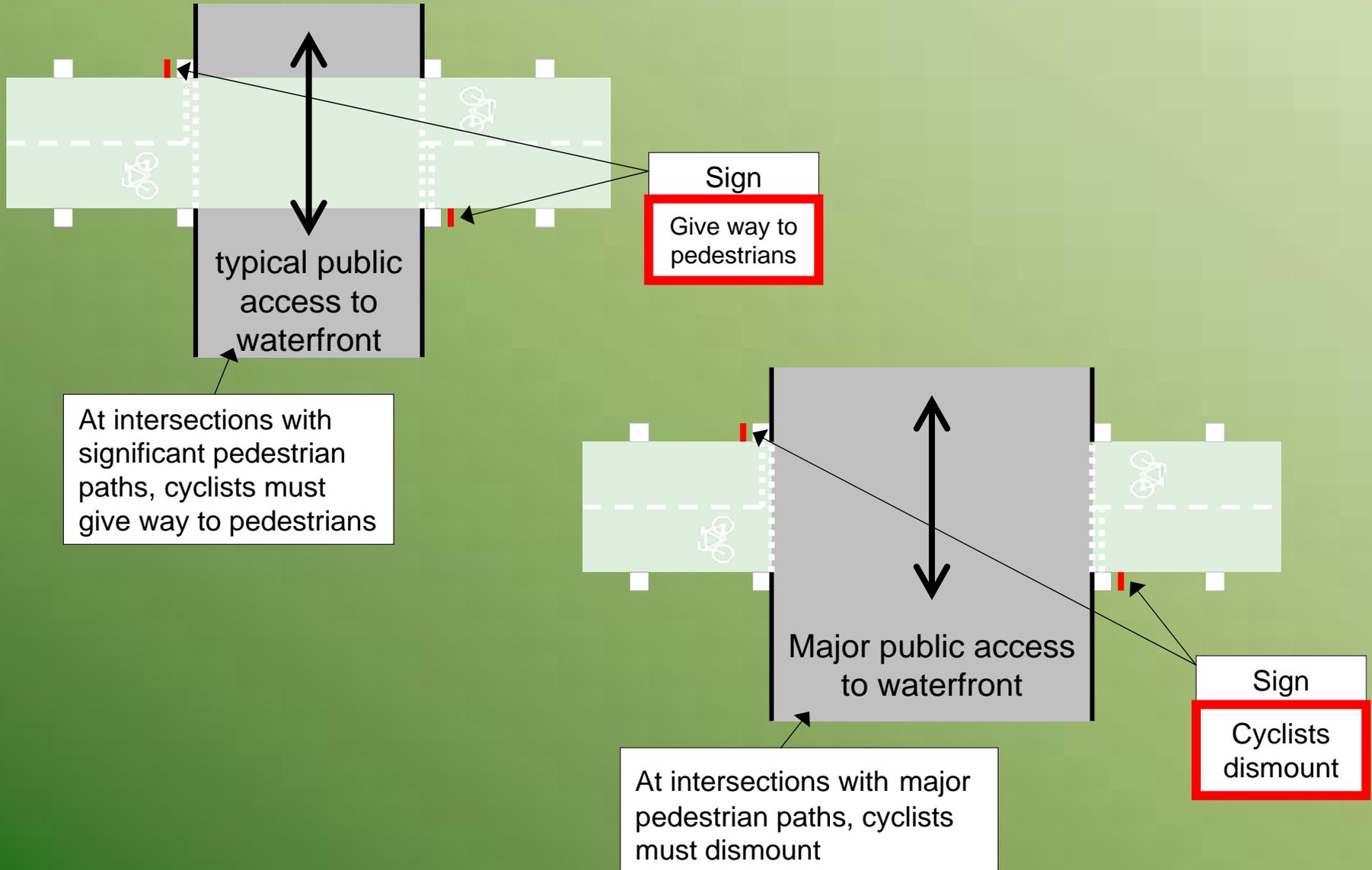
Hong Kong guidelines from the Transport Planning and Design Manual can productively be supplemented by consideration of design guidelines from other major cities around the world.

