



# 荃灣灣景花園至掃管笏段單車徑

Cycle Track between Tsuen Wan Bayview Garden and So Kwun Wat



土木工程拓展署  
Civil Engineering and  
Development Department

ARUP

## Briefing to Harbourfront Commission

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

27 September 2022



# New Territories Cycle Track Network (新界單車徑網絡)

- Connect the eastern and western New Territories by linking up scattered cycle tracks
- Provide the public with more choices for leisure and recreation
- Comprehensive cycle track network of approx. 82km long, comprising 2 backbone sections:

Tuen Mun to Ma On Shan (approx. 60km)

Fully opened in 2020

Tsuen Wan to Tuen Mun (approx. 22km)

Tsuen Wan waterfront section (2.3km) opened in 2021





# The Completed Cycle Tracks

The completed cycle tracks have become popular leisure and sports facilities for the public, and at the same time connecting the various scenic, recreational and historical attractions en-route.

Tsuen Wan waterfront section





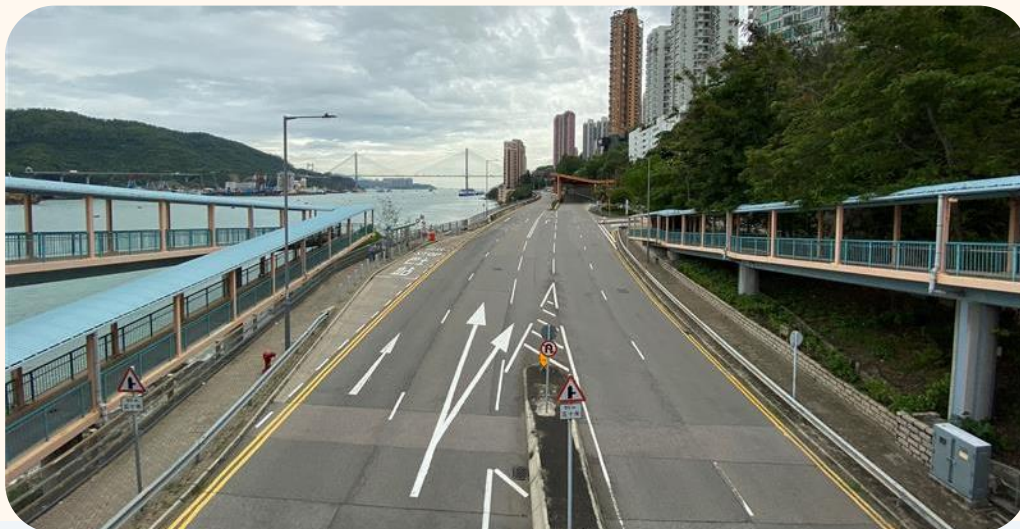
# The Final Missing Link - Tsuen Wan Bayview Garden to So Kwun Wat Section





