



土木工程拓展署
Civil Engineering and
Development Department

ARUP

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



政府致力分階段推展「新界單車徑網絡」，目標是把各區分散的單車徑連接起來，以建立一個全面和貫通新界東西的單車徑網絡，為市民提供更多消閒和康樂選擇。新開通的單車徑路段廣受市民歡迎，並已成為熱門的休閒和運動設施。土木工程拓展署現正就荃灣灣景花園至掃管笏段單車徑項目的推展方向收集公眾意見。

The Government strives to implement the “New Territories Cycle Track Network” (NTCTN) in stages. It aims to establish a comprehensive cycle track network connecting the eastern and western New Territories by linking up cycle tracks scattered around various districts, thereby providing the public with more choices for leisure and recreation. The newly opened cycle track sections have been well received by the public and have become popular leisure and sports facilities. The Civil Engineering and Development Department is collecting public views on the implementation direction of the project of cycle track between Tsuen Wan Bayview Garden and So Kwun Wat.

未來路向 Way Forward

視乎收到的公眾意見，我們計劃分階段推展及落實「最後的缺環」，首先推展荃灣灣景花園至汀九段的工作，再開展深井海濱長廊勘測及設計研究及汀九至掃管笏段的設計工作，以貫通整個82公里的「新界單車徑網絡」。

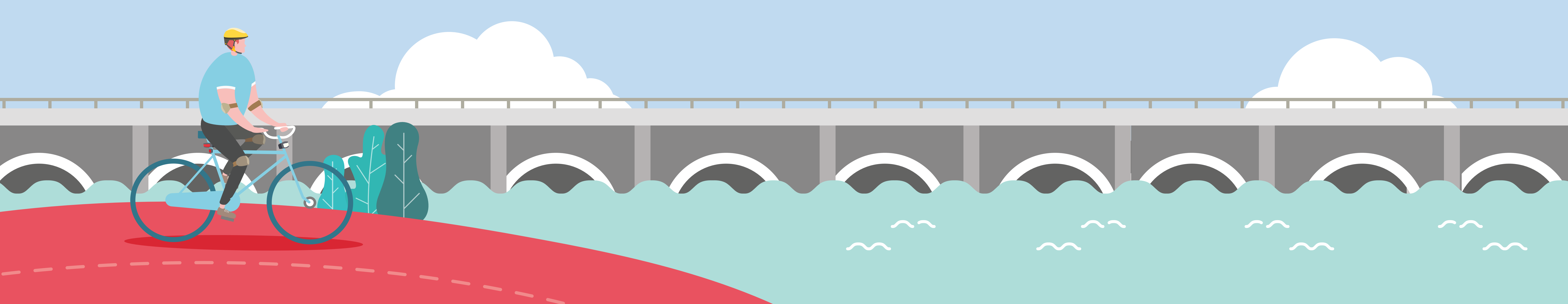
Subject to the public views received, we plan to take forward and implement “The Final Missing Link” in stages. The cycle track section between Tsuen Wan Bayview Garden and Ting Kau will be taken forward first, followed by the investigation and design study for the Sham Tseng Promenade and the design of the section between Ting Kau and So Kwun Wat, with a view to connecting the entire 82 km NTCTN.

「先易後難」的推展策略 “Starting with the Simpler Tasks” Implementation Strategy

荃灣至屯門段單車徑的擬議走線途經汀九、深井、青龍頭、大欖涌、小欖和掃管笏等地點。為了讓市民盡早享用擬議的單車徑，我們採用「先易後難」的策略，技術掣肘較少且公眾支持度較高的路段會率先建造，而餘下的路段則會在公眾參與活動後再行推展。基於較複雜的環境限制，荃灣至屯門段單車徑的工程難度比新界其他單車徑路段較高，例如在空間有限的路段，單車徑須以單車橋、隧道或護土牆形式建造。此外，荃灣灣景花園至汀九段的部分路段擬沿維多利亞港（下稱「維港」）臨海建造，工程或須符合《保護海港條例》的規定。因此，我們希望透過是次公眾參與活動收集意見，以評估建造荃灣灣景花園至汀九段單車徑期間須進行並受《保護海港條例》監管的維港填海工程是否具備「凌駕性公眾需要」，以及制定汀九至掃管笏段單車徑的推展方向。

The proposed alignment of the cycle track between Tsuen Wan and Tuen Mun will route through places such as Ting Kau, Sham Tseng, Tsing Lung Tau, Tai Lam Chung, Siu Lam and So Kwun Wat. In order to allow the public to enjoy the proposed cycle track sections as early as possible, we have been adopting the “starting with the simpler tasks” strategy. Cycle track sections that involve fewer technical constraints and receive greater support are to be constructed first, while the remaining sections will be taken forward after the public engagement exercise. Owing to the complex site constraints, it is more challenging to construct the cycle track between Tsuen Wan and Tuen Mun than the other sections of the NTCTN. For example, at sections where space is limited, the proposed cycle track will necessitate the construction of cycle bridges, subways or retaining walls. In addition, some parts of the section between Tsuen Wan Bayview Garden and Ting Kau are proposed to be constructed along the seafront of the Victoria Harbour (the Harbour), and such construction works may need to comply with the Protection of the Harbour Ordinance (PHO). Therefore, we would like to collect comments / views during this public engagement exercise, in order to assess whether the reclamation works in the Harbour required for the construction of the Tsuen Wan Bayview Garden to Ting Kau cycle track section, which are regulated under the PHO, have an overriding public need, as well as formulating an implementation strategy for the cycle track between Ting Kau and So Kwun Wat.





最後的缺環

THE FINAL MISSING LINK

「新界單車徑網絡」覆蓋範圍廣闊，由馬鞍山開始，經沙田、大埔、粉嶺、上水、元朗及屯門，延伸至荃灣。當中包括兩段共長約82公里的主幹線及興建中約1公里長的大埔三門仔分支路段。

The NTCTN covers an extensive area, starting from Ma On Shan, passing through Shatin, Tai Po, Fanling, Sheung Shui, Yuen Long and Tuen Mun, and extending all the way to Tsuen Wan. It comprises two backbone sections with a total length of approximately 82 km and a branching off section of approximately 1 km in Sam Mun Tsai, Tai Po under construction.

