

**For discussion
on 27 May 2008**

Legislative Council Panel on Development

Cycle Track Network in the New Territories

Purpose

The purpose of this paper is to brief Members on the latest position of the development of the proposed cycle track network in the New Territories.

Existing Situation

2. Government has in the past incorporated provision of cycle tracks in the planning and development of new towns, such as Sha Tin, Tai Po, Fanling, Sheung Shui, Tin Shui Wai, Yuen Long and Tuen Mun. The usage of these cycle tracks, especially the one connecting Sha Tin and Tai Po along Tolo Highway, has been of great attraction to the public for leisure/recreational purpose over the years. Some of the cycle tracks also cater for local commuting need.

3. The existing cycle tracks, although well received by the public, are mostly confined to individual areas in the New Territories and are therefore largely discrete in nature. In addition, access to some popular cycling spots in the New Territories is not so convenient due to inadequate provision of public transport services. Furthermore, while some supporting facilities are provided along the existing cycle tracks, they have turned out to be inadequate to meet the increasing demand and higher expectation for a quality city life.

Proposed Cycle Track Network

4. There has been strong aspiration for linking the cycle tracks together to form a continuous cycle track network. To enhance the recreational value of the cycle tracks and for better enjoyment of the public, the Development Bureau has pledged in the 2007-08 Policy Agenda to develop a comprehensive cycle track network in the New Territories for improving the quality of living.

5. Taking into account recently completed feasibility studies and views of stakeholders and user groups, we plan to provide a continuous east-west backbone of cycle track network in the New Territories by connecting together

individual sections of existing cycle tracks. Additional branching off sections from the backbone have also been considered with a view to extending the coverage to form a comprehensive cycle track network

6. The proposed cycle track network in the New Territories broadly comprises -

- (a) a **backbone** with a total length of about 82 km made up of the following two sections -
 - (i) **Tuen Mun - Ma On Shan section** starts from Tuen Mun in the west and connects via Yuen Long, Sheung Shui, Fanling, Tai Po and Sha Tin to Ma On Shan in the east. This section is about 60 km long and consists of both new and existing cycle tracks. For the existing cycle tracks, we will take the opportunity to carry out necessary improvement works such as local widening to current standards as far as possible and provision of more cycle parking spaces and sitting out areas; and
 - (ii) **Tsuen Wan - Tuen Mun section** consists of a 22 km long new cycle track planned mainly along the waterfront between Tsuen Wan and Tuen Mun.
- (b) **branching off sections** from the backbone - Major ones include planned extensions from Tuen Mun to Lung Kwu Sheung Tan in the west, from Ma On Shan to Sai Kung in the east, and from Yuen Long to Nam Sang Wai in the North. The total length of the branching off sections is about 30 km.

7. A plan showing a preliminary proposal for the cycle track network in the New Territories is at Enclosure 1.

Supporting Facilities

8. To better understand users' requirements for supporting facilities, we consulted the relevant District Councils and the various cyclist groups including Hong Kong Cycling Association, Hong Kong Cycling Tour Association, Hong Kong Cyclist Club and Hong Kong Cycling Alliance on various occasions. Having considered the suggestions received, we have devised a comprehensive plan to enhance existing supporting facilities and to implement new ones at suitable locations with a view to strengthening the support to cyclists throughout the cycle track network and providing a more pleasant cycling environment. The facilities include -

- (a) **entry/exit hubs** as strategic doorways to the cycle track network are to be provided at regional or district focal points served by different modes of transport to facilitate ease of access by the public. The entry/exit hubs are intended to be gathering place to enable cyclists to meet and plan their journeys at leisure. To maximize the convenience of the cyclists, the arrangement whereby bicycles may be hired at one hub and be returned at another will be promoted through careful planning and design of the operation of the entry/exit hubs;
- (b) **resting/viewing places** serve as stopovers for cyclists who want to recover their strength or have a visit to the surrounding areas of interest. These places will where possible be located near scenic spots and places of interest. Direction signs will be erected at suitable locations in the cycle track network to guide cyclists visiting places of interests nearby;
- (c) **general facilities** covering rental/repair kiosks, cycle parking spaces, route maps, information boards, first aid station, refreshment kiosk, toilets, etc. will be provided in each entry/exit hub and within the cycle track network at suitable intervals. Milestone posts will also be installed for the information of public; and
- (d) **landscaping** will be improved along the cycle tracks to provide a green setting for softening the built environment and enhancing the recreational value of the cycle track network.

----- 9. Illustrations of some of the supporting facilities are at Enclosure 2.

Latest Position

10. To ensure early enjoyment by the public, we plan to commence construction of the cycle track network in phases in order to bring forward its completion as early as possible.

Tuen Mun - Ma On Shan section

11. We have substantially completed the preliminary design of this section. We plan to gazette the proposed works under the Roads (Works, Use and Compensation) Ordinance in mid-2008 and seek funding in March 2009 for the construction works. Construction works are expected to start in mid-2009 for completion by early 2012.

Tsuen Wan - Tuen Mun section

12. We have commenced the selection of consultants for the investigation study for this section of cycle track in April 2008. We will engage consultants in around September 2008 to undertake the necessary study and preliminary design.

13. The cycle track under this section is constrained by the existing steep topography and will likely be aligned alongside Castle Peak Road or the coastline. There is a high possibility that the alignment would have to traverse private lots abutting Castle Peak Road from So Kwun Wat to Sam Shing Hui, including the Hong Kong Gold Coast area. Besides, the alignment may also affect some existing beaches. We will duly consider all these constraints and work together with relevant stakeholders in the selection of the cycle track alignment. We will ensure that the extent of land resumption, if necessary, will be minimised to obviate the need for lengthy statutory procedures which will otherwise affect smooth project delivery. We will also look into the feasibility of implementing suitable standalone sections for early commencement of construction in 2011. The entire section is tentatively planned for completion in phases from 2013 onwards.

Branching off sections

14. Similar to the Tsuen Wan to Tuen Mun section, we will engage consultants to undertake the necessary investigation study and preliminary design for the branching off sections. The consultancy will start a few months earlier in around June 2008. Public consultation will also take place at an early stage to secure public support on the project. We will also implement those straightforward sections for early completion by mid 2011.

Advice Sought

15. Members are requested to note the latest position of the proposed cycle track network in the New Territories and provide views on the development of the network and the associated supporting facilities.


Enclosure

Enclosure 1 - Proposed cycle track network in the New Territories

Enclosure 2 - Examples of cycle track supporting facilities

**Development Bureau
Civil Engineering and Development Department
May 2008**

圖例 Legend

-  擬議之匯合中心
Proposed Entry / Exit Hub
-  擬議之休息觀景處
Proposed Resting / Viewing Place
- 擬議改善現有之單車徑
Improvement to Existing Backbone Section of Cycle Track
- 擬議主幹線之單車徑
Proposed Backbone Section of Cycle Track
- 擬議分支路之單車徑
Proposed Branching Off Section of Cycle Track



擬建的新界單車徑網絡
PROPOSED CYCLE TRACK NETWORK IN THE NEW TERRITORIES

單車徑輔助設施例子 Examples of Cycle Track Supporting Facilities



例一：建議的匯合中心

Illustration 1 : Proposed Entry / Exit Hub



例二：在大埔海濱公園的觀景處

Illustration 2 : Viewing Place at Tai Po Waterfront Park

單車徑輔助設施例子 Examples of Cycle Track Supporting Facilities



例三：在石上河的休憩處

Illustration 3 : Resting Place at Shek Sheung River



例四：沿單車徑的園境美化工程

Illustration 4 : Landscaping along cycle track