# Optimisation of Space

Limited space along Castle Peak Road

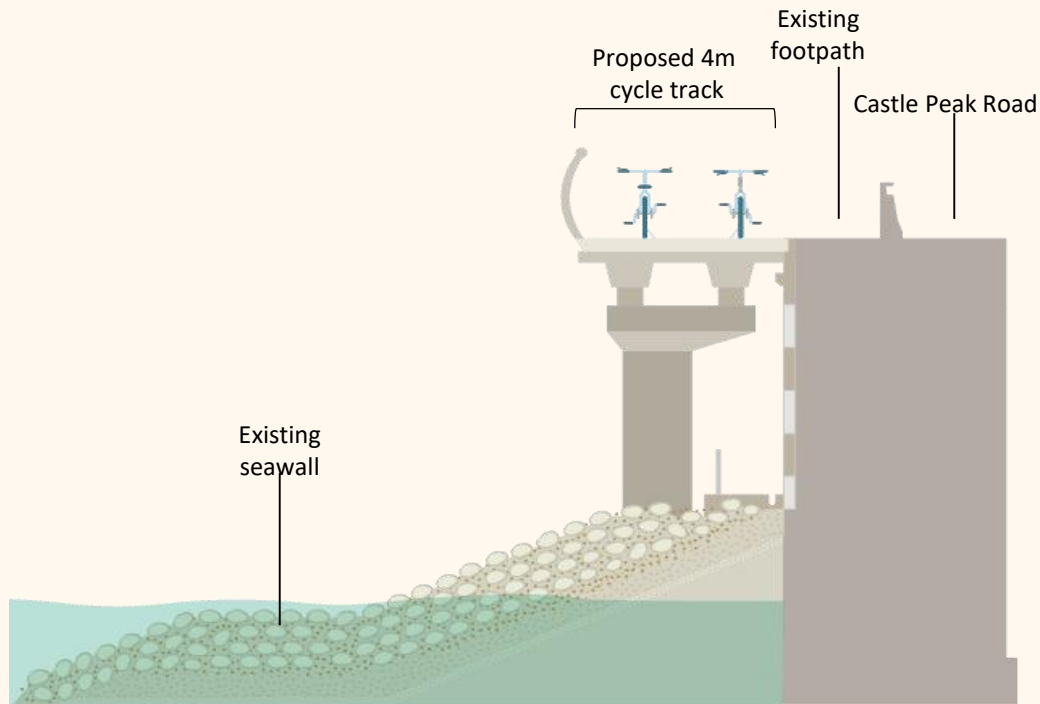
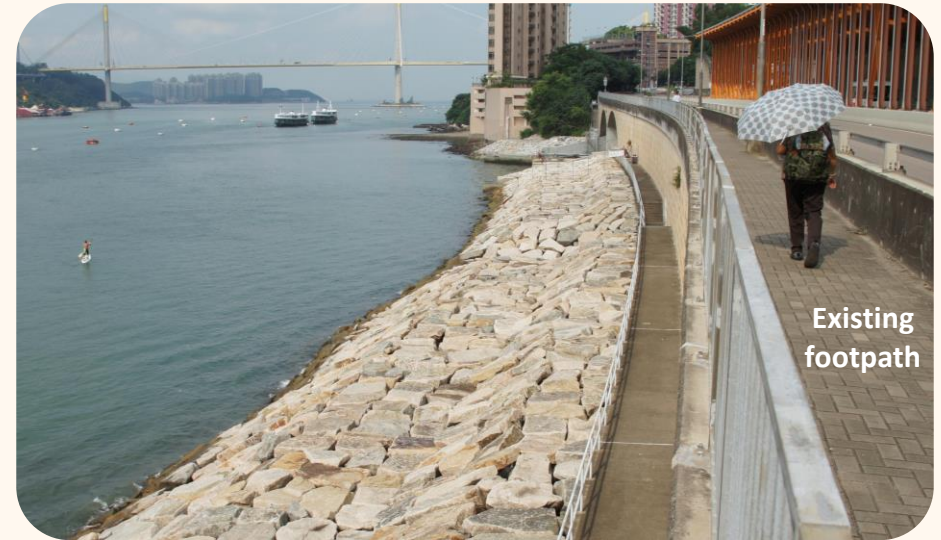




# Optimisation of Space

## At sections without enough space

- Cycle bridge along seafront or subway
- Making use of existing footpath to optimize space requirement and minimize cost



*Indicative only and subject to detailed design*



*Artist's impression and subject to detailed design*



# Stunning Views

- Overlooking Ting Kau Bridge, Tsing Ma Bridge, Ma Wan Channel and other attractions along the way
- Resting stations will be available at appropriate locations to facilitate pedestrians and cyclist to enjoy the beautiful views