■ 屯門至馬鞍山主幹線(長約60公里)已於2020年全線開通

The Tuen Mun to Ma On Shan backbone section (approximately 60 km) was fully opened in 2020

荃灣至屯門段主幹線(長約22公里)正分為4階段推展：

The Tsuen Wan to Tuen Mun backbone section (approximately 22 km) is being implemented in 4 stages:

■ 前期工程(即荃灣海濱段，長約2公里)已於2021年7月開放

Advance Works (also known as the Tsuen Wan waterfront section of approximately 2 km) was opened in July 2021

■ 第二甲階段工程(屯門至掃管笏段，長約3公里)將按計劃優先推展

The implementation of Stage 2A Works (Tuen Mun to So Kwun Wat section of approximately 3 km) will be prioritised as planned

挑戰及機遇

Challenges and Opportunities

善用空間

Optimisation of Space

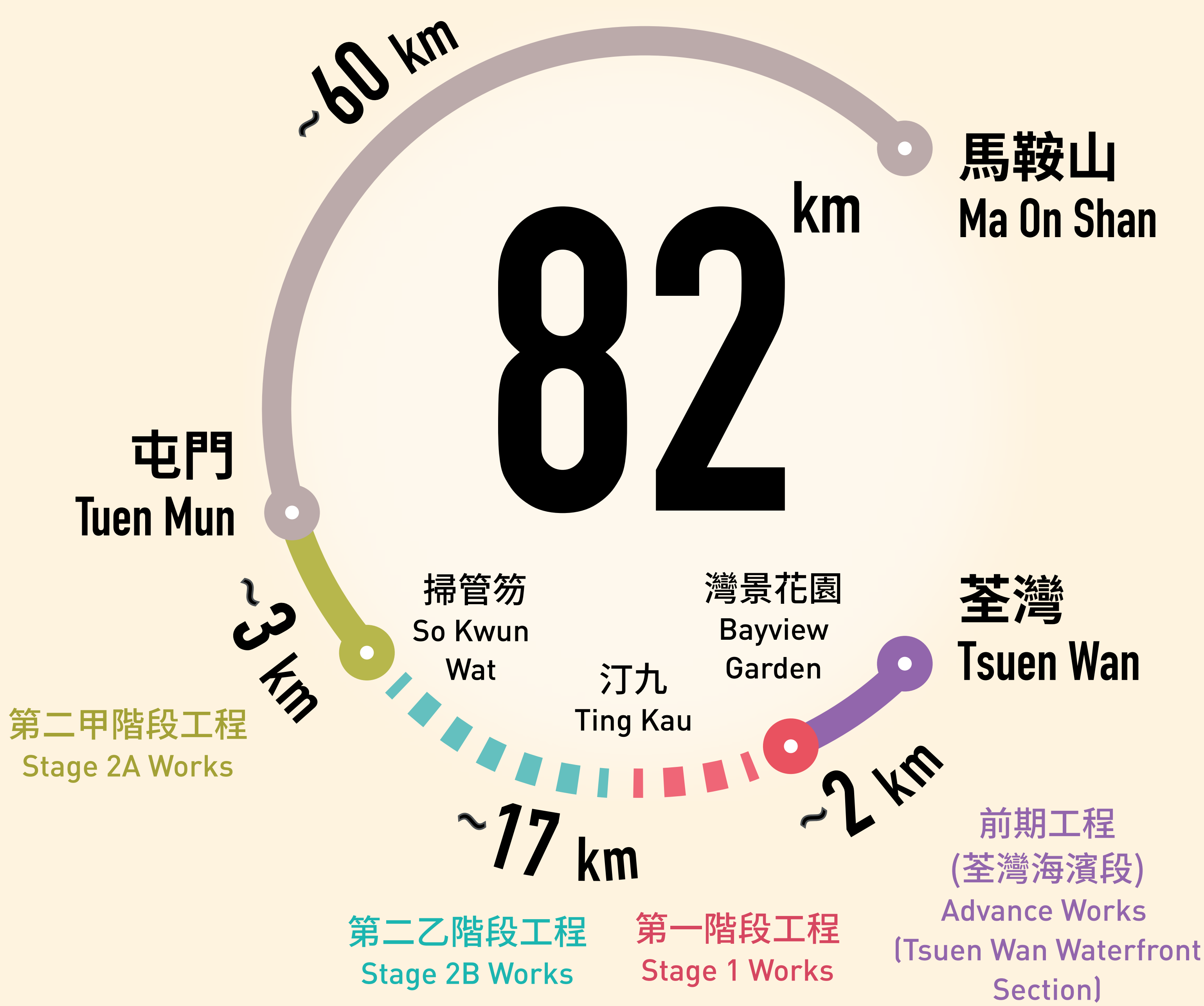
青山公路兩旁的可用空間有限，為減少對青山公路及現有行人路的影響，部分單車徑須以單車橋、隧道或護土牆形式沿海興建。我們會善用青山公路現有的行人路，沿海建造部分單車徑路段，以節省成本和減少對現有海堤和斜坡的影響。

Due to the limited space available on both sides of the Castle Peak Road, in order to reduce the impact on the Castle Peak Road and the existing footpath, some sections of the proposed cycle track will necessitate the construction of cycle bridges, subways or retaining walls along the seafront. By making good use of the existing footpath along Castle Peak Road, some sections of the cycle track will be constructed towards the sea, so that construction cost and impact to the existing seawalls and slopes can be reduced.



荃灣海濱段：利用現有空間修建單車徑

Tsuen Wan waterfront section: Make use of existing space to construct cycle track



最後約17公里的缺環包括2部分：

The 17 km final missing link comprises 2 parts:

■ 第一階段工程 Stage 1 Works

■ 荃灣灣景花園至汀九段

Tsuen Wan Bayview Garden to Ting Kau section

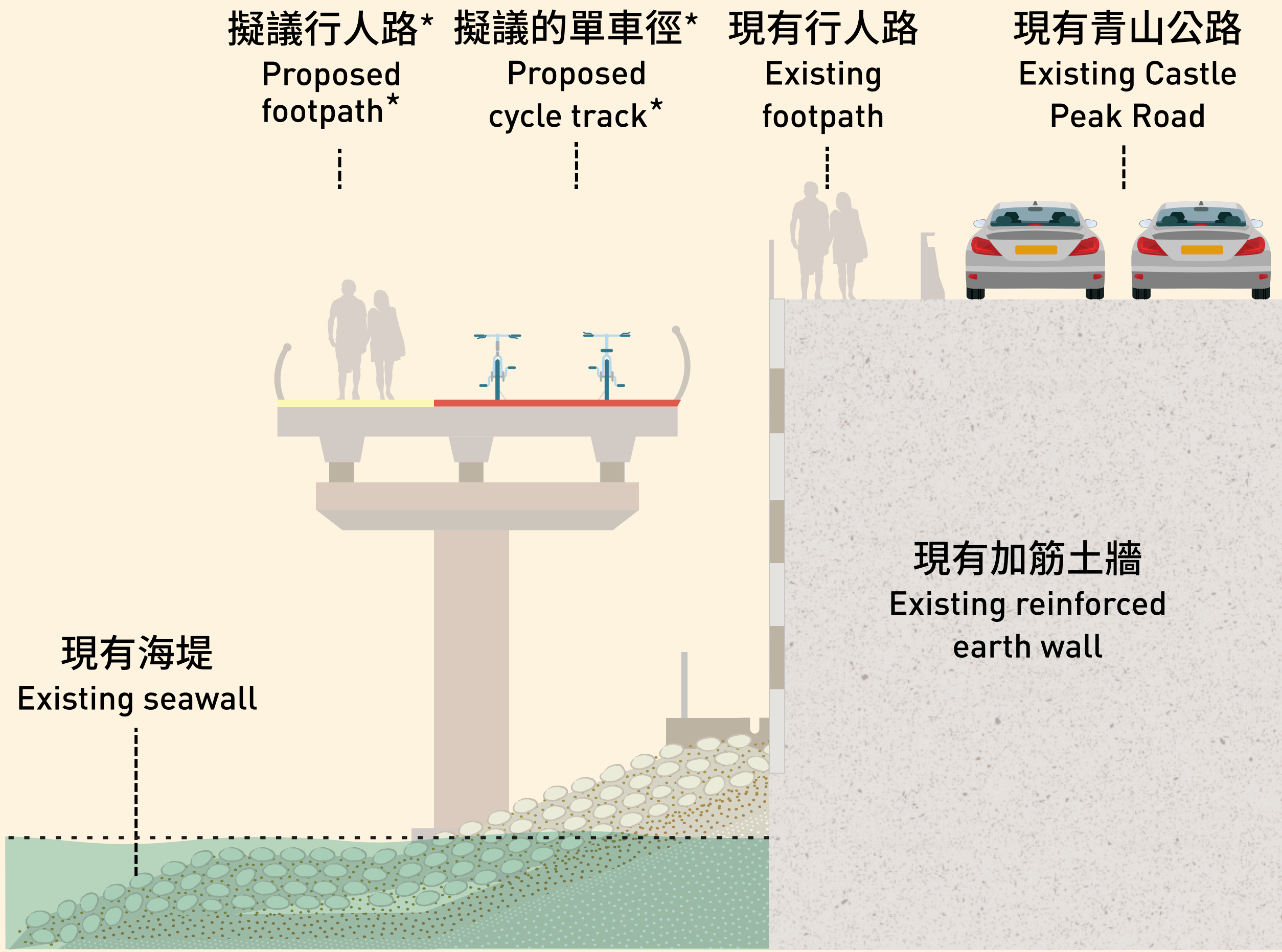
■ 第二乙階段工程 Stage 2B Works

■ 汀九至掃管笏段

Ting Kau to So Kwun Wat section

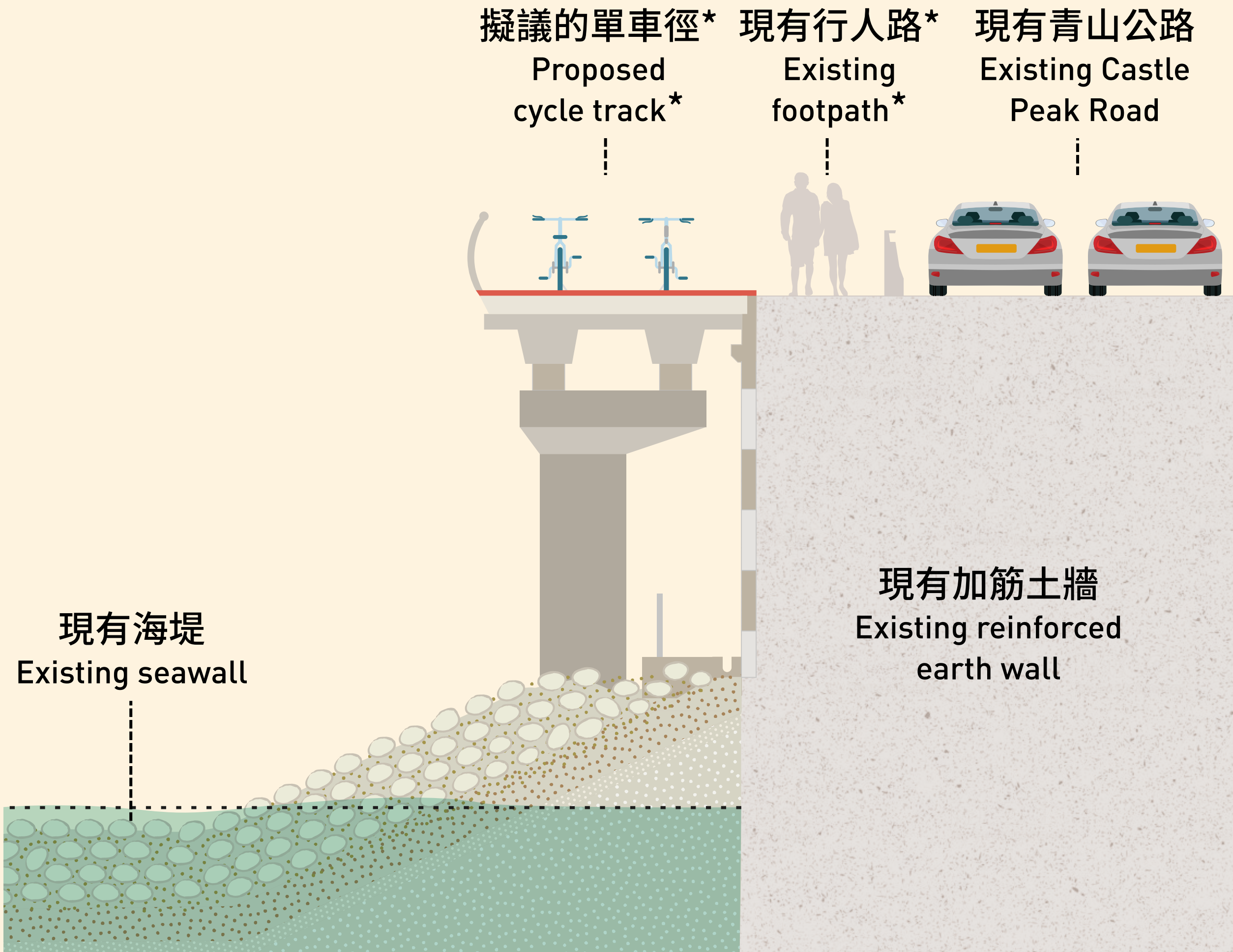
單車橋剖面圖 - 臨海行人路方案

Typical Section of Cycle Bridge - seaward footpath scheme



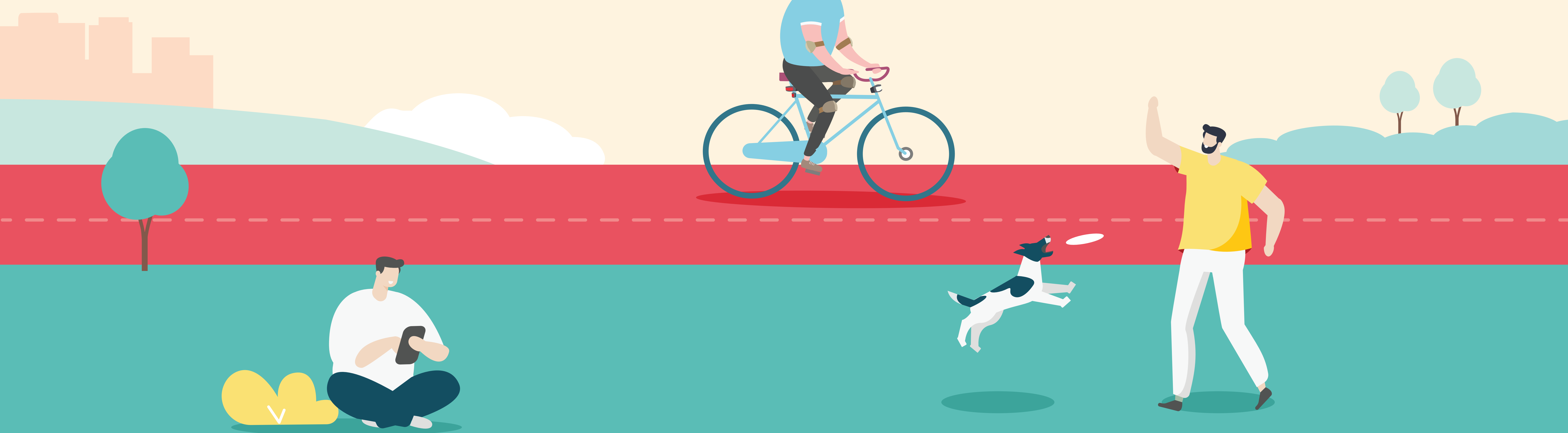
單車橋剖面圖 - 臨海單車徑方案

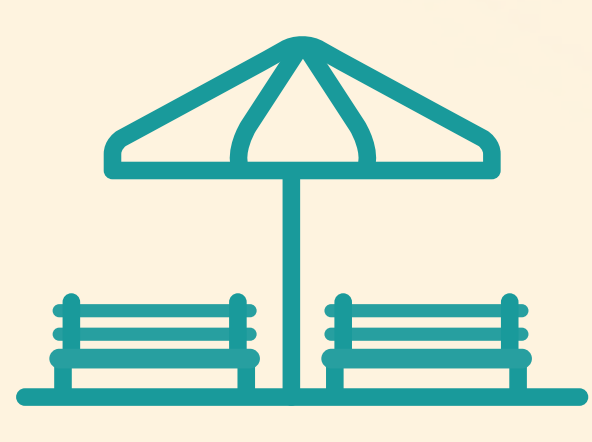
Typical Section of Cycle Bridge - seaward cycle track scheme



*盡量提供約4米闊單車徑及2米闊行人路

To provide cycle track of about 4m wide and footpath of about 2m wide as far as practicable

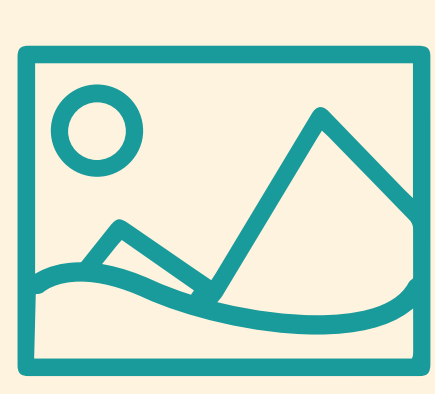




完善輔助設施 Comprehensive Supporting Facilities

除了在沿途加設三個具備單車泊位的休息處外，我們亦計劃在屯門海榮路設置單車匯合中心，提供練習場、單車租賃站、飲水設施、洗手間、救傷站等設施。另外，現已開放使用的荃灣海濱單車匯合中心將增設單車租賃站和救傷站，現有海安路休息處亦會增加單車泊位，以配合荃灣至屯門單車徑全線貫通。

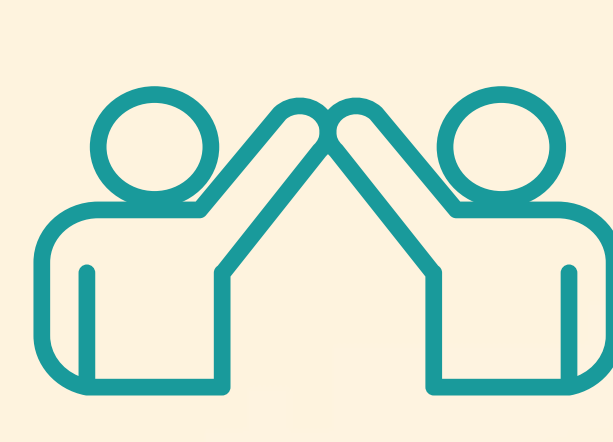
Apart from the 3 proposed resting stations with cycle parking spaces, we also plan to include a cycling entry / exit hub at Hoi Wing Road, Tuen Mun, to be fitted with a cycle practising area, a cycle rental kiosk, drinking facilities, toilets and a first aid station tentatively. Moreover, to tie in with 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.



迷人景致 Stunning Views

臨海單車徑沿途風景優美，可眺望汀九橋、青馬大橋、馬灣海峽等景色。我們亦會在合適位置加設休息處，讓行人及騎單車人士均可享受優美景致。另外，單車徑將能夠提升沿途景點之間的暢達性。我們會探討將白樓直接連接至擬議單車徑，以便騎單車人士和行人可輕鬆及方便地遊覽此活化歷史建築物。

A seaside cycle track will offer beautiful scenery, 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 cyclists to enjoy the beautiful views. Moreover, the 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 as well as pedestrians to visit the revitalised historical building with ease and convenience.



