

PANEL ON DEVELOPMENT

**259RS – Cycle tracks connecting North West New Territories with North East New Territories — Tuen Mun to Sheung Shui section
(Remaining)**

When considering the Paper No. CB(1)1106/14-15(01) on cycle tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section (Remaining) at the Panel on Development meeting on 22 July 2015, the Administration was requested to provide the following information -

- (a) whether automatic bicycles rental facilities would be provided at the resting stations or the entry/exit hubs along the proposed cycle track; if yes, the details; if no, the reasons; and
- (b) explanatory notes, as appropriate, to give details about the expenditures under each cost item (e.g. contract administration, management of resident site staff, construction of the at-grade part of the cycle track) (in the paper to be submitted to the Public Works Subcommittee).

The Administration responses -

- (a) The aim of developing a New Territories cycle track network is for public leisure and recreational purposes in order to improve the quality of living. Throughout the entire cycle track network, entry/exit hubs as strategic doorways to the cycle track network will be provided at regional or district focal points served by major public transport to facilitate easy access by the cyclists. The entry/exit hubs are intended to be the gathering place enabling cyclists to meet and rent bicycles before the cycling journey, and then return bicycles and dismiss after the cycling journey; whereas the resting stations serve mainly as stopovers for cyclists who might need to take a rest at the intermediate points between the hubs. As such, we believe that provision of bicycle rental service at the hubs can meet the need of most cyclists. At present, the entry/exit hubs are under the management of Leisure and Cultural Services Department which lets out designated areas in the hubs for the private operators to provide bicycle rental services.

With reference to overseas experience, the automatic bicycles rental

system involves substantial capital investment and operation cost. The financial viability, cost effectiveness and the benefits of such a system would only be maximized if the bicycles so provided are frequently used by the public for short trips each day e.g. from home to nearby railway station. The system thus appears not suitable for our backbone section of the New Territories cycle track network which is mainly used by cyclists for relatively longer trips as well as infrequently for leisure / recreational purposes mostly during weekends or holidays. As such, we have no plan to provide automatic rental facilities at the entry/exit hubs.

(b) We will incorporate explanatory notes, where appropriate, to give more details about the expenditures of the cost items in the paper to be submitted to the Public Works Subcommittee.

Development Bureau
Civil Engineering and Development Department
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