# Stunning Views

- Enhanced connectivity among various scenic spots and attractions en route

Ting Kau Bridge



*Artist's impression and subject to detailed design*



Homi Villa – Grade 3 Historical Building



# Enhanced District Facilities

- Due consideration will be given for some of the affected facilities to be reprovisioned, modified, integrated or enhanced as necessary

Footbridge



Footbridge



Cycle parking racks



Ting Kau

Bayview Garden

Advance Works

Stage 1 Works

Footbridge



Bus stop



Beach facilities



Refuse collection point



Footbridge





# Comprehensive Supporting Facilities



Proposed **cycling entry / exit hub**

Proposed **Resting stations** with cycle parking spaces and sitting-out area



Improvement to existing **Tsuen Wan Waterfront Cycling Entry / Exit Hub**



Improvement to existing **resting station**



**Proposed Sham Tseng Promenade**  
An en-route stop with cycling support facilities as well as high-quality leisure facilities

*Indicative only and subject to detailed design*





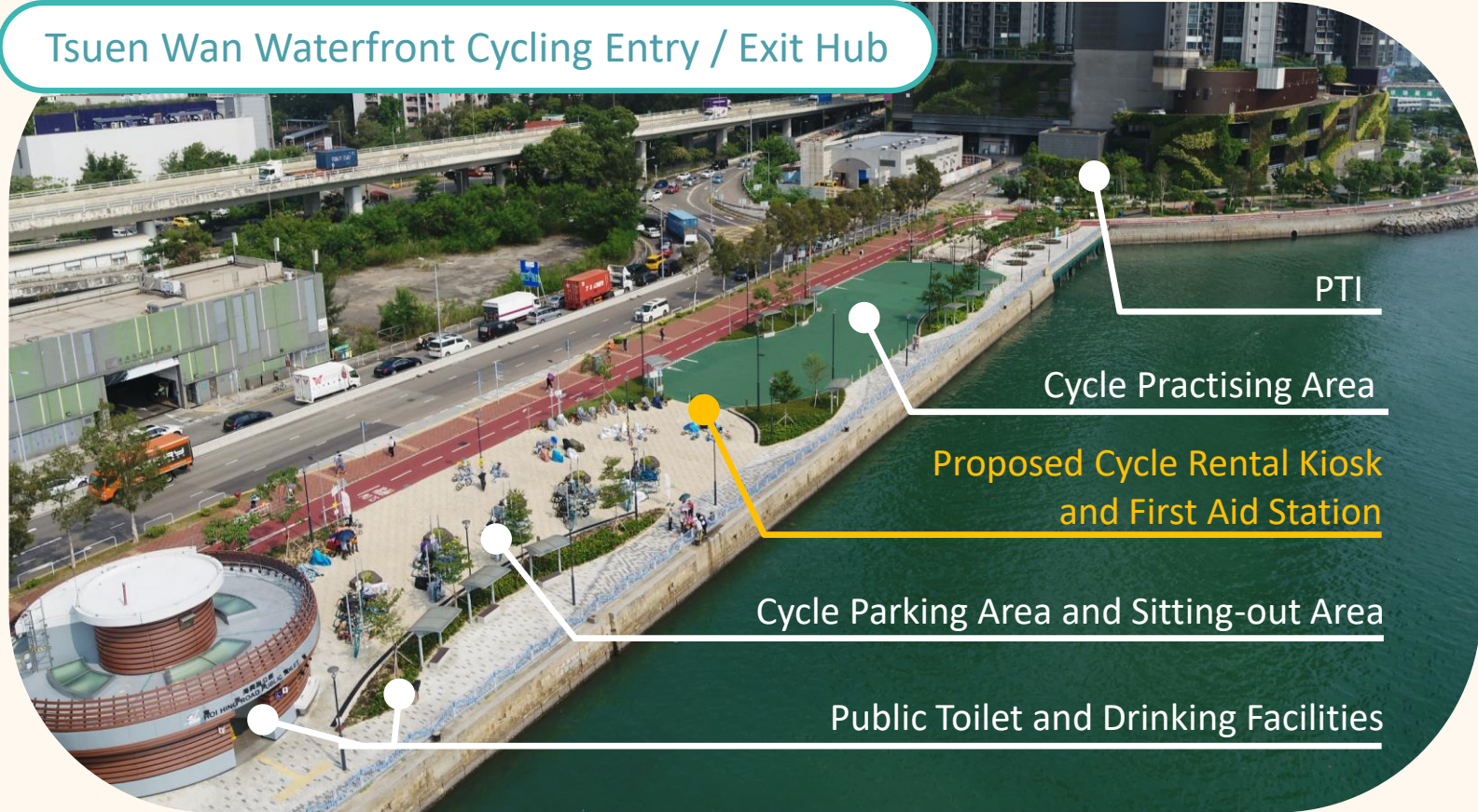
# Comprehensive Supporting Facilities

- Cycling Entry / Exit Hubs are conveniently located near public transport interchanges (PTI)

Proposed Cycling Entry / Exit hub  
at Hoi Wing Road, Tuen Mun

- Cycle Practising Area
- Cycle Rental Kiosk
- Drinking Facilities
- Public Toilet
- First Aid Station
- Smart Dashboard

Tsuen Wan Waterfront Cycling Entry / Exit Hub





# New Promenade in Sham Tseng

- Located at the mid-section of the Tsuen Wan and Tuen Mun backbone section
- Turning into an en-route stop with cycling supporting facilities e.g. bike repair stations, and high quality recreational space to support local community to pursue a healthy lifestyle.