提升區內設施 Enhanced District Facilities

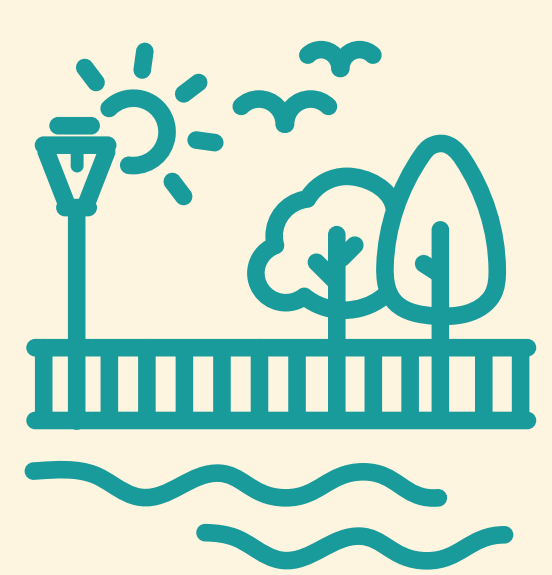
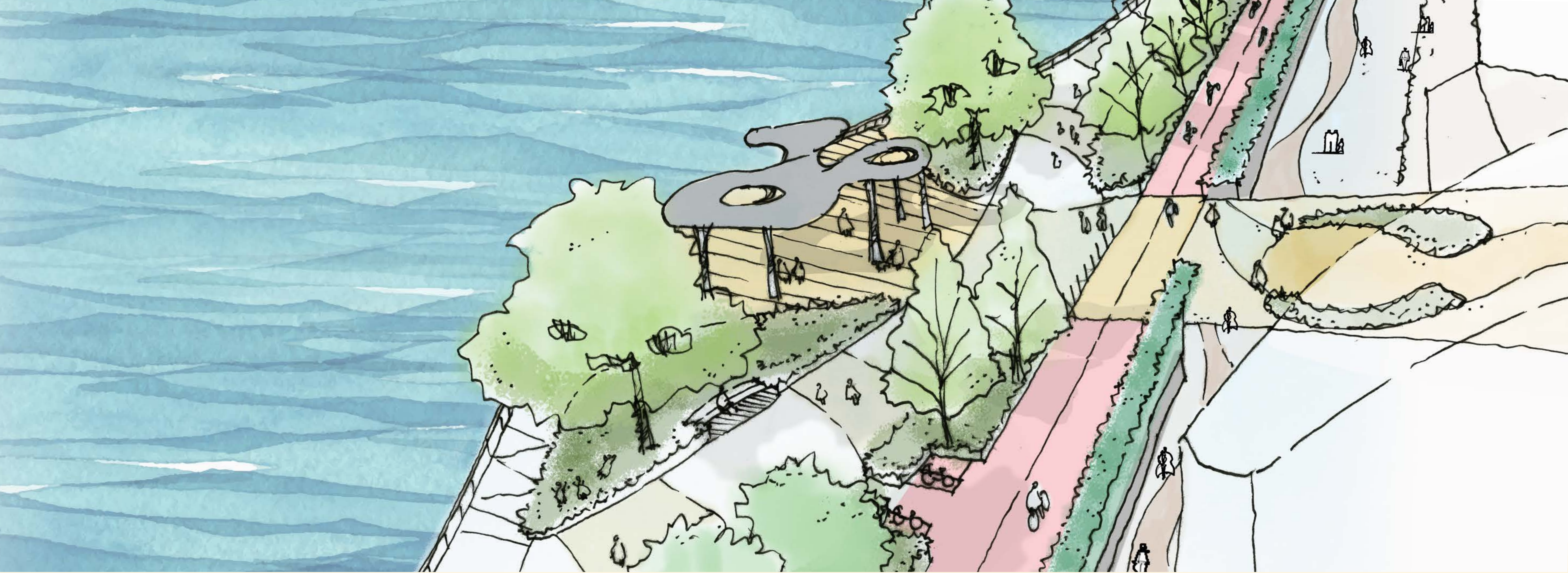
單車徑途經多個現有設施，部分可以藉此機會改建優化，例如以加建升降機取代行人天橋原有的斜坡通道，一方面可以騰出空間建造單車徑，另一方面亦可提升行人環境。

The cycle track will pass through several existing facilities, some of which may be modified and enhanced as a result of the construction works. For example, existing footbridge ramps can be replaced by lifts to make room for the cycle track as well as to enhance the pedestrian environment.



荃灣灣景花園附近天橋改善工程構想圖
Illustrative concept for improvement works of the footbridge near Tsuen Wan Bayview Garden





深井新海濱長廊 New Promenade in Sham Tseng

深井位於荃灣至屯門單車徑的中段位置，富有地區特色而且海景景色優美，是一個合適地點設置一個中途站，提供單車輔助設施之餘，亦能為周邊社區供應多一些優質消閒設施，以支持當區居民實踐健康生活。

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.

地方營造及共創 Placemaking and Co-creation

深井海濱長廊的構思是一次地方營造的過程。利用社區的資產、靈感和潛力，我們能創造優質的公共空間。我們期望新增的休憩空間能夠為深井居民創造更多可能。為此，我們要先了解街坊的需要和收集民間智慧。居民可擔當「地方營造者」的角色，攜手塑造和培育社區價值，令地方營造過程更有趣。

Designing the Sham Tseng Promenade is a placemaking process. We can design the Sham Tseng Promenade and create quality public space by tapping the assets, inspirations and potential of the community. We hope that the additional open space will create more possibilities for Sham Tseng residents. To achieve the said objective, we need to first understand the local needs and amass community wisdom. Residents can take up the role of “placemaker” to co-create and foster community values, adding fun to the process of placemaking.

設計願景 Planning Vision

設計的第一步，讓我們先想想有甚麼願景？
Before we design, shall we first think about our vision?



