

**Proposals from District Councils and  
Responses from the Administration in the Past Three Years  
Regarding the Provision of Additional Cycle Tracks**

<b>District Council (DC)</b>	<b>Proposal</b>	<b>Response from the Administration</b>
Southern	To complement the South Island Line (East) project, it was proposed that a cycle track be constructed from Ocean Park Station routing through Ocean Park Road, Heung Yip Road and extending westward to connect the Aberdeen waterfront via the newly developed green belt and footbridge along the Wong Chuk Hang nullah.	The Transport Department (TD) responded that, due to road safety considerations, the Government did not encourage the public to use bicycles as a transport mode in urban areas, but would continue to foster a bicycle-friendly environment in new towns and new development areas. Since a cycle track must be wide enough to ensure safety, it was difficult to spare space for building a cycle track at the newly developed green belt along the Wong Chuk Hang nullah.
Central & Western	At the meeting of the Culture, Leisure & Social Affairs Committee of the Central & Western DC on 27 June 2013, some members proposed that a cycle track be constructed along the Central and Western District Promenade.	According to the Leisure and Cultural Services Department (LCSD), the Central and Western District Promenade is long and narrow, with most sections measuring only a few metres in width and serving mainly as waterfront passageways. Due to site constraints, there is no sufficient space to provide a cycle track in the existing promenade area. However, the Government will examine the feasibility of the proposed provision of a cycle track in the permanent waterfront promenade at the new Central harbourfront.
Kwun Tong	At the meeting of the District Facilities Management Committee of the Kwun Tong DC on 17 May 2012, it was proposed that the Housing Department (HD) should provide a cycle track to encircle the public housing area under the development plan of the "District Open Space Adjoining Public Housing Development at Anderson Road".	HD had examined the proposed provision of a cycle track encircling the open space concerned. On 6 September 2012, HD and LCSD met with the chairman and members of the District Facilities Management Committee of the Kwun Tong DC, and explained that due to site constraints, it was unlikely that a cycle track could be constructed within the open space concerned. The chairman of the Committee and members present agreed that it was not necessary to provide a cycle track at the open space concerned.
Islands	In March 2012, the Traffic	For items (a) and (b), TD has responded that as Tung

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	<p>and Transport Committee proposed the provision of cycle tracks to connect:</p> <p>(a) Tung Chung Municipal Services Building ;</p> <p>(b) Tung Chung new ferry pier with Tung Chung old ferry pier; and</p> <p>(c) waterfront cycle tracks to be extended from Tung Chung to Sunny Bay MTR Station.</p> <p>Members also suggested the early implementation of the proposed South Lantau Mountain Bike Trail (MBT) networks project to expand and improve the existing MBT network in South Lantau.</p>	<p>Chung is a developed area, there are certain limitations and difficulties to the provision of cycle tracks. Under the Planning and Engineering Study on the Remaining Development in Tung Chung, the Civil Engineering and Development Department (CEDD) will review whether there is room for improvement in respect of cycle tracks.</p> <p>For item (c), the TD responded that the Revised Concept Plan for Lantau released by the Planning Department in 2007 covered the preliminary proposal of providing a cycle track from Tung Chung to Sunny Bay. Public views would be sought if the proposal is to be taken forward by the relevant departments in future.</p> <p>CEDD is reviewing the proposed project.</p>
North	<p>It was proposed that a cycle track be constructed along Wah Ming Road to facilitate cyclists and to enhance the safety of road users.</p> <p>It was proposed that a cycle track be constructed along Sha Tau Kok Road.</p>	<p>TD has conducted a preliminary assessment on the feasibility of the proposal. In terms of technicality, the provision of the cycle track would involve the acquisition of private land and affect about 80 trees and two slopes. In addition, road widening works are underway at the intersection of Wah Ming Road and Pak Wo Road, making it difficult to spare sufficient space for the construction of the cycle track. Since there is already a cycle track along Pak Wo Road, which is near Wah Ming Road, to link up the cycle track network in North district as a whole, TD has no plan for the time being to provide a cycle track along Wah Ming Road. TD will continue to explore other viable options with the DC on enhancing cycle tracks within the district.</p> <p>There is already a cycle track along the section of Sha Tau Kok Road between Jockey Club Road and San Wai Barracks. If additional cycle tracks are to be built along the remaining sections of Sha Tau Kok Road, it would involve the acquisition of private land</p>

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		and the removal of a large number of trees. As such, TD has not yet any plan to extend the existing cycle track along Sha Tau Kok Road.
Sha Tin	It was proposed that a cycle track be constructed along Che Kung Miu Road for connection to the Hin Keng area and Mei Tin Road in Tai Wai.	The proposal and related traffic improvement projects have been referred to the Highways Department (HyD) for further study and implementation. HyD has completed the engineering design and planning of the proposed cycle track along Che Kung Miu Road. The project is expected to be gazetted in April 2014, followed by detailed design and project arrangement.
Tai Po	It was proposed that the existing cycle track be extended to Lam Tsuen Wishing Square and Sam Mun Tsai Village to complement district tourism development.	<p>CEDD is focusing on the implementation of the trunk network of the cycle track between Ma On Shan and Tuen Mun. CEDD will take the proposed extension of the existing cycle track to Lam Tsuen Wishing Square into account when it considers expanding the cycle track network from the trunk network in future.</p> <p>Meanwhile, CEDD is designing a cycle track along Sam Mun Tsai Road to near the entrance of the typhoon shelter. En route to Sam Mun Tsai Village is a 250-metre long dam, which is not wide enough for building a cycle track. Large-scale modification of the dam will be necessary in order to build a cycle track there, which will pose many challenges. As such, CEDD will now focus on building the cycle track network to the entrance of the typhoon shelter. The proposal to extend the cycle track network to the entrance of Sam Mun Tsai Village will be investigated further in future.</p>