## What are the visions?





# Proposed Sham Tseng Promenade



Indicative only and subject to detailed design



# Sham Tseng Promenade - Smart Strategies

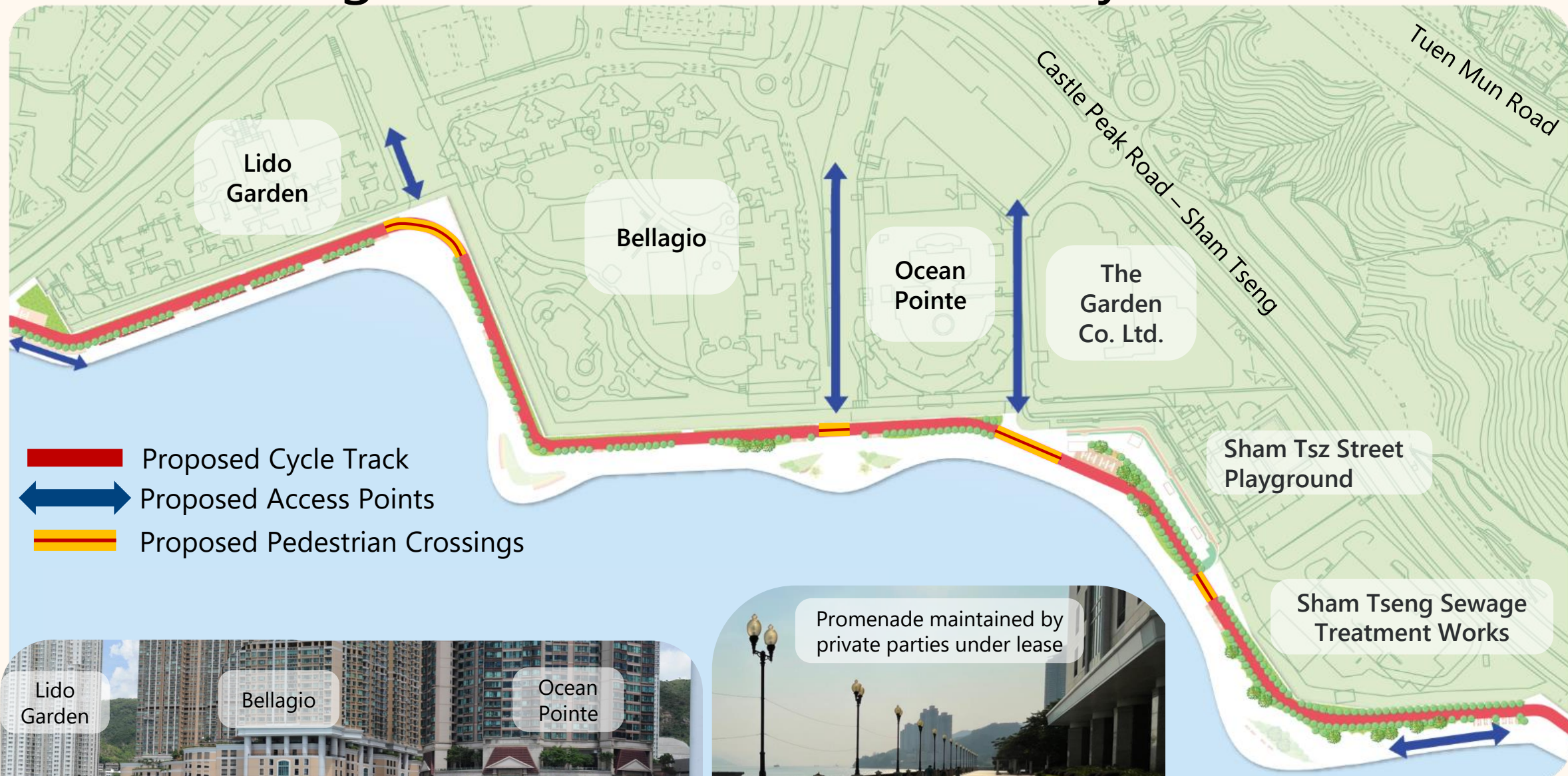


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# Sham Tseng Promenade - Connectivity



*Indicative only and subject to detailed design*



# Proposed Cycle Bridge within Area of Victoria Harbour

- The Harbour to the east of Ting Kau Bridge falls under the scope of the Protection of Harbour Ordinance (PHO)
- In the context of the reclamation means “any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore”
- Some sections of the cycle track have to comply with the requirements of the PHO.