健康及宜居社區
Community of health and wellness



社區及文化共融空間
Great spaces for culture and people



大自然與建築的揉合
A bridge between natural and built environments

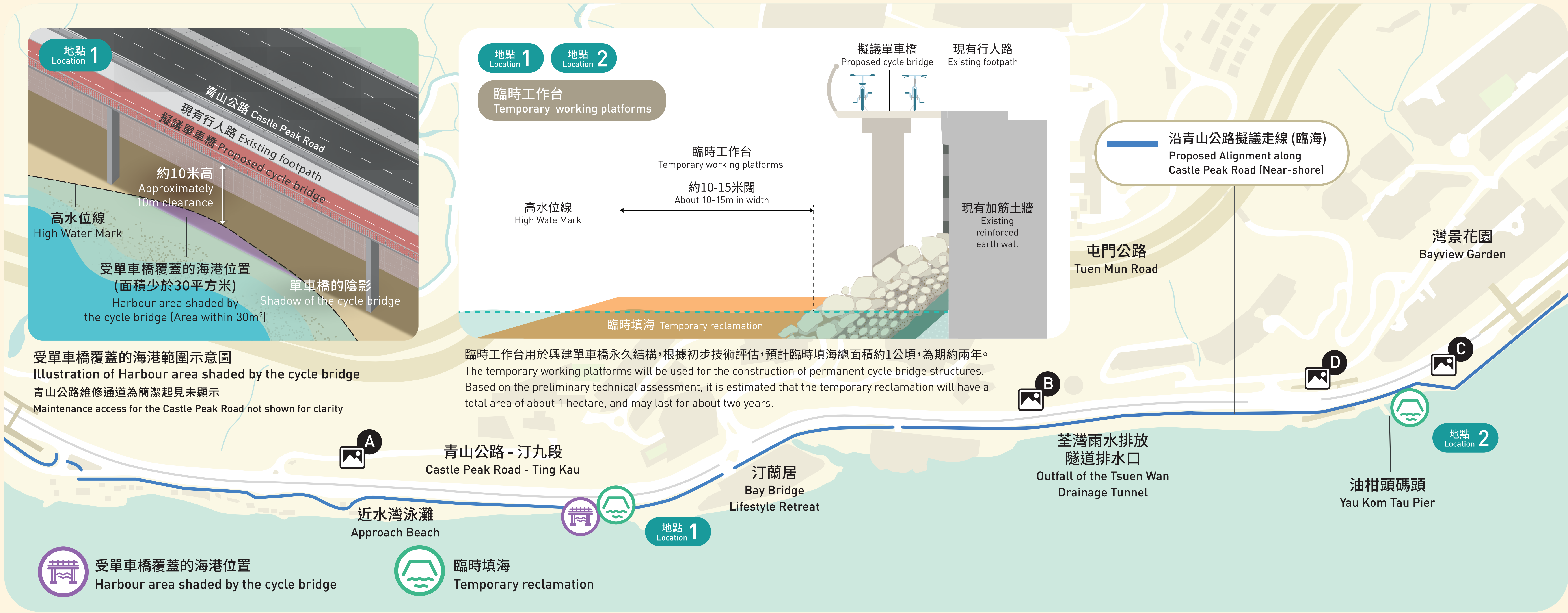


圖片來源：發展局 Photo Source: Development Bureau



一個展現積極生活概念的海濱長廊 An Active Living Promenade





保護海港條例的考慮

Implications of the Protection of the Harbour Ordinance

《保護海港條例》於1997年通過，訂明維多利亞港(下稱「維港」)須作為香港人的特別公有資產和天然財產而受到保護和保存，並為此而訂立不准許進行維港填海工程的推定。條例中的「填海」是指「任何為將海床或前濱形成為土地而進行或擬進行的工程」(海床和前濱範圍的指定水位線為「高水位線」)。因此，假若要在維港範圍進行填海，有關填海工程須符合終審法院在2004年的裁決，即符合「有凌駕性的公眾需要」的單一測試。公眾需要包括經濟、環境和社會方面的需要。《保護海港條例》所規管的海港範圍包括汀九橋以東的維港，此範圍內，擬議單車徑路段的工程須符合《保護海港條例》的要求。

擬議單車徑的部分路段須以單車橋形式建造，設計已盡量把工程對維港的影響減至最少，但仍有兩個地點有機會或將涉及《保護海港條例》規管。**地點 1** (近水灣泳灘附近)有一段長約25米的單車橋，落成後部分永久結構會覆蓋屬維港範圍的海面，但實際上不會在海港填土形成永久土地。擬建的單車橋橋底離開「高水位線」約10米，故此這些結構不會對單車橋底的水域構成限制。由於擬建的單車橋將覆蓋一小部分維港，故此該部分的工程可能受《保護海港條例》規管。另外，施工期間，我們須在 **地點 1** 及 **地點 2** (油柑頭碼頭附近)架設臨時工作台以興建單車橋永久結構。臨時工作台即使只屬臨時性質，亦會受到《保護海港條例》所規管。我們期望透過公眾參與活動收集意見，你寶貴的意見和支持將有助我們按照《保護海港條例》的規定，落實相關項目，讓市民得以享用充滿活力的海濱。

The Protection of the Harbour Ordinance (PHO) was passed in 1997, stipulating that the Victoria Harbour (the Harbour) is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people, and for that purpose there shall be a presumption against reclamation in the Harbour. Reclamation here means “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)). Thus, if reclamation works are to be carried out within the Harbour, the relevant reclamation works must comply with the “overriding public need” test stipulated in the Court of the Final Appeal’s judgment in 2004. Public needs include the economic, environmental, and social needs of the community. The part of the Harbour to the east of Ting Kau Bridge falls under the scope of the PHO. Therefore, the proposed cycle track within this area has to comply with the requirements of the PHO.

Some sections of the proposed cycle track need to be built on cycle bridges and the impact of the works on the Harbour has been minimised in the design. However, two locations will have implications under the PHO. There is a cycle bridge section of around 25m in length at **location 1** (near the Approach Beach), 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 approximately 10m above the HWM, so the proposed structure is not expected to cause restrictions to the area underneath the cycle bridge. Since a small part of Harbour area will be shaded by the proposed cycle bridge, it may therefore fall under the scope of the PHO. Besides, during construction, erection of temporary working platforms will be required at **location 1** and **location 2** (near Yau Kom Tau Pier) for the construction of permanent cycle bridge structures. The temporary working platforms will fall under the scope of the PHO even though such works are temporary in nature. We hope to collect public views via public engagement activities. Your valuable feedback and support will help us implement the project in accordance with the PHO, enabling the public to enjoy the vibrant harbourfront.

1 考慮因素 Considerations

有凌駕性的公眾需要 Overriding Public Need

擬議的單車徑為整個「新界單車徑網絡」尚待興建的最後的缺環，完善的單車徑可令荃灣海濱段單車徑的效益有效發揮並有助向公眾推廣健康生活模式。

The proposed cycle track is the final missing link of the NTCTN to be constructed. The proposed cycle track, when completed, gives full play to the benefits of the Tsuen Wan waterfront cycle track section and facilitates the promotion of a healthy lifestyle to the public.