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

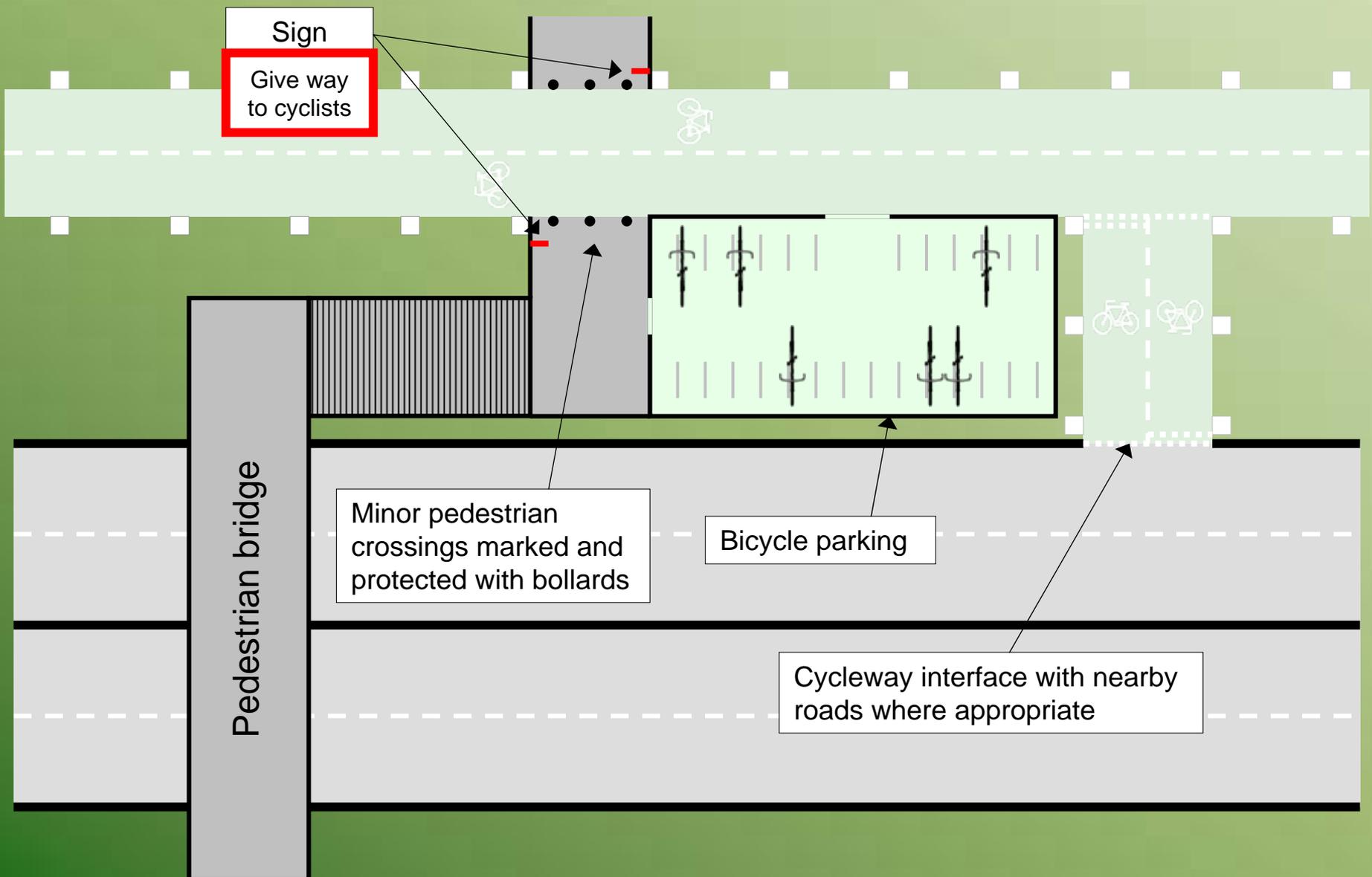
See:

<http://nacto.org/cities-for-cycling/design-guide/>

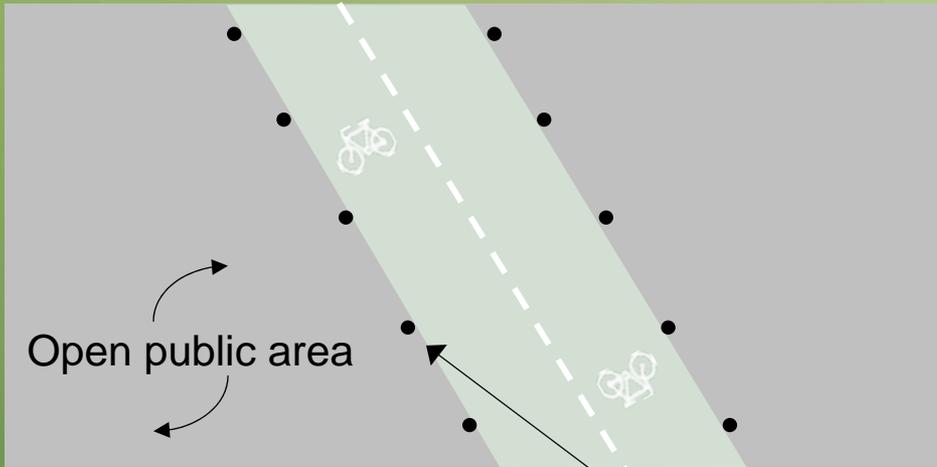
# Typical cycleway / pedestrian interchange features



