

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

For discussion
on 16 March 2011

TFK/08/2011

Cycle Track between Tsuen Wan and Tuen Mun

PURPOSE

This paper provides an update on progress of the cycle track project between Tsuen Wan and Tuen Mun (the Project).

PROPOSED ALIGNMENT

2. The Government plans to construct a cycle track of approximately 22km long from Tsing Tsuen Bridge in Tsuen Wan to Sam Shing Hui in Tuen Mun. The section of cycle track between Tsing Tsuen Bridge and Ting Kau falls within the Tsuen Wan Action Area, which is also one of the initiatives under the 22 Action Areas. Upon request from Members at the 3rd Meeting of this Task Force, we give Members updates of the Project which are set out in the following paragraphs.

3. In March 2009, we presented the Project to the Sub-committee on Harbour Plan Review of the Harbour-front Enhancement Committee as part of the public engagement exercise¹. Members of the Sub-committee generally supported the Project. Public consultation was completed in 2009 and the proposed alignment of the cycle track was endorsed by the District Facilities Management Committee of Tsuen Wan District Council and the Environment, Hygiene and District Development Committee of Tuen Mun District Council in September 2009. Please refer to **Attachment 1** for the proposed alignment. For the sections in Sham Tseng and So Kwun Wat areas, the proposed alignment in front of some private residential developments was not accepted by the residents because they considered that their living environment, among others, will be adversely affected (e.g. noise from the cycle track). Further consultations with the residents are needed to reach a consensus.

¹ For background of the Project including the general scope of works and proposed alignments, please refer to Sub-committee on Harbour Plan Review Paper No. 8/2009.

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FEATURES AND SUPPORTING FACILITIES

4. We will follow the Transport Planning and Design Manual and Guidelines on Design and Traffic Management of Cycle Track issued by Transport Department in designing the proposed cycle track. While detailed design will be worked out at a later stage, the following features and supporting facilities are recommended to be included:

- a two-way cycle track with a standard width of 4m will be constructed throughout the whole alignment. Where site condition permits, it will be accompanied by a footpath of minimum width of 2m;
- six resting stations will be provided along the cycle track to serve as stopovers for cyclists;
- two entry/exit hubs will be provided; and
- supporting facilities such as cycle parking spaces, cycle rental kiosk and practicing yard will be provided in the entry/exit hubs.

Preliminary illustrations of the entry/exit hub at the waterfront promenade fronting Hoi Ting Road and resting station at Tsing Tsuen Bridge are set out at **Attachments 2** and **3** respectively for reference. The photomontages of the proposed cycle track near Tsuen Wan Ferry Pier and Bayview Garden are set out at **Annexes 1** and **2**.

ENHANCING ACCESSIBILITY TO THE HARBOURFRONT

5. At the moment, the harbourfront of Tsuen Wan could only be accessed by pedestrians. Upon completion of the Project, both cyclists and pedestrians could gain access to the harbourfront.

6. To enable early enjoyment of the cycle track by the public, we plan to implement the Project in phases. We will first proceed with the section from Tsing Tsuen Bridge to Bayview Garden. Subject to availability of funding and resources, construction of this section is tentatively scheduled

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to commence in around 2013. It would take about 2 years for completion of works. Construction of the remainder of the cycle track will follow in phases.