社會需要 Social Needs

- A** 貫通整個82公里「新界單車徑網絡」以提供一個全面的行人路及單車徑網絡供一家大小使用
Complete the entire 82 km NTCTN, offering a comprehensive footpath and cycle track network to the public
- B** 鼓勵公眾實踐健康生活
Encourage the public to follow a healthy lifestyle
- C** 加強社會對維港的歸屬感，並提供消閒空間作地區性活動
Enhance the society’s sense of belonging to the Harbour and through providing recreational space for hosting community activities

- D** 提供安全暢達的單車徑及行人路網絡，並把分散的休憩用地和景點連繫起來，藉以提升騎單車人士和行人的整體體驗
Enhance the overall experience of cyclists and pedestrians by providing a safe and continuous cycle track and footpath network with enhanced connections to isolated open spaces and attractions

- E** 改善行人環境，減少爭路情況
Improve pedestrian environment and minimise conflicts among road users



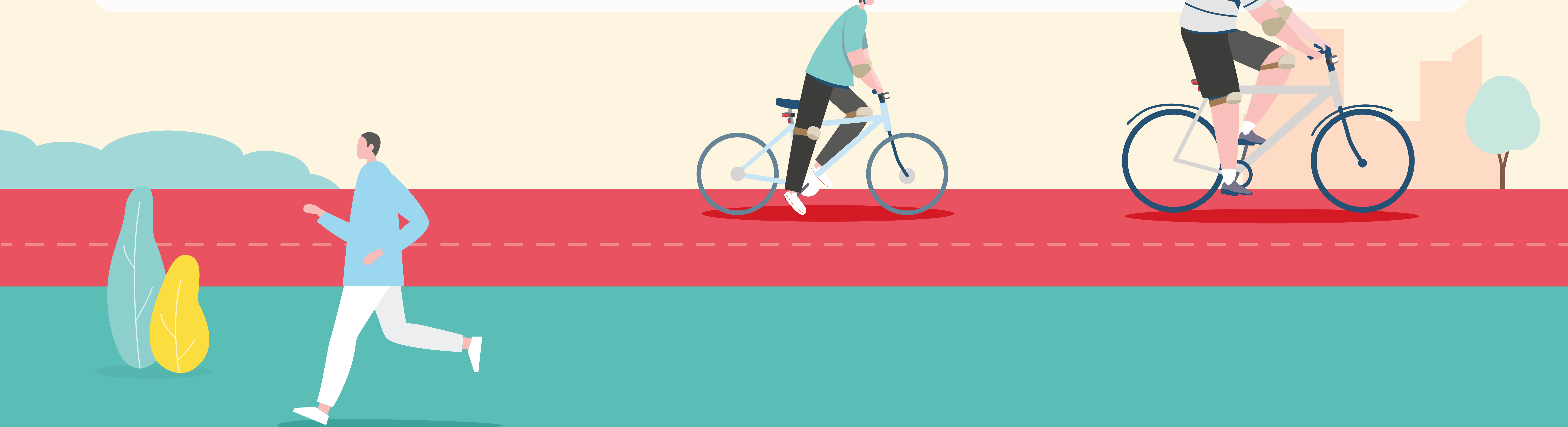
經濟需要 Economic Needs

- A** 促進單車徑沿線經濟活動
Boost economic activities along the cycle track
- B** 推廣單車旅遊
Promote cycling tourism
- C** 可有助本地單車業界發展
Facilitate the growth of cycling related business



環境需要 Environmental Needs

- A** 鼓勵市民以單車作為短或中途的交通工具，實踐低碳生活
Encourage the public to use bicycle as short or medium-haul transport tool to practise a low-carbon lifestyle
- B** 騰出更多空間供公眾享用維港
Free up more space for the public to enjoy the Harbour
- C** 公眾可近距離欣賞維港景觀
Allow the public to enjoy the Harbour view at a closer distance



2 考慮因素
Considerations

沒有其他合理選擇 No Reasonable Alternatives

各個內陸走線方案都有其困難及限制，並非合理的選擇。主要的限制闡述如下。如欲了解更多資料，可瀏覽我們的網頁。

There are difficulties and constraints for each inland alignment option and they are not reasonable alternatives. Key constraints of respective options are explained below. For more details, please visit our website.



