



To: Panel on Home Affairs and Panel on Development Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project

Clerk to Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project

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"Integration and connectivity of the West Kowloon Cultural District with its neighbouring districts"

Dear Joint Subcommittee Chairman and Members

Thanks to a cycle track and the current SmartBike programme. We can now have a taste of moving around WKCD on a bicycle, and visualizing the District as a "City Park". This 'pilot' programme is a first of its kind in Hong Kong and it certainly is in the right direction showing great potential:

- for mobility around the WKCD area
- for extended mobility around the near districts
- as an attraction in itself

Support for building cycling tracks for 'Transportation, Connectivity and Accessibility'

In the previous Stage 3 Public Engagement Exercise by the WKCDA, we are very glad to note that there is a "noticeable support for building cycling tracks within WKCD" and also the strong opinion of "The tracks can be extended to other areas in Hong Kong." (Report on the Analysis of Views for the Stage 3 PE Exercise for the WKCD, under the heading, 'Transportation, Connectivity and Accessibility'). Please see the attachment for details. Just to quote a few (underline emphasis ours):

3.3.561 There are supporting views on building cycling tracks within WKCD (29 text units, 6.1%). These views point out that cycling is an environmentally friendly means of transportation for visitors. They support bicycle rental and parking facilities for the riders, and WKCD could learn from the experience of other international cities. The tracks can be extended to other areas in Hong Kong.

3.3.619 Cycling is an environmentally friendly transportation means and should be encouraged.

3.3.620 Tracks connecting to adjacent districts and cycling tracks are good. There should also be tracks within WKCD.

3.3.633 Cycling tracks should be connected to public transportation hubs.

Hong Kong Cycling Alliance 香港單車同盟

3.3.634 Eventually, the cycling tracks should be extended in the East to join the Tsim Sha Tsui promenade where a similar but separated path could be created; similar arrangements could be made on the West.

3.3.635 The track could go all the way to Tsuen Wan or beyond connecting to other bicycle paths in Hong Kong.

Considerations for cycling as auxiliary transport in and around WKCD

Cycling should be integrated as auxiliary transport in the District to meet these expectations. A comprehensive cycling network extended to MTR stations like Kowloon, Austin, Jordan and TST is fundamental infrastructure. A rental bike sharing system like “SmartBike” with docking stations provided in those locations would simply and substantially enhance mobility by making cycling available to everyone. Since distances involved are quite far to walk but sufficiently close to cycle (approximately 2 km WKCD promenade to Kowloon station/Elements, and about 4 km to Jordan station). It is therefore quite possible to reduce unnecessary short-distance motorised shuttle transport by enabling cycling. Bike parking facilities should also be provided in WKCD for visitors with their own bikes to encourage green transportation to and from the District.

We think that it is in Hong Kong’s interests to fully explore the potential for cycling as functional transport in and around WKCD, as a signature environmental statement and on its own merits, and we call on the Panels to actively support such consideration.

Regards,
CHAN Ka-leung
for and on behalf of
Hong Kong Cycling Alliance <info@hkcyclingalliance.org>

By email
only

Integration and connectivity of the WKCD with its neighbouring districts - submission from HKCAII - Attachment

Public Views cited in the Report on the Analysis of Views for the Stage 3 Public Engagement Exercise (underline emphasis ours):

Theme 6: Transportation, Connectivity and Accessibility

3.3.557 This theme comprises 479 text units and ranks third in terms of the number of text units recorded. Amongst the categories of views in this theme, “Overall Views on Transportation, Connectivity and Accessibility” ranks first with 204 text units (42.6%), followed by “Bikes and Cycling Tracks” with 70 text units (14.6%). A total of 36 text units (7.5%) of views falls under the category of “Pier”.

3.3.561 There are supporting views on building cycling tracks within WKCD (29 text units, 6.1%). These views point out that cycling is an environmentally friendly means of transportation for visitors. They support bicycle rental and parking facilities for the riders, and WKCD could learn from the experience of other international cities. The tracks can be extended to other areas in Hong Kong.

6.14 **Bikes and Cycling Tracks** (70 text units, 14.6%)

6.14.1 **Supporting Views** (29 text units, 6.1%)

3.3.615 People are supportive of building cycling tracks in WKCD.

3.3.616 The cycling tracks in WKCD will bring convenience to users.

3.3.617 Harbourside cycling tracks are great.

3.3.618 Tracks designated for bicycles use only are good. Some tracks can be open to both cyclists and pedestrians.

3.3.619 Cycling is an environmentally friendly transportation means and should be encouraged.

3.3.620 Tracks connecting to adjacent districts and cycling tracks are good. There should also be tracks within WKCD.

3.3.621 Bicycle rental services and parking in WKCD would be good.

3.3.622 People can relax and enjoy the environment while cycling.

3.3.623 Cycling would enhance visitors’ WKCD experience.

Design of Cycling Track (32)

3.3.628 There should be rickshaws and tricycles to transport visitors around the District.

3.3.630 There should be parking meters and facilities for bicycles.

3.3.631 Cyclists can rent a bike and return it to the hubs as is the practice in China, France, Japan and Taiwan.

3.3.632 Given WKCD’s size, if there are no cycling tracks people will query its absence.

3.3.633 Cycling tracks should be connected to public transportation hubs.

3.3.634 Eventually, the cycling tracks should be extended in the East to join the Tsim Sha Tsui promenade where a similar but separated path could be created; similar arrangements could be made on the West.

3.3.635 The track could go all the way to Tsuen Wan or beyond connecting to other bicycle paths in Hong Kong.

3.3.649 There should be footbridges for pedestrians and cyclists only, which are suitable for all weather conditions.

7.2.5 **Low Carbon** (4 text units, 1.6%)

3.3.757 To achieve true, sustainable low-carbon transport, only environmentally friendly transport such as trolley buses, cycling, walking and so on should be allowed in WKCD.