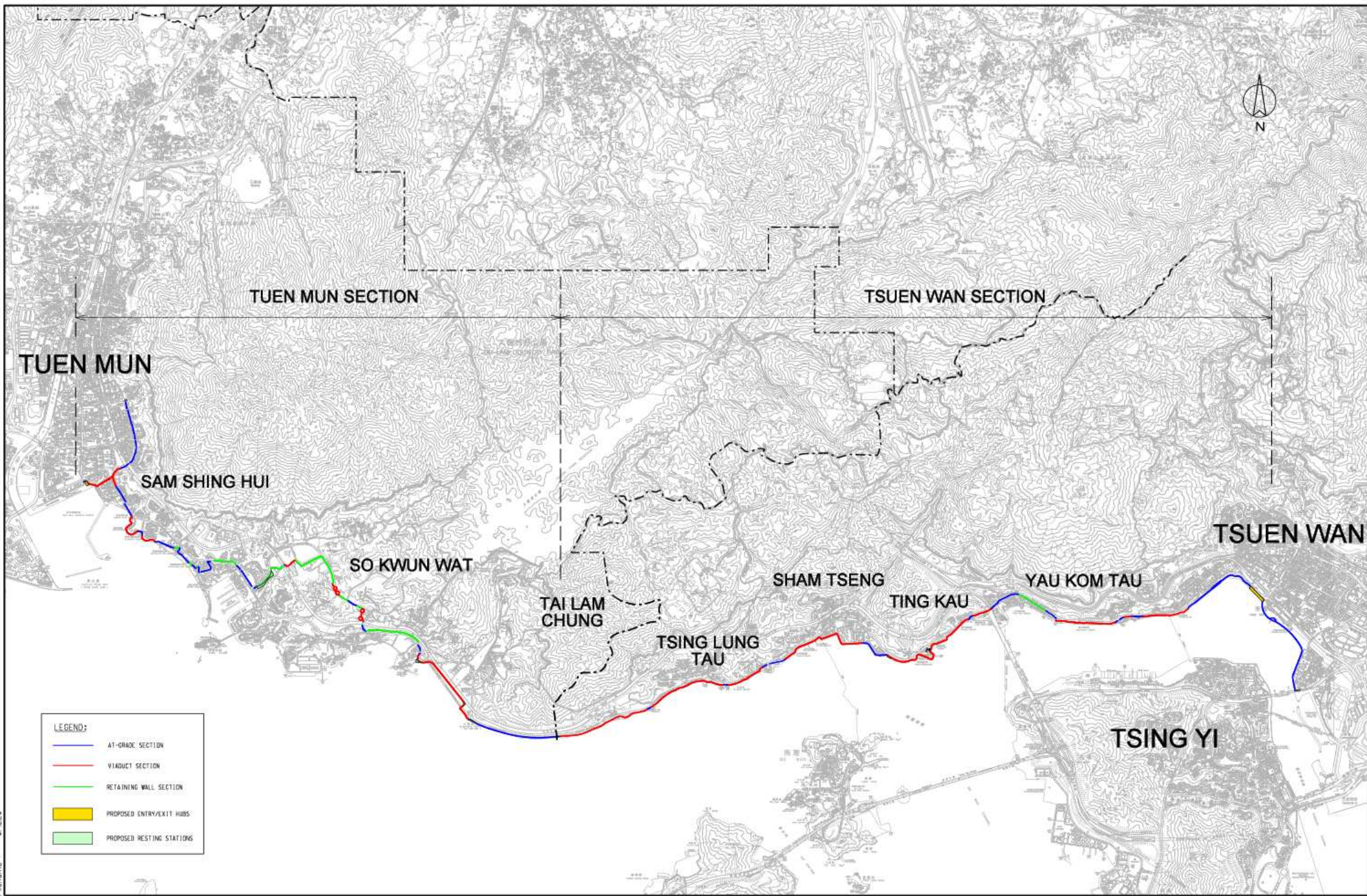
7. Members are invited to note the progress of the Project.

Attachment 1: Drawing nos. 25426/PAL/DC/400-404 – Preferred Cycle Track Alignment