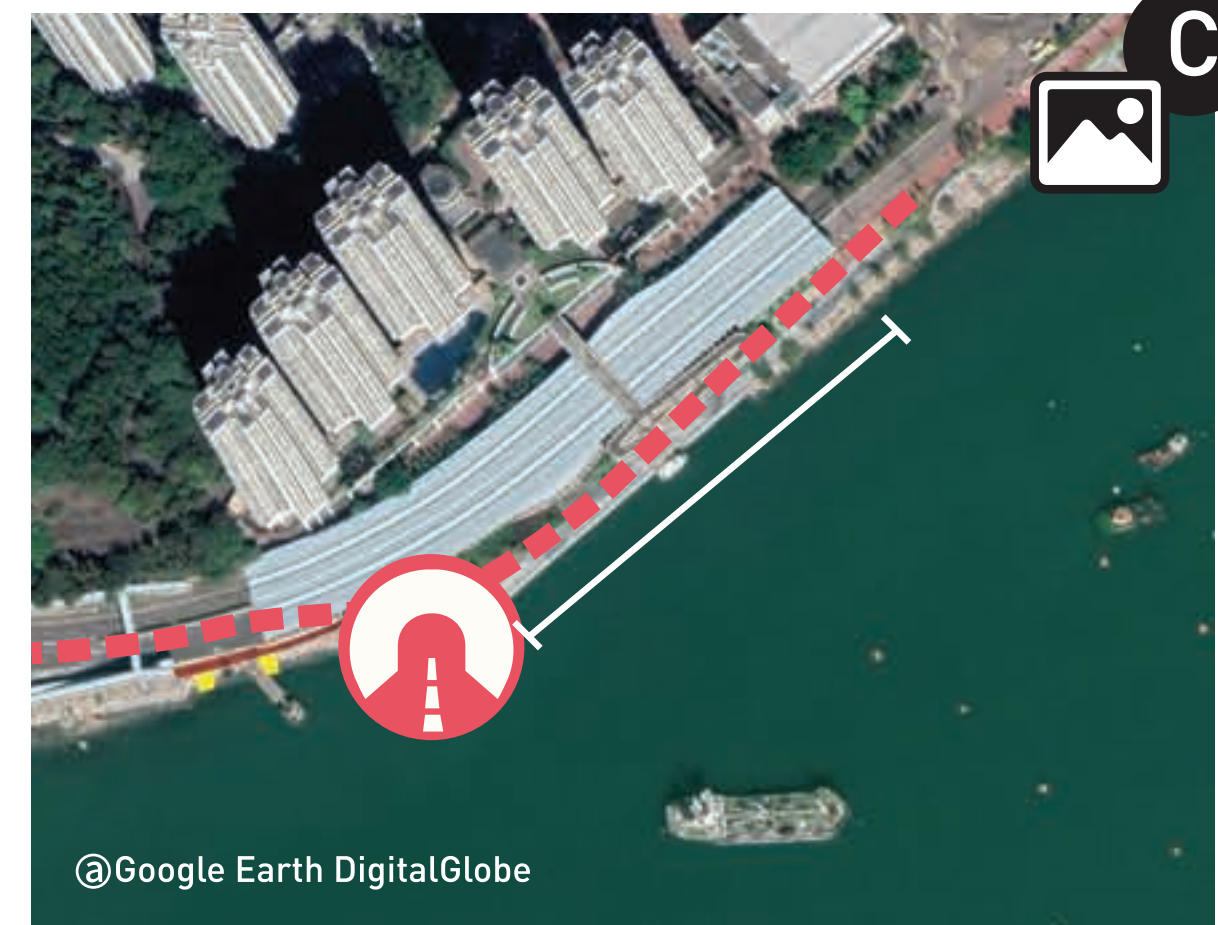
內陸走線方案 Inland Alignment Options



近 地點 1 青山公路有不少陡峭的斜坡
There are a lot of steep slopes along Castle Peak Road near location 1



路面空間不足以建造單車徑
Insufficient road space for construction of cycle track



在 地點 2 附近接駁隧道出入口的斜路較長，並須佔據荃灣海濱整條行人路
The access ramp to the tunnel portal near location 2 is relatively long and will occupy the entire footpath of Tsuen Wan waterfront promenade



近 地點 2 青山公路路段並沒有中央分隔帶
Some sections of Castle Peak Road are currently without any central divider near location 2

內陸地面道路走線：

在 地點 1 附近的青山公路路段有不少高且陡峭的斜坡，大幅度削切將危害斜坡安全，並會影響斜坡附近住宅樓宇的出入通道。施工所佔用的空間亦會嚴重影響周邊交通。此外，地點 2 附近路段有隔音屏障、一些住宅樓宇的唯一出入通道，以及荃灣雨水排放隧道排水口及其輔助設施，現有路面空間不足以容納擬議單車徑。

Inland at-grade road alignment:

The numerous high and steep slopes at the section of Castle Peak Road near location 1 will necessitate substantial amount of slope cutting, which will jeopardise the safety of the slopes and affect the access roads of the residential buildings nearby. The space occupied by the construction works will also significantly affect the traffic nearby. Besides, the road section near location 2 has noise barrier, the sole access roads of some residential buildings, and the outfall of the Tsuen Wan Drainage Tunnel and its supporting facilities. There is not enough space for the construction of the proposed cycle track.

內陸高架單車橋走線：

內陸高架單車橋只可以修建於青山公路中央分隔欄上，惟部分路段(例如 地點 2 附近)並沒有足夠空間或沒有中央分隔欄建造高架橋。

Inland elevated cycle bridge alignment:

An elevated cycle bridge along Castle Peak Road can only be constructed above the central divider, but there are some sections (e.g. near location 2) with neither enough space nor central divider for the construction of the elevated cycle track.

內陸隧道走線：

若採用隧道建造單車徑，須於 地點 2 附近建造隧道出入口，並以一條長斜路連接荃灣海濱，此舉會佔用現有廣受市民歡迎的荃灣海濱長廊。隧道亦會影響荃灣雨水排放隧道排水口的排水量，導致荃灣及葵涌區水浸。

Inland tunnel alignment :

If the cycle track is to be constructed in the form of a tunnel, a tunnel portal near location 2 will need to be constructed and be connected to the Tsuen Wan Waterfront Promenade by a long access ramp, which will occupy the existing promenade that is well received by the public. The tunnel will also affect the flow capacity of the outfall of the Tsuen Wan Drainage Tunnel, leading to flooding within the Tsuen Wan and Kwai Chung areas.

離岸走線方案

此走線會阻礙現有沿海設施的使用，例如泳灘及碼頭等，涉及的維港填海範圍亦最大。

Offshore Alignment Option

The cycle track will disrupt the use of existing facilities along the shoreline, such as beaches and piers, and entails the greatest amount of reclamation in the Harbour.



臨海走線方案

在 地點 1 和 地點 2 採用臨海單車橋走線的方案，已考慮施工的可行性，並平衡實地環境限制、臨時填海範圍和對現有設施的影響等因素，是唯一合理可行的選擇。

Near-shore Alignment Option

The proposal of near-shore cycle bridge alignment at location 1 and location 2 has taken into account the feasibility of construction and balanced factors such as site constraints, area of temporary reclamation and impact on existing facilities, and it is the only reasonable and viable option.

3 考慮因素
Considerations

最少限度填海 Minimum Extent of Reclamation

我們將優化 地點 1 及 地點 2 的單車橋設計，令永久樁柱位於高水位線範圍之上，避免永久填海，僅有小範圍海港受到單車橋的覆蓋。我們建議改建油柑頭碼頭附近的行人天橋，盡量利用天橋的現有樁柱作為擬建單車徑的永久支撐，減少進行建造工程，從而減少施工期間對維港的影響。工程完成後，我們會拆卸臨時工作台，並重置人造海堤。

At location 1 and location 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. Only a small part of Harbour area will be shaded by the cycle bridge. We suggest carrying out alteration works to the footbridge near Yau Kom Tau Pier so that the existing piles to the footbridge can act as permanent support for the cycle bridges of the proposed cycle track. This will result in fewer construction works, thus minimising the impact on the Harbour during construction. Upon completion of the works, the temporary working platforms will be removed and the seawall will be reinstated.



建議以油柑頭碼頭附近行人天橋現有斜道及樓梯的地基作為擬建單車橋的永久支撐，盡量減少填海的需要。

It is suggested to use the foundation of the ramp and staircase of the footbridge near Yau Kom Tau Pier as permanent support for the proposed cycle bridge, in order to reduce the extent of reclamation far as practicable.