Proposed resting station



Proposed promenade



Proposed cycling entry/exit hub

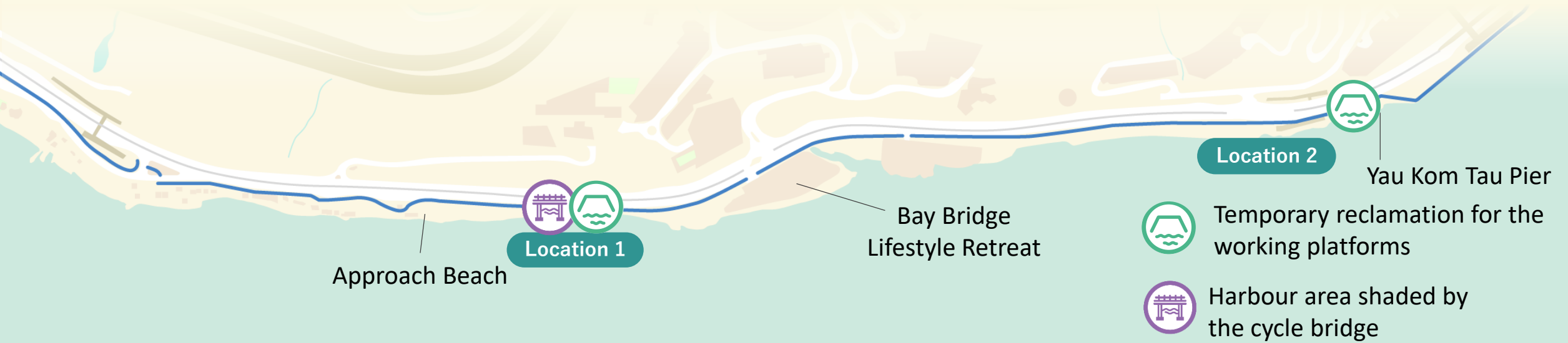


Proposed improvement to existing resting station and cycling entry/exit hub