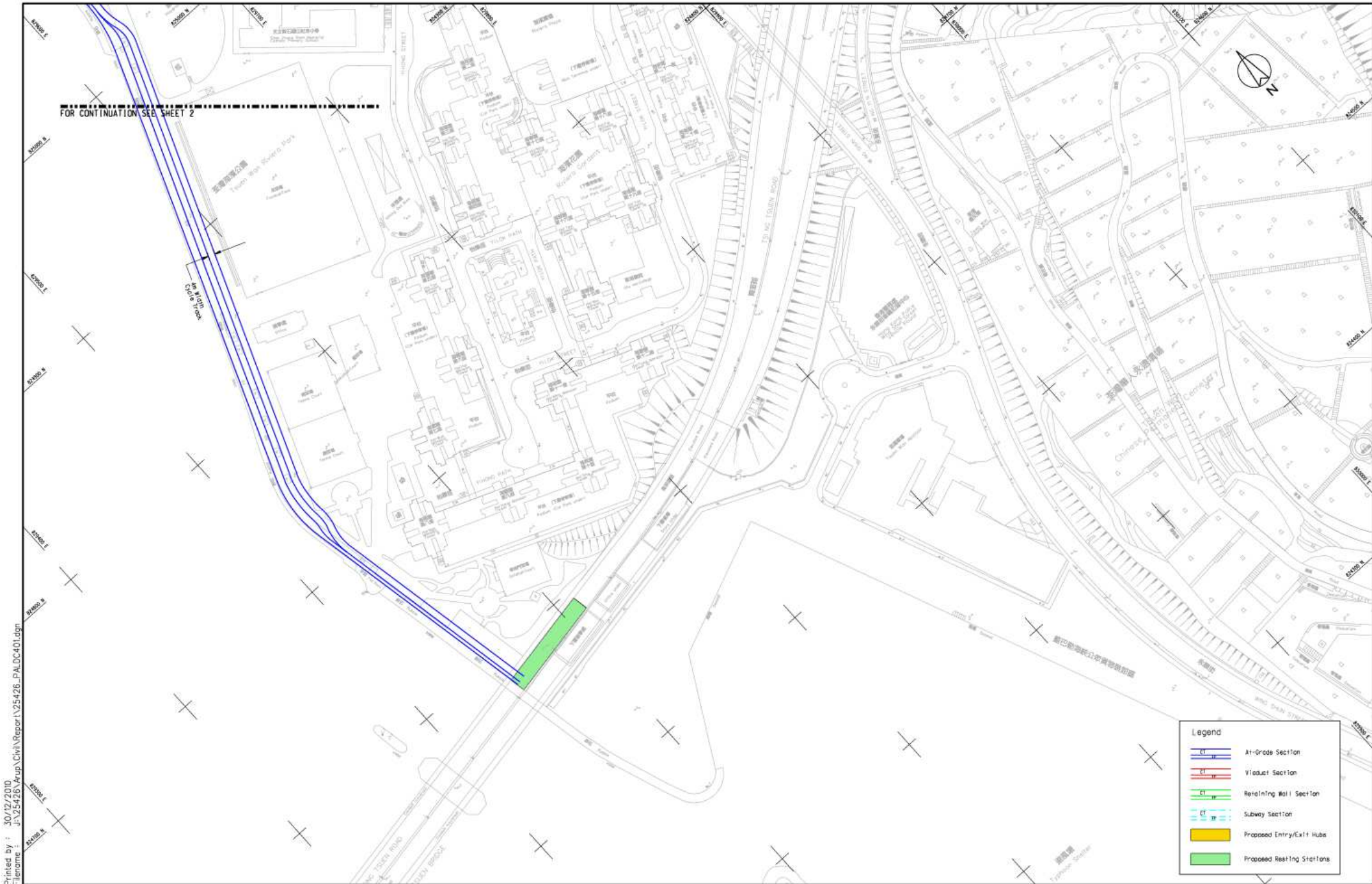
Attachment 2: Drawing no. 25426/MLP/101 – Preliminary Illustration of Entry/Exit Hub Fronting Hoi Ting Road

Attachment 3: Drawing no. 25426/MLP/103 – Preliminary Illustration of Resting Station at Tsing Tsuen Bridge

