

Re. “268RS – Cycle Track between Tsuen Wan and Tuen Mun”

In response to the letter dated 28 May 2018 issued by Dr. Hon. KWOK Ka-ki on the development of cycle track in Tsing Yi, the Development Bureau has consulted relevant departments and provided a consolidated reply below -

The feasibility of accommodating cycle tracks on the footpaths of Tsing Tsuen Bridge and Tsing Yi Bridge

According to the design guidelines of the “Transport Planning and Design Manual”, standard widths of cycle tracks are 2.8m (one-way) and 4m (two-way). Since the existing footpaths on both sides of Tsing Tuen Bridge are each about 2.4m wide and resting on utility trough subject to opening up at times of maintenance, and the existing footpath on the Tsing Yi Bridge is about 1.5m wide, the footpaths of both bridges have no sufficient space to accommodate cycle tracks.

The idea of trial implementation of a “GreenWay” for shared-use of pedestrian and cyclists at Tsing Yi Promenade

The Government is planning for a 13 kilometer (km) long “GreenWay”, being a shared-use pavement for cyclists and pedestrian, in the Kai Tak Development (KTD). The proposed “Greenway” will mostly locate in open spaces of the KTD, forming part of the parks and promenades. Given that the shared-use approach is a new concept in Hong Kong, the public may have concerns about its operation and safety. Together with the Leisure and Cultural Services Department, the Civil Engineering and Development Department is planning to launch a pilot scheme of shared-use pavement for cyclists and pedestrians at the Kwun Tong Promenade. The feedback received and experience gained through the pilot scheme would be useful for taking forward the full implementation of the “GreenWay” network in KTD, and for considering the feasibility of implementing the new concept of “GreenWay” in other areas.

The feasibility of forming a “Round-Island Cycle Track” in Tsing Yi

Tsing Yi is a developed area where traffic in the district is relatively busy. There are frequent loading and unloading activities at roadsides where vehicles pass by and park temporarily, such as passengers boarding and leaving public transport vehicles. Cyclists are inevitably required to cut back and forth between traffic lanes posing risks on traffic safety. Therefore, the Government does not encourage cycling as means of transport in developed areas. In addition, there are container terminals, industrial estates, oil depots and other industrial facilities locating in Tsing Yi. The high proportion of heavy vehicles, coupled with long and steep roads, would expose cyclists to potential safety risk.

At present, the Government has been making efforts to link up the existing scattered sections of cycle tracks at the eastern and western parts of the New Territories, aiming mainly to provide a backbone cycle track of about 82km long connecting the New Territories East and West from Ma On Shan to Tsuen Wan. In the long run, the Government will explore the feasibility of further extending the Cycle Track Network in the New Territories, including a study on the need and feasibility of forming a “Round-Island Cycle Track” in Tsing Yi.

Development Bureau

May 2018