*Indicative only and subject to detailed design*



# Works within the Area of Victoria Harbour

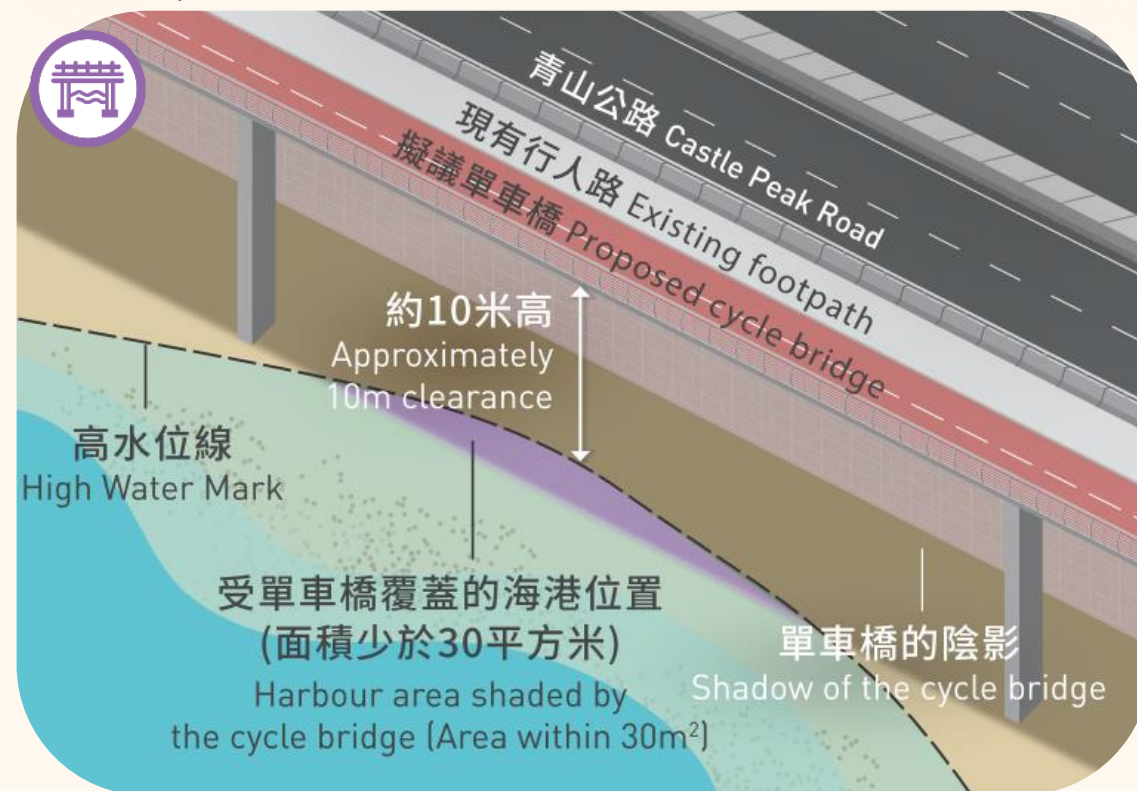
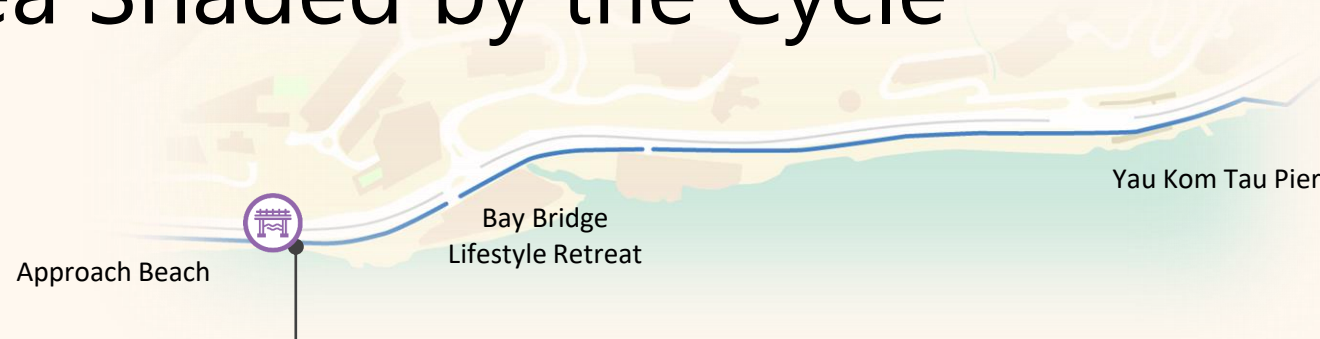