**New Territories North and West Development Offices
Civil Engineering and Development Department
March 2011**



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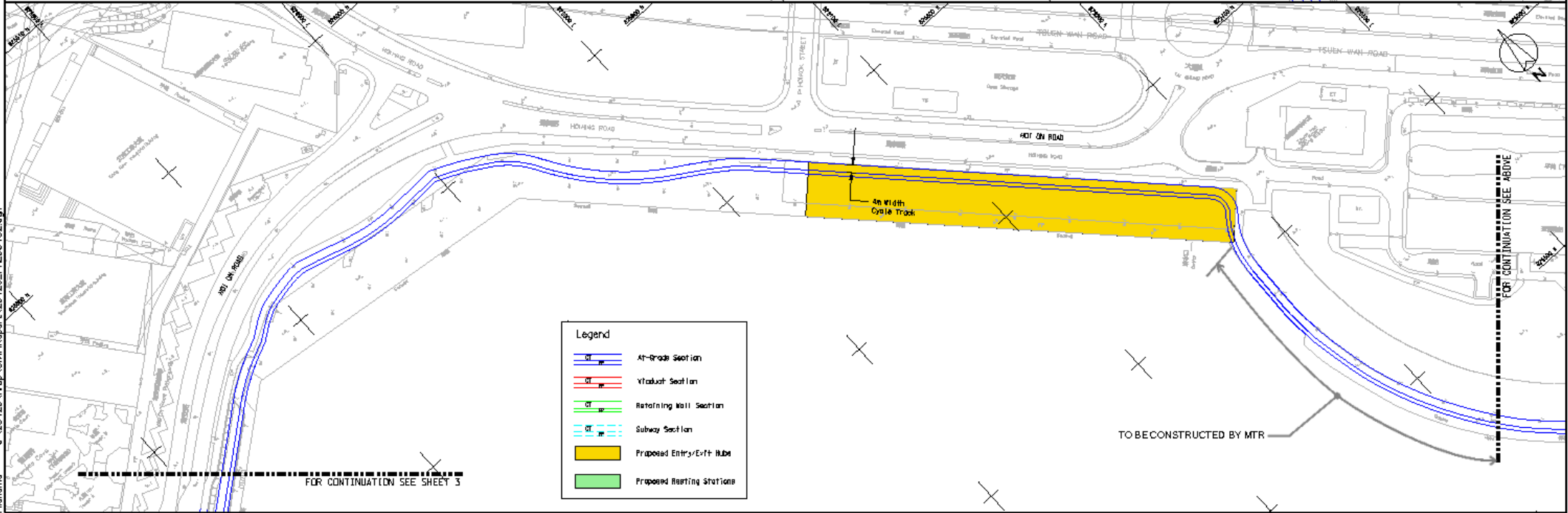
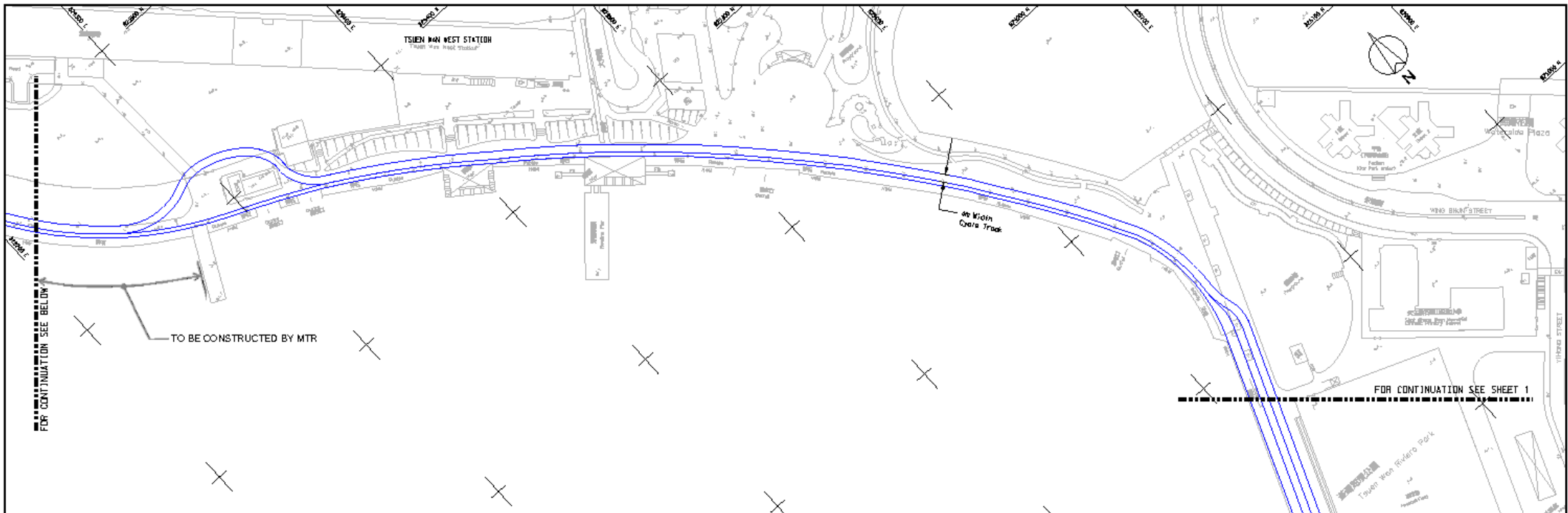


FOR CONTINUATION SEE SHEET 2

Legend	
	At-Grade Section
	Viaduct Section
	Retaining Wall Section
	Subway Section
	Proposed Entry/Exit Hubs
	Proposed Resting Stations

