

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

For discussion
on 27 September 2022

TFK/03/2022

Proposed Cycle Track between Tsuen Wan Bayview Garden and So Kwun Wat

PURPOSE

This paper seeks Members' views on the proposed cycle track between Tsuen Wan Bayview Garden and So Kwun Wat (the proposed cycle track) under the Project "Cycle Track between Tsuen Wan and Tuen Mun".

BACKGROUND

2. The proposed cycle track is part of the New Territories Cycle Track Network (NTCTN). The NTCTN comprises two backbone sections, namely (1) from Tuen Mun to Ma On Shan; and (2) from Tsuen Wan to Tuen Mun, with a total length of approximately 82 km.

3. We have been adopting the "starting with the simpler tasks (先易後難)" strategy to implement the NTCTN in phases to enable early public enjoyment of the completed cycle track sections. The entire about 60 km Tuen Mun to Ma On Shan cycle track backbone section was connected and opened for public use in 2020. The about 2 km Tsuen Wan waterfront cycle track section was also opened in 2021. Owing to the challenging site constraints between Tsuen Wan Bayview Garden and So Kwun Wat, the approximately 17km long proposed cycle track is the last cycle track section to be implemented under the NTCTN and this section is the final missing link of the NTCTN. The alignment of the proposed cycle track is at **Annex A**.

OPTIMISATION OF SPACE

4. Due to the limited space available on both sides of Castle Peak Road and in order to reduce the impacts on Castle Peak

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Road and the existing footpath, some sections of the proposed cycle track will necessitate the construction of cycle bridges, subways and retaining walls along the seafront. A continuous cycle track and footpath will be able to enhance the accessibility of the harbourfront along Castle Peak Road.

STUNNING VIEWS

5. The proposed cycle track will offer beautiful scenery, overlooking Ting Kau Bridge, Tsing Ma Bridge, Ma Wan Channel and other attractions. Resting stations will be available at appropriate locations to facilitate pedestrians and cyclists to enjoy the beautiful views. Moreover, the proposed cycle track will be able to enhance the connectivity among various scenic spots and attractions en-route. A direct connection between the proposed cycle track and Homi Villa will be explored to allow cyclists and pedestrians to visit the revitalised historical building with ease and convenience.

COMPREHENSIVE SUPPORTING FACILITIES

6. Three resting stations with cycle parking spaces are proposed along the proposed cycle track. We also plan to include a cycling entry/exit hub at Hoi Wing Road, Tuen Mun, to be fitted with cycle practising area, a cycle rental kiosk, drinking facilities, toilets and a first aid station tentatively. Moreover, to tie in with the opening of the entire cycle track section between Tsuen Wan and Tuen Mun, a cycle rental kiosk and a first aid station will be incorporated into the Tsuen Wan Waterfront Cycling Entry/Exit Hub, which is now open for use, and more cycle parking spaces will also be provided at the existing Hoi On Road Resting Station.

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ENHANCED DISTRICT FACILITIES

7. The design of the proposed cycle track alignment will minimise impacts on the existing facilities as far as practicable. If impact is unavoidable, due consideration will be given for some of the affected facilities to be reprovisioned, modified, integrated or enhanced as necessary. Consideration will also be given to bring improvements to both the walking and cycling environments at the same time.

NEW PROMENADE IN SHAM TSENG

8. Located at the mid-section of the cycle track between Tsuen Wan and Tuen Mun, Sham Tseng is rich in regional characters with stunning sea views. It is a suitable location to provide an en-route stop with cycling support facilities as well as high-quality leisure facilities for the surrounding communities to pursue a healthy lifestyle. An approximately 1km long and 20m wide promenade in Sham Tseng through reclamation is proposed to accommodate the cycle track and other leisure and recreational facilities, such as multi-functional spaces, leisure facilities for the elderly and children, pet-friendly facilities, etc. The new promenade can also provide space for accommodating supporting facilities related to the cycle track, such as cycle parking spaces, bike repair stations, toilets and refreshment kiosks, etc.

THE PROTECTION OF THE HARBOUR ORDINANCE (PHO)

9. The PHO seeks to protect and preserve the Victoria Harbour by establishing a presumption against reclamation in the Harbour. Reclamation is defined in the PHO as “any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore” (the specified water level for sea-bed or foreshore is “High Water Mark” (HWM)). The

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presumption against reclamation in the Harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation. According to past court judgments, public needs are community needs, which include social, economic and environmental needs.

10. To implement the proposed cycle track works, the following two scenarios will have implications under the PHO:

(a) Harbour area shaded by the cycle bridge

There is a cycle bridge section of around 25m in length near the Approach Beach (Location 1 of **Annex B**), and part of its permanent structure will shade an area of the water surface of the Harbour. However, no land will be formed. The proposed cycle bridge will be about 10m above the HWM, so the proposed structure is not expected to cause restrictions to the area underneath the cycle bridge.

(b) Temporary reclamation for the working platforms

During construction, erection of temporary working platforms will be required near Approach Beach and Yau Kom Tau Pier (Locations 1 and 2 of **Annex B**) for the construction of permanent cycle bridge structures. Temporary working platforms will fall under the scope of the PHO even though such works are temporary in nature.

Benefits of the proposed cycle track section

11. The proposed cycle track is a vital section in completing the 82km NTCTN (The Final Missing Link). Cycling entry/exit hubs will be provided at the two ends of the cycle track at Tsuen Wan Waterfront and Tuen Mun Hoi Wing Road to provide meeting points for the public. Access to various beaches along the Castle Peak Road as well as Homi Villa, a Grade 3 historic building, will be provided to facilitate public visits via the proposed cycle track.

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The proposed cycle track will have the benefits on social, environmental and economic aspects.

