

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



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.

您的意見
Your Feedback

我們會於2022年10月至12月期間，就荃灣景花園至掃管笏段單車徑的推展方向進行公眾諮詢和舉辦公眾參與活動，歡迎大家到訪項目網站了解活動詳情，及於12月2日或之前表達意見。

We will conduct public consultation and organise a series of public engagement activities from October to December 2022 to collect views on the implementation direction of the cycle track section between Tsuen Wan Bayview Garden and So Kwun Wat. You are welcome to visit the project website for more details and share your views by 2 December 2022.



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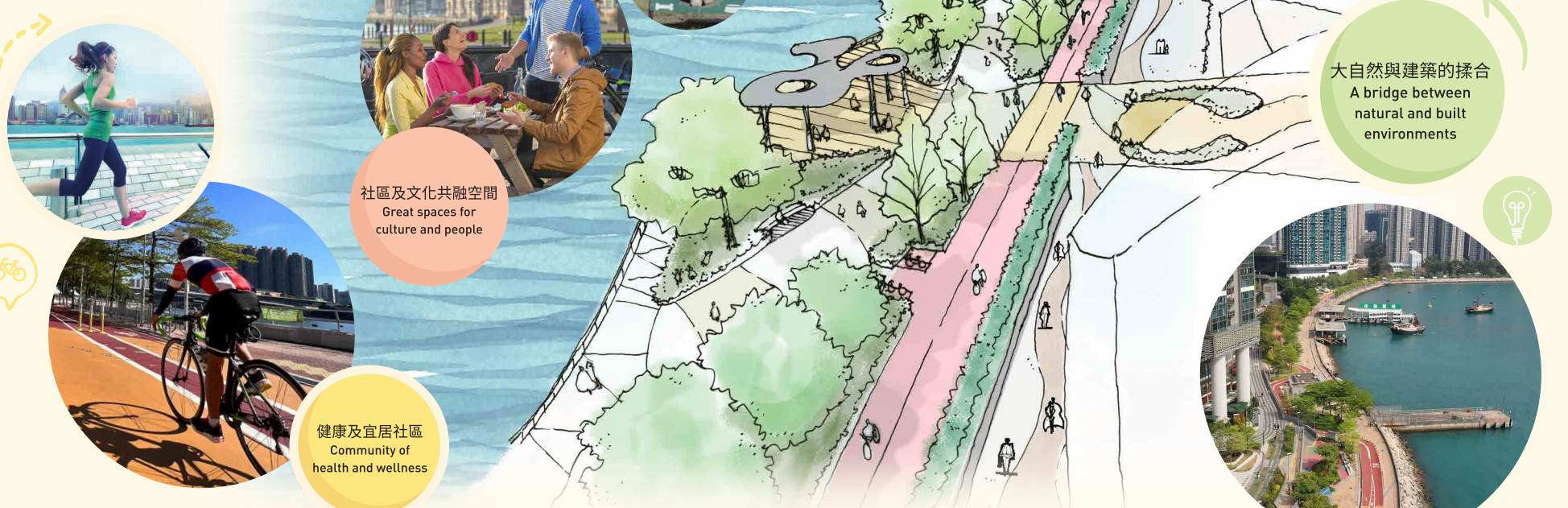
深井新海濱長廊
New Promenade in Sham Tseng

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.

設計願景
Planning Vision

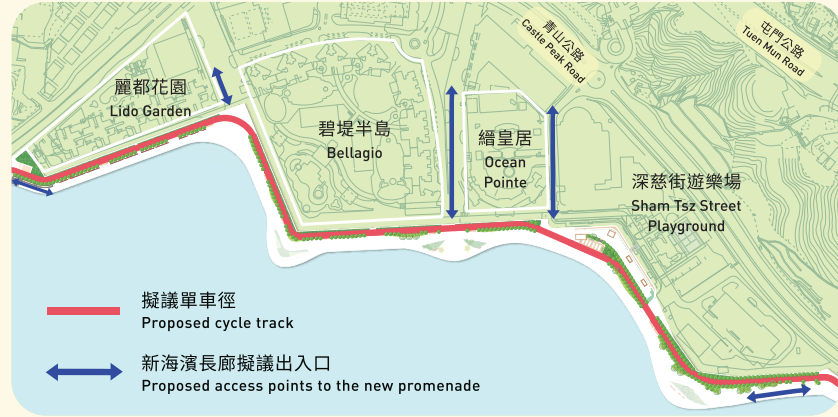
設計的第一步，讓我們先想想有甚麼願景？
Before we design, shall we first think about our vision?