# Typical cycleway connectivity features



# Typical cycleway / pedestrian interchange features



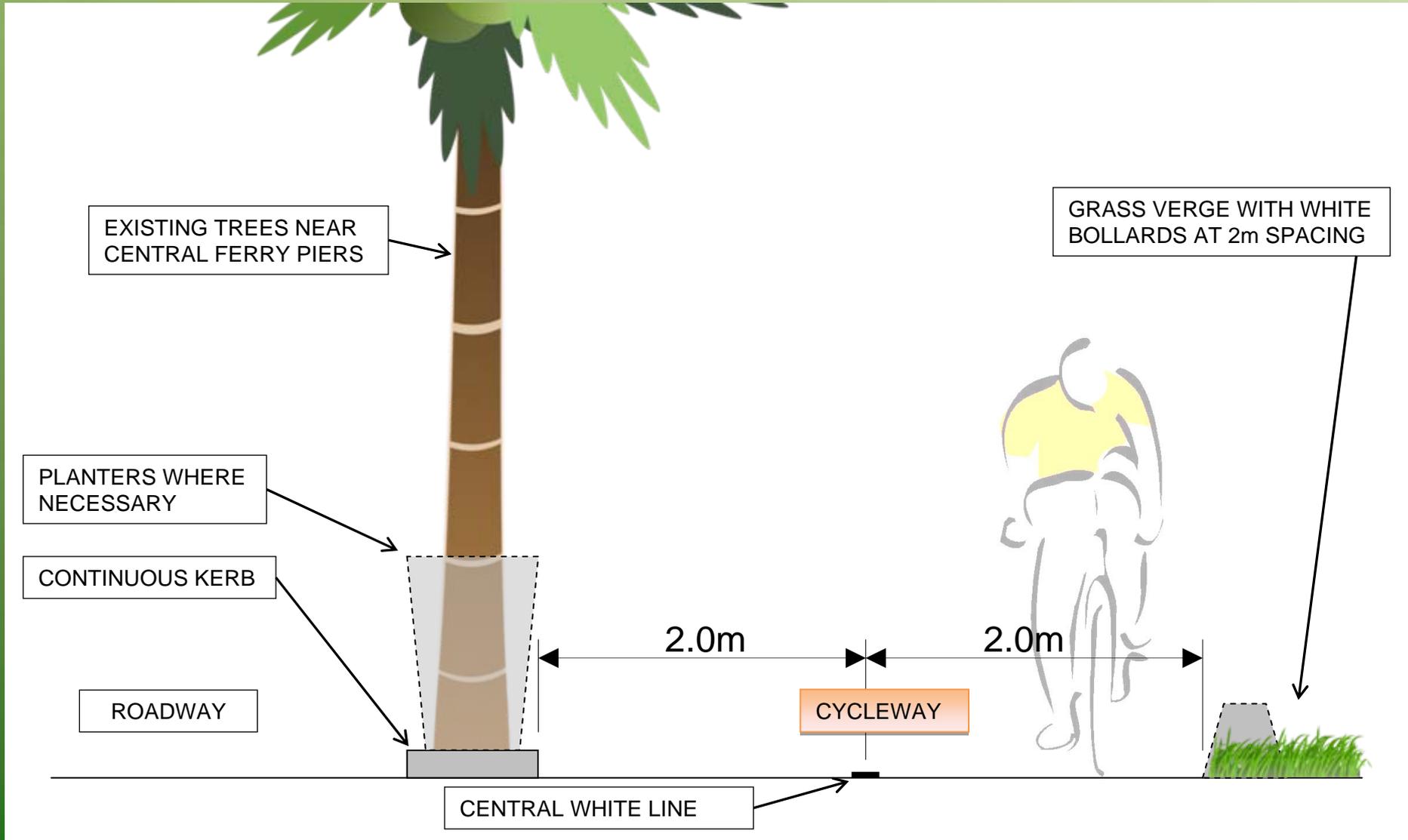
Cycleways are protected by bollards, allowing free flow of pedestrians, whilst also alerting them to the cycleway