# Location 1 – Harbour Area Shaded by the Cycle Bridge

- No land will be formed
- Harbour area shaded by the cycle bridge within 30 m<sup>2</sup>
- The soffit of the proposed cycle bridge will be approx. 10m above the High Water Mark (HWM), so the proposed structure is not expected to cause restrictions to the area underneath the cycle bridge.

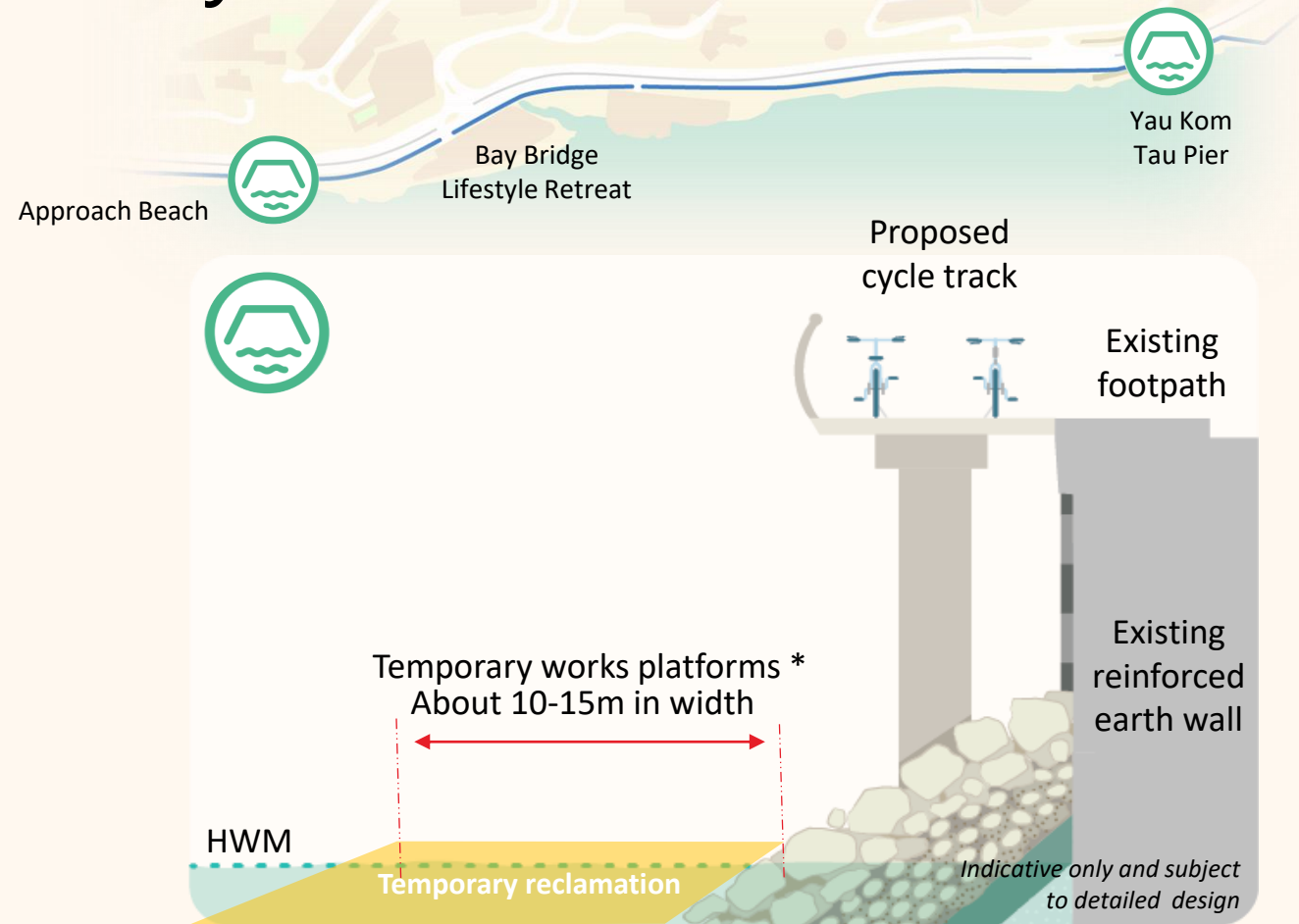
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# Locations 1 and 2 – Temporary Reclamation

