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6. Cycling

6.1 General Objective

- 6.1.1 In Hong Kong, cycling is essentially a recreational sport. However, in certain new development areas, it is also a supplementary transport mode that facilitates short-distance travel in an environmentally friendly manner. The Government supports the adoption of cycling as a more regular transport mode where the geographical and topographical circumstances and road safety conditions so permit.
- 6.1.2 In the planning of new towns and new development areas, adequate attention should be given to the provision of cycle tracks and related facilities for the dual purposes of recreation/tourism and for intra-district travel.

6.2 Cycle Tracks

- 6.2.1 Safety is of paramount importance. The choice of location for cycle tracks, the road surface conditions of such tracks and the traffic management measures in the precinct should be designed to support safe cycling.
- 6.2.2 Functional cycle tracks meant for short-distance intra-district travel should be connected to major residential developments, major transport interchanges, rail stations and other activity centres in the vicinity.
- 6.2.3 Recreational/tourism cycle routes should be provided along scenic spots and promenade areas if possible. These routes should preferably be connected to a "cycle park" along the route or to cycle tracks in the nearby new towns where cycling rental facility is available. The convenience of public transport connection to such cycle parks shall have a bearing on the choice of locations.
- 6.2.4 Wherever possible, cycle traffic should be segregated from other road users. Physical segregation in the form of kerb and/or railings should be provided to separate cycle traffic from pedestrians. Where it is not possible to segregate cyclists from other road users, appropriate measures shall be introduced to require cyclists to dismount before proceeding on the relevant road section which is shared between cyclists and other users.
- 6.2.5 Segregation could take the form of cycle tracks parallel to carriageways, or cycle paths totally separated from other vehicle routes. The arrangement would depend upon the overall system being planned, taking into consideration the estimated future demand and land availability and the attractiveness of the routes in terms of cyclists' preferences.

- 6.2.6 Care should be taken to avoid over-provision, as under-utilised cycle tracks/facilities may lead to undesirable uses.

6.3 Standards for Cycle Track

- 6.3.1 The width of segregated cycle tracks should be based on a capacity flow of 500 bicycles per metre width per hour for 1-way operation and 400 bicycles per metre width per hour for 2-way operation. The desirable and minimum widths for cycle tracks are shown in Table 10. For cycle track which operates in both directions, appropriate measures (e.g. centre-line marking) should be provided to channelise directional flow to improve traffic safety. Two-way cycle tracks should be at least 3.5 m wide.

Table 10 : Cycle Track Widths

	Desirable	Minimum
One-way	2.8 m	2.0 m
Two-way	4.0 m	3.5 m

- 6.3.2 Cycle tracks should be separated from adjacent carriageways by verges of at least 1.8 m in width. Where this is impracticable, except for trunk roads, the width may be reduced to not less than 1m to allow a reasonable clearance. Where a cycle track crosses a carriageway, it should do so at right angles to the kerb.
- 6.3.3 Where cycle track is provided along a roadway, its gradient is normally dictated by the road alignment. At subways and footbridges, the desirable and normal maximum gradients should be 3% and 5% respectively. In exceptional circumstances, gradients of up to 10% may be accepted for a short distance. Where excessively long gradient is anticipated, consideration should be given to alternative route for the cycle track.
- 6.3.4 Horizontal radii should preferably be not less than 5 m, but in difficult conditions, radii of 2 m may be acceptable.
- 6.3.5 Cyclists on cycle tracks should have a clear view ahead for a distance of preferably 25 m but not less than 15 m. Attention should be paid to pedestrian/cycle crossing points to ensure that street furniture, including trees, will not obstruct the sight of pedestrians or cyclists.
- 6.3.6 Along popular recreational routes, areas should be designated at about 1 km intervals en-route for the cyclists to rest, to visit places of interest or to enjoy scenic views, if required. Bicycle parking spaces should be provided in these areas. These resting areas should preferably be located near tourist and/or scenic vistas and other places

of interest to the public.

6.4 Cycle Park

6.4.1 When a scenic cycle route is planned, consideration should be given subject to availability of land to provide in a nearby site a cycle park connectable with the cycle track and cycle rental facility. Such rental facility can also extend to both ends of the route to enable one way rental line. This kind of rental facility will of course be essentially a commercial initiative.

6.5 Cycle Parking Areas

6.5.1 In areas where cycle tracks meant for short-distance intra-district travel are provided, cycle parking facilities should be provided to avoid illegal parking which may cause obstruction to other road users. In general, cycle parking shall be provided in major residential developments, activity centres, markets, public transport interchanges, rail stations and relevant GIC facilities. The requirement for cycle parking may vary depending on a number of factors including the type and location of development, the availability of cycle tracks in the area as well as the popularity of cycling in the area, etc. While a comprehensive guideline may not be necessary, advice on the level of parking provision should be sought from the Transport Department.

6.5.2 Bicycle parking spaces shall be provided in the residential developments where proper cycle tracks with direct connection to rail stations are accessible. The following guidelines on the level of bicycle parking provision for these residential developments are recommended:

- (a) within a 0.5-2km radius of a rail station, 1 bicycle parking space for every 15 flats with flat size smaller than 70m².
- (b) outside a 2km radius of a rail station, 1 bicycle parking space for every 30 flats with flat size smaller than 70m².

6.5.3 A designated cycle parking area shall be provided at the rail stations where cycle tracks are provided at a rate of 30 bicycle parking spaces per 10 000 population within the 2-km radius of the station.

6.6 Standards for Cycle Parking Areas

6.6.1 Cycle parking areas shall be provided off road/cycle track to avoid obstruction to vehicular, pedestrian and cycle traffic. They shall be provided at open locations with full public view in order to deter theft. To encourage use of the designated parking areas and to discourage illegal parking, cycle parking areas shall be conveniently located close to the general destinations. For short and long term parking, these

areas shall not be located more than 30 m and 70 m respectively away from these destinations.

- 6.6.2 Suitable fixed stands or cycle racks shall be provided in the parking area to support the cycle and to enable the cycle to be securely chained to these fixtures to deter theft. The layout of these stands or racks shall be designed to maximise the parking capacity available at the site. Further information on cycle parking is available in Volume 3 Chapter 6 of the TPDM.
- 6.6.3 Direction signs shall be provided where appropriate to inform cyclists of the direction to the nearby parking areas.
- 6.6.4 At the designated bicycle parking area at railway stations, signs shall be erected to inform cyclists of the terms and conditions of use of the bicycle parking area.

7. Parking

7.1 General

- 7.1.1 Provision of parking spaces should be compatible with Government's overall transport policy as set out in the Introduction of this Chapter. As a general principle, parking should be provided at a level which will not unduly attract potential passengers to use private vehicles in preference to public transport. In particular, for developments which are close to railway stations and large public transport interchanges, lower parking standards should be adopted.
- 7.1.2 Optimum use should be made of existing parking facilities and the demand for such facilities should be carefully managed. In those situations where demand for facilities still exceeds supply, consideration should be given to providing additional facilities provided that such provision would not be contrary to the Transport Strategy and that it would not overload the road system.
- 7.1.3 Other practical considerations which should be taken into account when determining the appropriate level of provision of parking facilities include:
 - (a) Availability of public transport services in the vicinity;
 - (b) Availability of public car parks in the vicinity;
 - (c) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges;
 - (d) Traffic conditions of local road networks; and
 - (e) Parking demand and supply condition in the vicinity.