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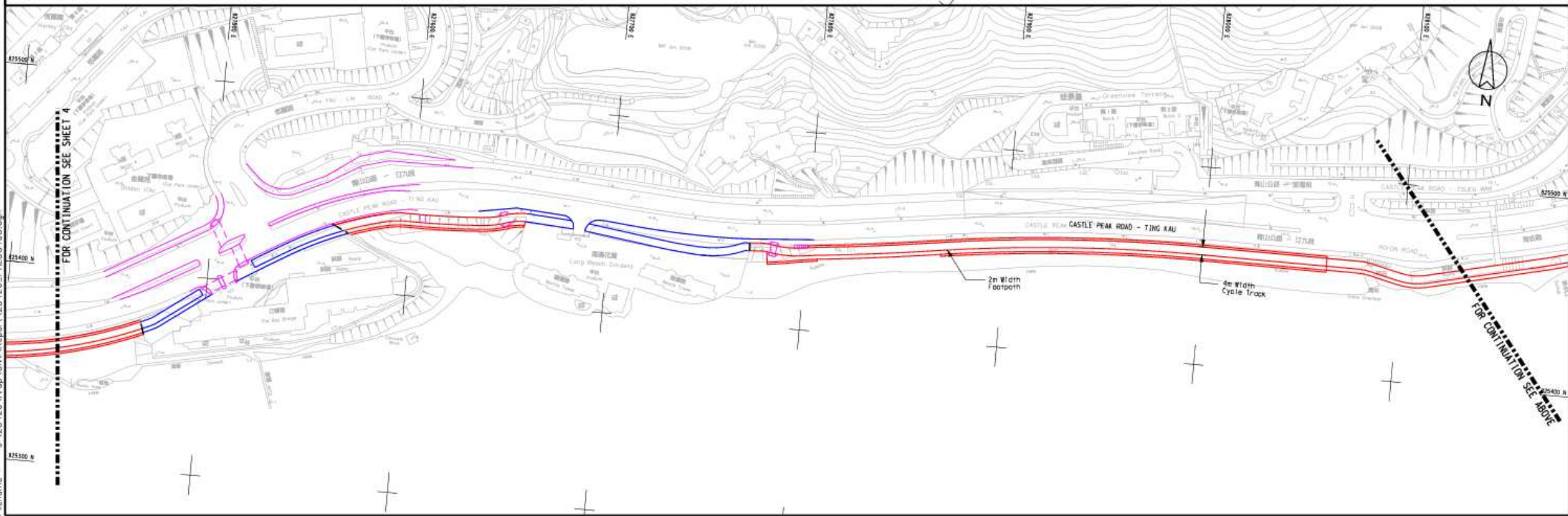
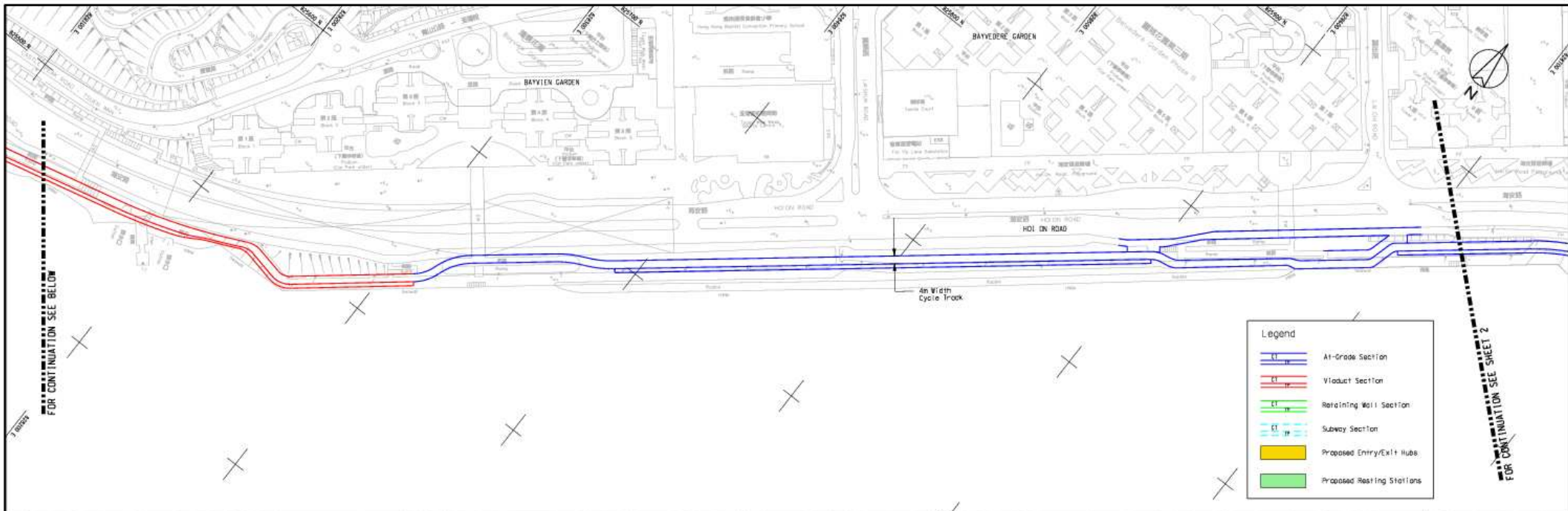
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- PRELIMINARY DESIGN 11/09 Rev Description Date				Scale 1:2000 @ A3	Rev. -



Legend	
	At-grade Section
	Viaduct Section
	Retaining Wall Section
	Subway Section
	Proposed Entry/Exit Hub
	Proposed Resting Stations