(a) Social aspects

- 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

(b) Environmental aspects

- 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

(c) Economic aspects

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

No other reasonable alternative

12. Different alignment options have been assessed, with difficulties and constraints identified. There are no other reasonable alternatives.

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Minimum extent of reclamation

13. At both Locations 1 and 2 of the cycle track, we will optimise the design of cycle bridges so that the permanent piles will be above the HWM at these two locations to avoid permanent reclamation. Upon completion of the works, the temporary working platforms will be removed and the seawall will be reinstated.

PUBLIC ENGAGEMENT

14. A 2-month public engagement will be conducted from October to December 2022 to collect public views on the implementation direction of the proposed cycle track. An opinion survey will be carried out to gauge the public's view on the proposed cycle track and whether the interviewees agree that there is an overriding public need for the proposed cycle track to satisfy different community needs.

WAY FORWARD

15. Subject to the public views received, we plan to take forward and implement "The Final Missing Link" in stages. We will also explore ways to fast-track our programme with a view to connecting the entire 82km NTCTN at the earliest.

ADVICE SOUGHT

16. Members are invited to comment on the proposed cycle track.

**Civil Engineering and Development Department
September 2022**

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ATTACHMENTS

- Annex A -** Alignment of the cycle track between Tsuen Wan Bayview Garden and So Kwun Wat

- Annex B -** Alignment of the cycle track with the Protection of the Harbour Ordinance implications

Alignment of the Cycle Track Between Tsuen Wan Bayview Garden and So Kwun Wat

Annex A

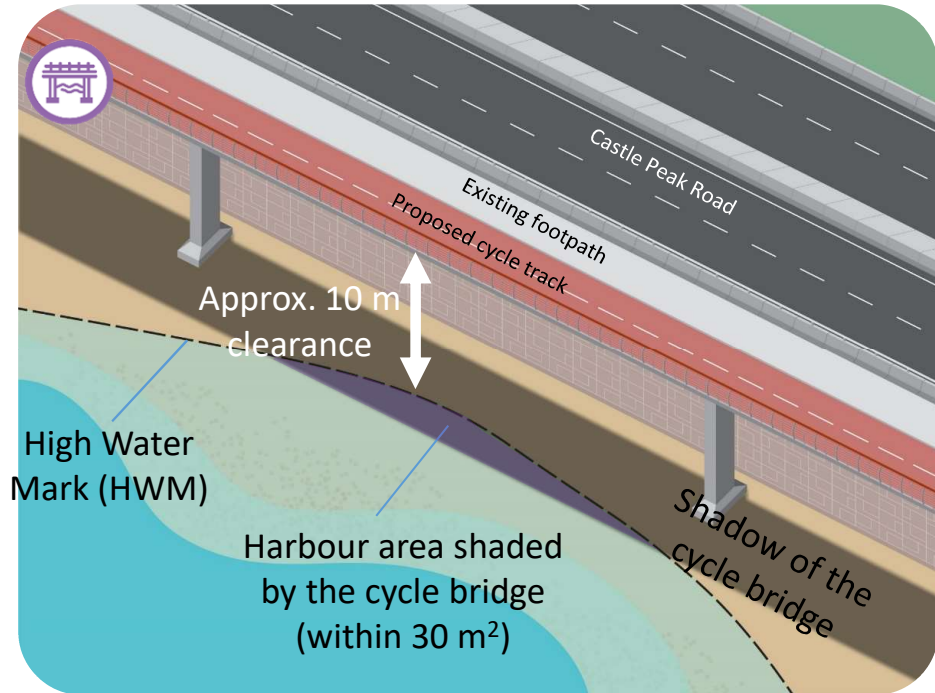


Alignment of the Cycle Track with the Protection of the Harbour Ordinance Implications

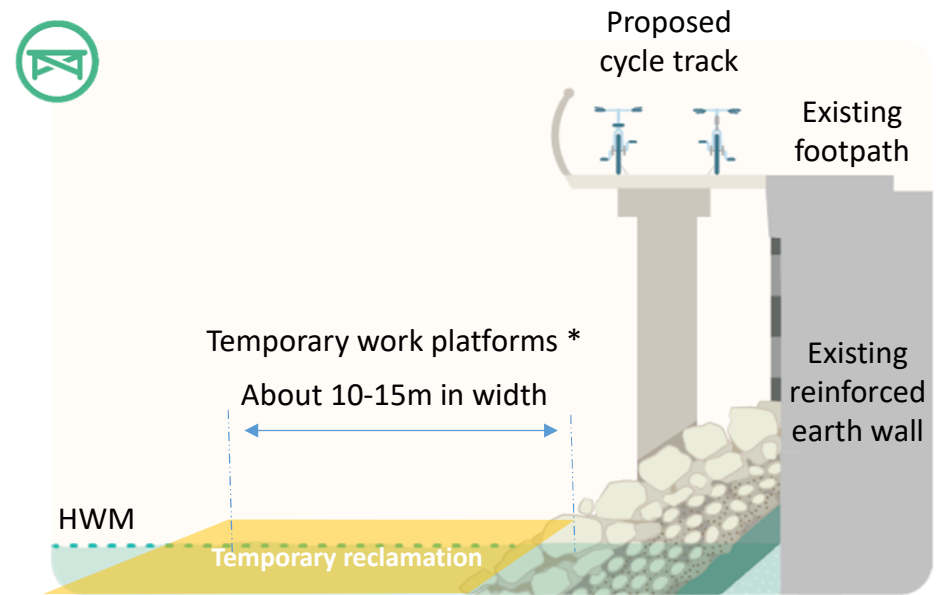
Annex B



Location 1 – Harbour area shaded by the cycle bridge



Locations 1 and 2 – Temporary reclamation for the working platforms



* 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.