A different surface colour can increase visibility and awareness of the cycleway



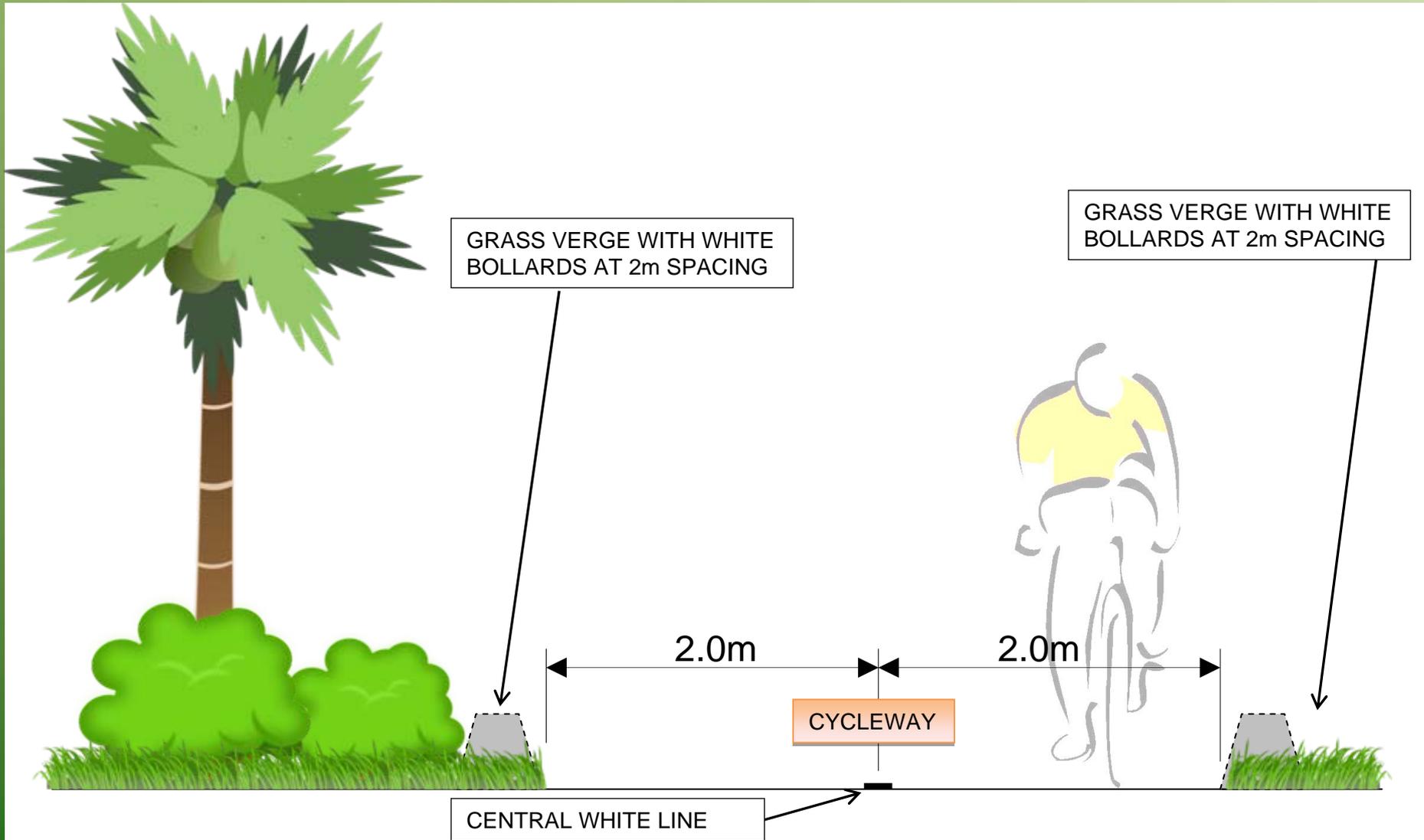
# Practical Design Guidelines

## Typical section through segregated cycleway adjacent to road



# Practical Design Guidelines

## Typical section through segregated cycleway in open areas



# Practical Design Guidelines

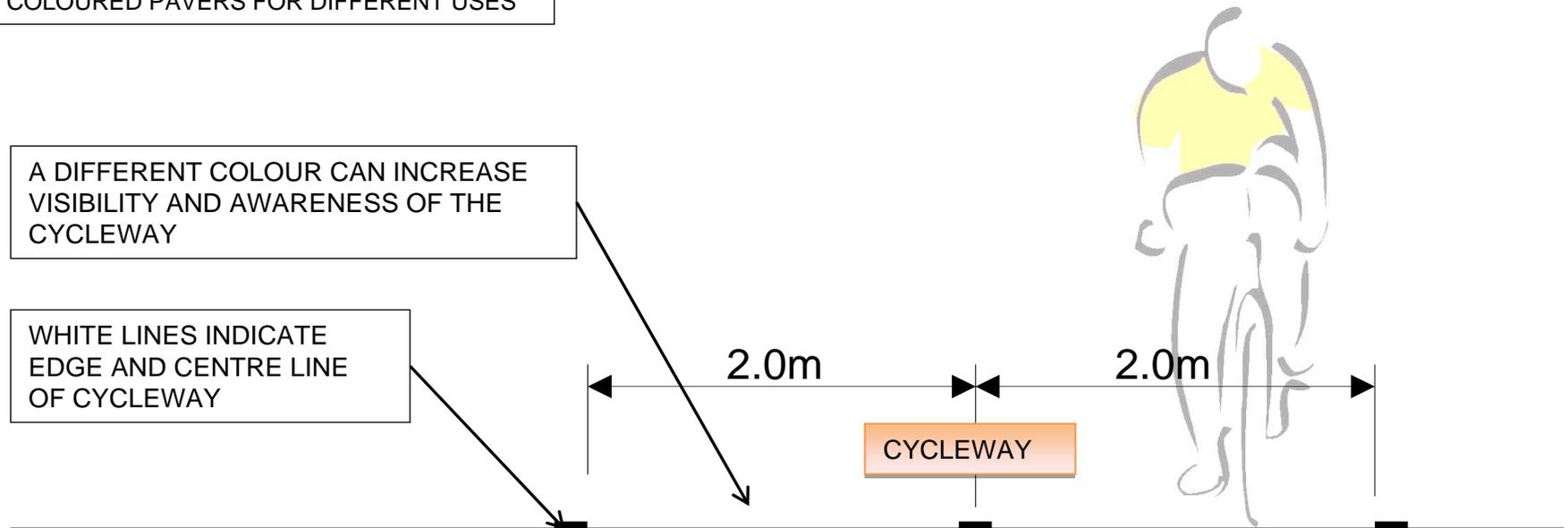
## Typical section through cycleway in pedestrian areas



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



# Route type examples

There are several different ways of marking the cycleway.



Clear surface markings



Alternative surface markings



Low kerbs and signage

# Route type examples

There are several different ways of creating and identifying the cycleway using surface treatments.



Alternative colours identify the cycleway



Alternate pavier colouring



Identified use by alternative surface finish

# Route type examples



# Route type examples



# Route types around the world



# Bicycle parking opportunities

Modern bicycle parking may comprise simple installed hoops



Sheffield stands, as already fitted around Hong Kong



Can be surface finished in a variety of ways



Sheffield stands with additional crossbar

# Bicycle parking opportunities

Modern bicycle storage options include proprietary and specialist designs. Adequate parking should be designed, based on demand profile.



Austrian style bicycle parking stands



High security  
'P' stands



Space saving  
upright designs