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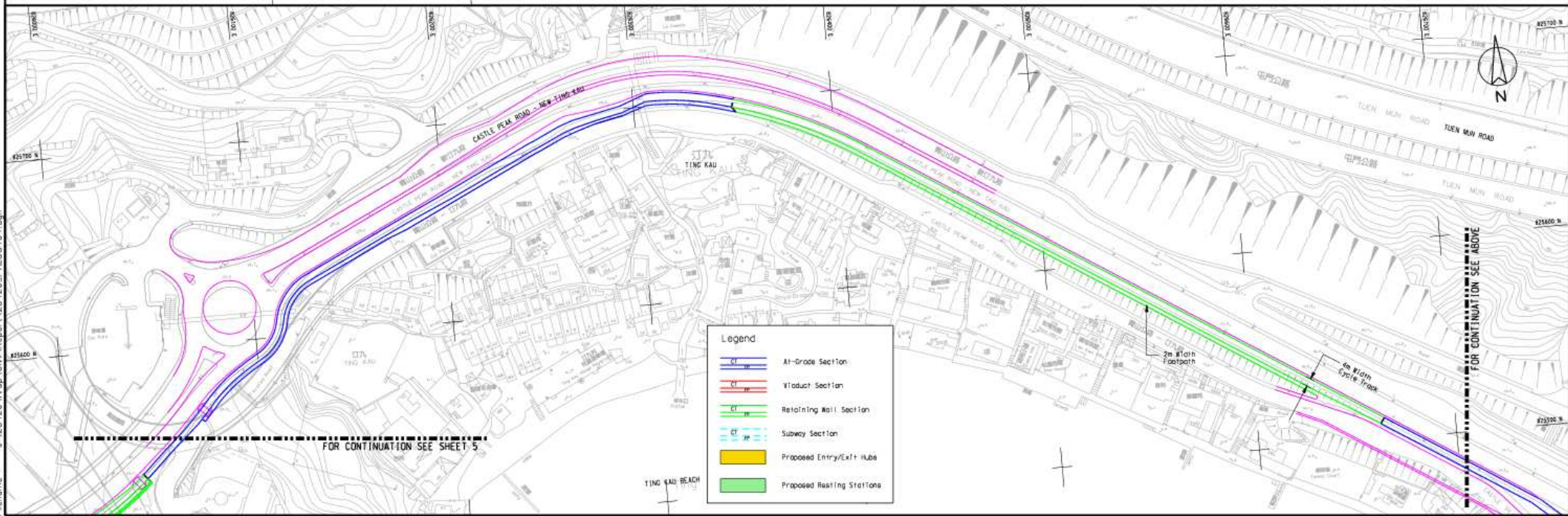
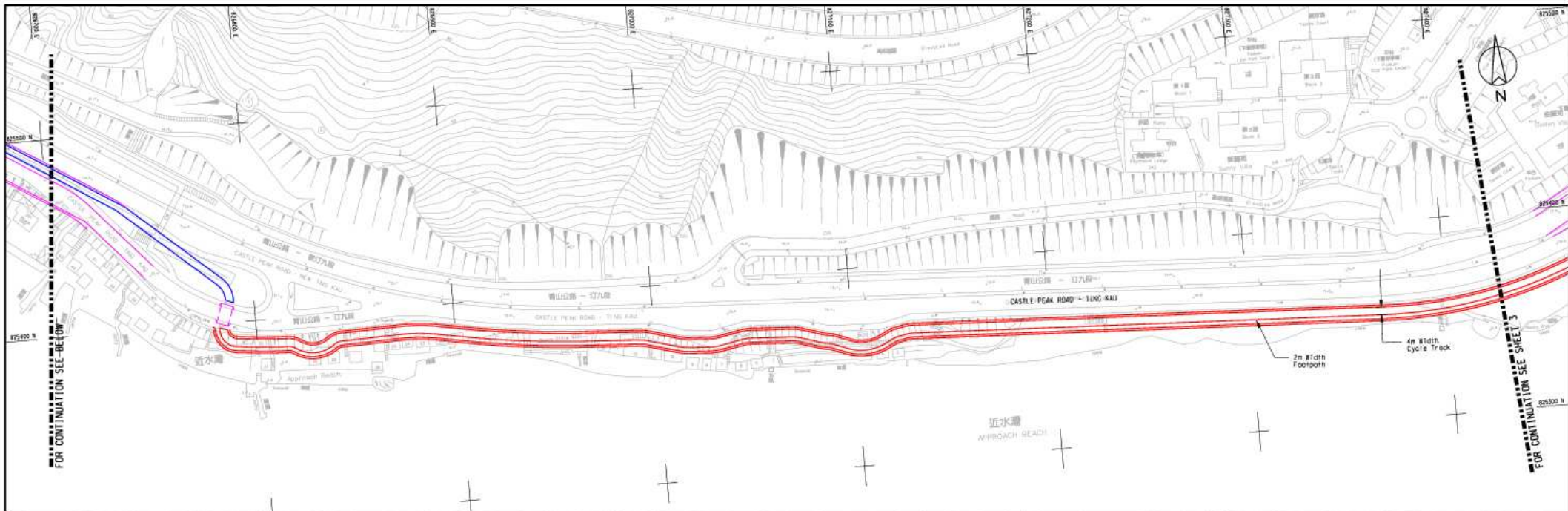


