



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

The Government strives to implement the "New Territories Cycle Track Network" (NTCTN) is collecting public views on the implementation direction of the project of cycle track



# 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

### 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

### 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

# 「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.



# 挑戰及機遇

Challenges and Opportunities



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。為增加步行樂趣,我們會在 可行的情況下,沿部分單車徑外圍建造行人路,及於空間充裕的合適地點設置觀景台。連 貫的單車徑及行人路將加強青山公路沿海的暢達性。

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 the 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. In order to make the walking experience more enjoyable, footpath will be constructed toward the seaside at some cycle track sections and viewing points will be offered as far as practicable at suitable locations where space permits. A continuous cycle track and footpath will enhance the accessibility of the harbourfront along the Castle Peak Road.



Tsing Lung Tau

單車橋剖面圖 - 臨海單車徑方案 Typical Section of Cycle Bridge - seaward cycle track scheme

現有青山公路

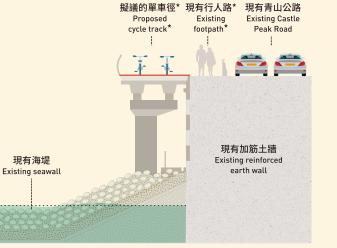
Peak Road

現有加筋土牆

Tai Lam Chung

屯門公路巴士轉乘站

Tuen Mun Road Bus-



\*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

單車橋剖面圖 - 臨海行人路方案

現有海堤

Existing seawal

Typical Section of Cycle Bridge - seaward footpath scheme

擬議行人路\* 擬議的單車徑\* 現有行人路

行人可輕鬆及方便地遊覽此活化歷史建築物。

擬議深井海濱長廊 Proposed Sham Tseng Promenade

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。單車匯合中心交 通方便,鄰近公共運輸交匯處,方便騎單車人士集合和解散。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. The cycling entry / exit hub will be conveniently located near public transport interchanges, facilitating cyclists to gather and disband. 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.



青山公路 - 深井段 Castle Peak Road -

Sham Tseng

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

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.



深井海濱長廊 Sham Tseng Promenade

初步建議以填海方式於深井增設一段長約1公里、闊約20米的海濱長廊,以供興建單 車徑和其他消閒及康樂設施,例如多功能空間、長者及兒童休憩設施、寵物友善設施 等。新海濱長廊亦能夠提供空間興建單車徑相關輔助設施,例如單車泊位、單車維修 站、洗手間、小食亭等。

The initial recommendation is to provide a promenade measuring approximately 1 km long and 20m wide in Sham Tseng through reclamation to accommodate the cycle track and other leisure and recreational facilities, such as multi-functional space, 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.



Castle Peak Road -

近水灣泳灘

Approach Beach

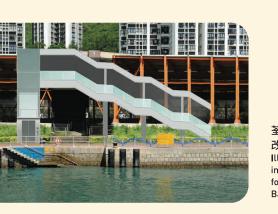
Ting Kau Village



Yau Kom Tau Pier

單車徑途經多個現有設施,部分可以藉此機會改建及優化。例如我們建議改建位於荃 灣灣景花園、油柑頭碼頭、汀九村、汀九橋和青泰路附近的行人天橋,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

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, we propose to modify the footbridges located near Tsuen Wan Bayview Garden, Yau Kom Tau Pier, Ting Kau Village, Ting Kau Bridge and Tsing Tai Road, by replacing the existing footbridge ramps 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 Bavview 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

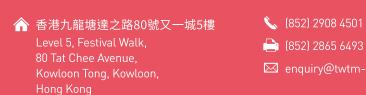
### 您的意見 Your Feedback

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。

direction of the cycle track section between Tsuen Wan Bayview Garden and Sc 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.

# 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.



## 設計考慮及機遇

Planning Considerations and Opportunities



Is it possible to integrate the promenade with the existing facilities?

有更多休憩空間,該如何運用?

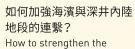
open space?

如何讓市民欣賞迷人的日落 **一** 景致? How to let the public enjoy the



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?



地段的連繫? How to strengthen the connectivity between the waterfront and the hinterland of Sham Tseng?



of climate change in order to reduce the risk of flooding?

An Active Living Promenade

可否與現有設施融合?

How to make use of the additional

stunning sunset?





如何應對氣候變化的影響 減少水浸風險? How to deal with the impact

minimise conflicts among road users

# 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》

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 地脈1及地脈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

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.





# 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

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.

環境需要

Environmental Needs

Encourage the public to use bicycle as

short or medium-haul transport tool

Free up more space for the public

Allow the public to enjoy the Harbour

to enjoy the Harbour

view at a closer distance

交通工具,實踐低碳生活



⚠ 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 to practise a low-carbon lifestyle B 鼓勵公眾實踐健康生活 B 騰出更多空間供公眾享用維港

Encourage the public to follow a healthy

C 公眾可近距離欣賞維港景觀 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 ✓ 經濟需要 Economic Needs □ 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 A 促進單車徑沿線經濟活動 Boost economic activities along Enhance the overall experience of cyclists and pedestrians by providing a safe and continuous the cycle track cycle track and footpath network with enhanced B 推廣單車旅遊 connections to isolated open spaces and

E 改善行人環境,減少爭路情況 Improve pedestrian environment and

attractions

Promote cycling tourism ○ 可有助本地單車業界發展

Facilitate the growth of cycling

related business

# 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



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

並須佔據荃灣海濱整條行人路 he access ramp to the tunnel porta near location 2 is relatively long and will 近 地點 2 青山公路路段並沒有中央分隔帶 waterfront promenade

在地點2 附近接駁隧道出入口的斜路較長

### 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月陡峭的斜坡,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

ecessitate 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 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

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。

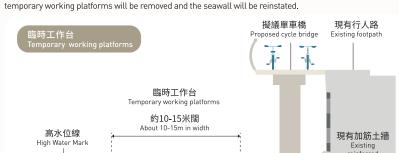
## Inland tunnel alignment:

If the cycle track is to be constructed in the form of a tunnel, a tunnel portal near location 2 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.

### 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 天橋的現有椿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 <a href="location1">location 1</a> and <a href="location2">location 2</a> 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



# 臨海走線方案

離岸走線方案

海範圍亦最大。

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

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

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



臨時工作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,

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



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撑。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