- Erection of temporary working platforms will be required for the construction of the cycle bridge structures
- Working platforms are to be set up below the High Water Mark (HWM)
- Upon completion of the works, the temporary working platforms will be removed and the seawall will be reinstated.



\* Based on the preliminary technical assessment, the total area of temporary reclamation is estimated to be about 1 hectare. The temporary works may last for approximately two years.



# Overriding Public Need for Reclamation



## Social aspect

- Complete the entire NTCTN, offering a comprehensive footpath and cycle track network to the public
- Encourage the public to follow a healthy lifestyle
- Enhance the society's sense of belonging to the Harbour through providing recreational space for hosting community activities
- Enhance the overall experience of cyclists and pedestrians by providing a safe and continuous cycle track and footpath network
- Improve pedestrian environment and minimise conflicts among road users



## Environmental aspect

- Encourage the public to use bicycle as short or medium-haul transport tool to practise a low-carbon lifestyle
- Free up more space for the public to enjoy the Harbour
- Allow the public to enjoy the Harbour view at a closer distance



## Economic aspect

- Boost economic activities along the cycle track
- Promote cycling tourism
- Facilitate the growth of cycling related businesses





# Harbour Planning Principles

**1. Preserving Victoria Harbour**

**2. Stakeholder Engagement**

**3. Sustainable Development**

**4. Integrated Planning**

**5. Proactive Harbour Enhancement**

**6. Vibrant Harbour**

**7. Accessible Harbour**

**8. Public Enjoyment**





# Public Engagement

- Aims at collecting views on the implementation direction of the cycle track section between Tsuen Wan Bayview Garden and So Kwun Wat
- 2-month Public engagement from October to December 2022:
  - Stakeholders meetings/Focus group meetings
  - Co-design workshop for the proposed Sham Tseng Promenade
  - Roving exhibitions
  - Virtual reality (VR) cycling experience
  - Public opinion survey to establish the overriding public need for reclamation





# Way Forward

- Subject to the public views received, we plan to take forward and implement “The Final Missing Link” in stages
- We will explore ways to fast-track our programme with a view to connecting the entire 82 km New Territories Cycle Track Network at the earliest.





# CT60+ Cycling Rewards (17.9.2022-17.12.2022)





# Cycling Safety Fun Ride @ Tsuen Wan





Thank You