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Legend

- At-Grade Section
- Viaduct Section
- Retaining Wall Section
- Subway Section
- Proposed Entry/Exit Hubs
- Proposed Resting Stations

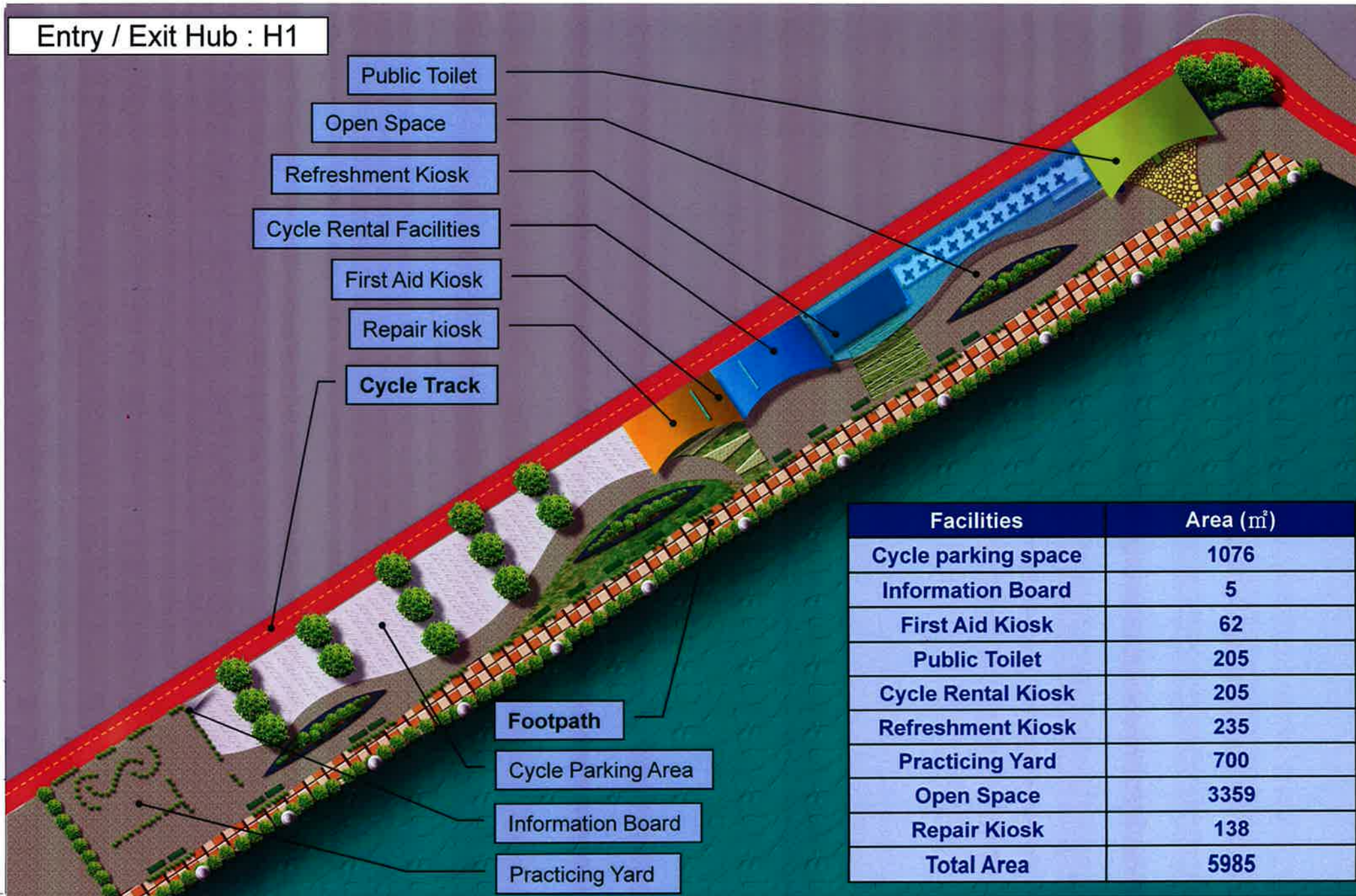
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Entry / Exit Hub : H1