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.



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

設計考慮及機遇
Planning Considerations and Opportunities

- 可否與現有設施融合？
Is it possible to integrate the promenade with the existing facilities?
- 有更多休憩空間，該如何運用？
How to make use of the additional open space?
- 如何加強海濱與深井內陸地段的連繫？
How to strengthen the connectivity between the waterfront and the hinterland of Sham Tseng?
- 如何讓市民欣賞迷人的日落景致？
How to let the public enjoy the stunning sunset?
- 如何讓單車徑的設計與海濱融合？
How to design the cycle track so that it blends in with the waterfront?
- 如何應對氣候變化的影響，減少水浸風險？
How to deal with the impact of climate change in order to reduce the risk of flooding?

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「任何為將海床或前填地成為土地而進行或擬進行的工程」(海床和前填地的指定水位線為「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)深設臨時工作平台以興建單車橋永久結構。臨時工作平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。

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 and facilitates the promotion of a healthy lifestyle to the public.

社會需要
Social Needs

- A 貫通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，并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

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

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 可有助本地單車業發展
Facilitate the growth of cycling related business

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.

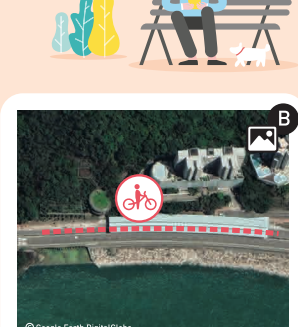
Some sections of the proposed cycle track need to be built on cycle bridges and the impact of the works on the Harbour has been minimised in the design. However, two locations will have implications under the PHO. There is a cycle bridge section of around 25m in length at **location 1** (near the Approach 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.

2 考慮因素
Considerations

沒有其他合理選擇
No Reasonable Alternatives

各個內陸走線方案均有其困難及限制，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



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單車橋。

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 bridge.

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，導致荃灣及葵涌區內水浸。

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

This alignment will disrupt the use of existing facilities along the shoreline, such as beaches and piers, and entail 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 proposed 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.

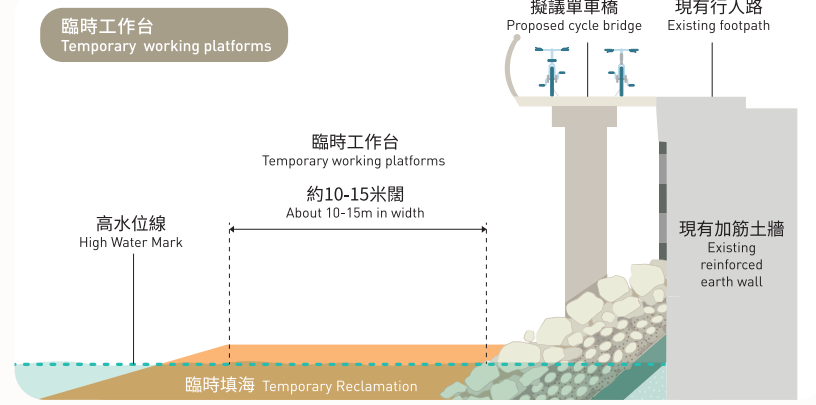


3 考慮因素
Considerations

最少限度填海
Minimum Extent of Reclamation

我們將優化**地點1**及**地點2**單車橋的設計，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平台，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 the 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 of 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.



臨時工作平台用於興建單車橋永久結構。根據初步技術評估，預計臨時填海總面積約1公頃，為期約兩年。
The temporary working platforms will be used for the construction of permanent cycle bridge structures. Based on the preliminary technical assessment, it is estimated that the temporary reclamation will have a total area of about 1 hectare, and may last for about two years.



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 as far as practicable.