# Bicycle parking opportunities

Modern bicycle parking designs give many options for styles and functionality.



Artistic styling for more vibrant areas



Space saving modern design



Functional, with automatic bicycle locking

# Bicycle parking opportunities

Modern bicycle shelters can be designed to suit their surroundings.



Modern simple design



Sculptured shelter



Simple stands offering rain cover

# Bicycle parking requirements

- **Visibility:** Installation in highly visible public areas discourages theft and vandalism. Avoid quiet areas or unsupervised parking structures and garages.
- **Access:** Convenient street access, but away from normal pedestrian and car traffic
- **Security:** Surveillance is essential to reduce theft and vandalism. Officially assign building security, parking lot attendant or other personnel to watch for suspicious behaviour.
- **Lighting:** Bicycle parking areas should be well lit for theft protection, personal security and accident prevention.
- **Weather protection:** Whenever possible protect bicycle parking area from weather.
- **Avoid conflict with pedestrians:** Locate racks so that parked bicycles don't block the pedestrian path.
- **Avoid conflict with automobiles:** Separate bicycle parking and auto parking and roads areas with space and a physical barrier.

# Waterfront cycleways around the world



# Waterfront cycleways around the world



# Waterfront cycleways around the world





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: [hkcyclingalliance@gmail.com](mailto:hkcyclingalliance@gmail.com)