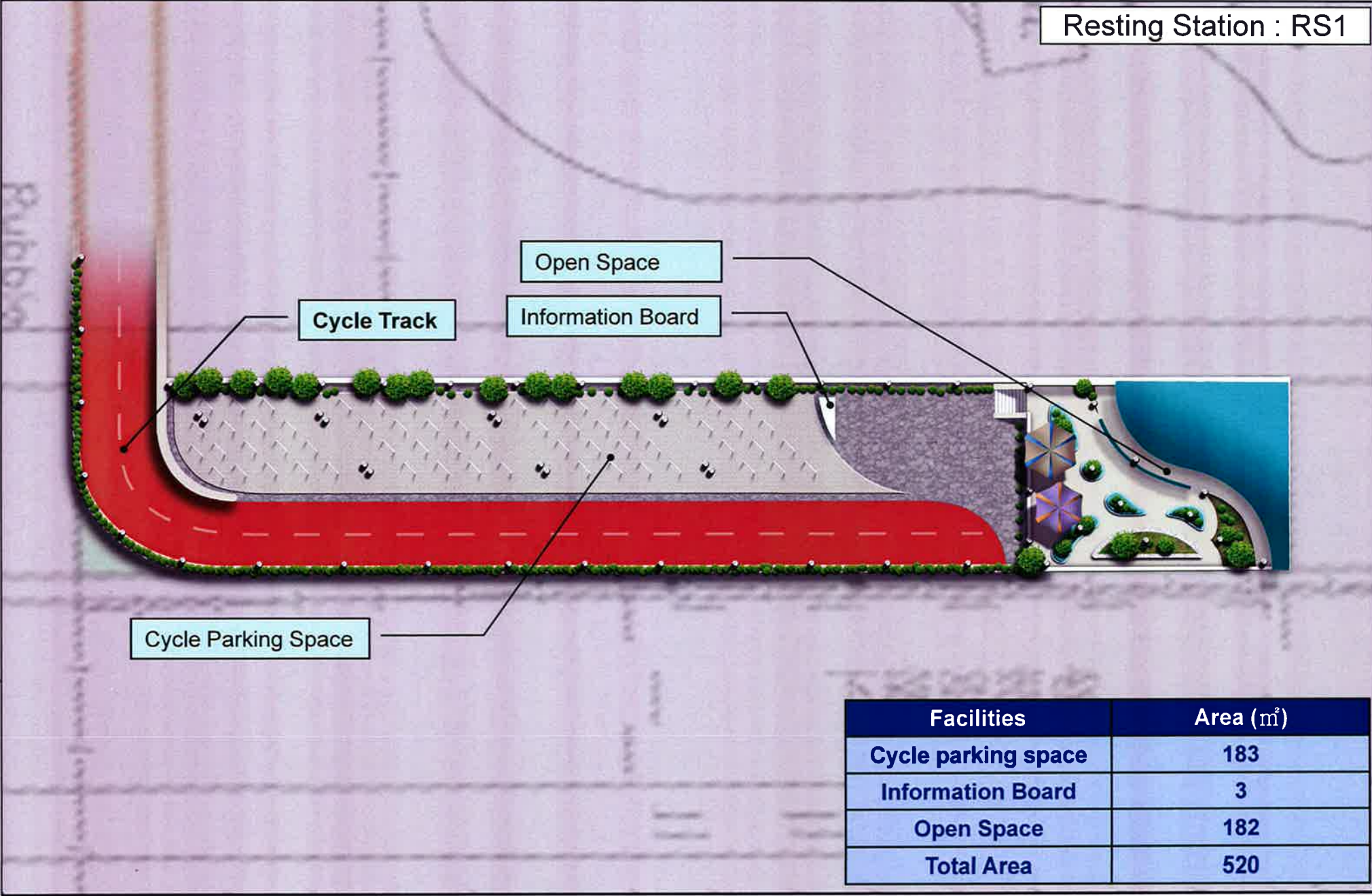


- Public Toilet
- Open Space
- Refreshment Kiosk
- Cycle Rental Facilities
- First Aid Kiosk
- Repair kiosk
- Cycle Track

- Footpath
- Cycle Parking Area
- Information Board
- Practicing Yard

Facilities	Area (m ²)
Cycle parking space	1076
Information Board	5
First Aid Kiosk	62
Public Toilet	205
Cycle Rental Kiosk	205
Refreshment Kiosk	235
Practicing Yard	700
Open Space	3359
Repair Kiosk	138
Total Area	5985

Resting Station : RS1



Facilities	Area (m ²)
Cycle parking space	183
Information Board	3
Open Space	182
Total Area	520



Existing site condition

After completion



