

*Provision of cycle track network in the New Territories*

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The Audit Commission ("Audit") conducted a review of the provision of cycle track network in the New Territories. In 2008, the Administration pledged to carry out the New Territories Cycle-track Network ("the Network") for providing a continuous east-west cycle track from Ma On Shan to Tsuen Wan with a total length of 112 kilometres ("km"), of which 70 km would be new cycle tracks. The Network would comprise four sections, namely Section A (Ma On Shan to Sheung Shui), Section B (Sheung Shui to Tuen Mun), Section C (Tuen Mun to Tsuen Wan) and Section D (six branching-off sections). The construction works of the Network were expected to commence in mid-2009 for completion from mid-2011 onwards. The Civil Engineering and Development Department ("CEDD") is responsible for the planning, design and construction of the Network. From June 2009 to July 2013, the total approved funding for implementing part of the Network was \$553.9 million, which covered the construction works of Section A and Section B (Stage 1) and detailed design and investigation of advance works and Stage 1 and alignment review of Stage 2 works of Section C<sup>1</sup>.

2. The Committee noted the following findings from the Director of Audit's Report:

- Section A was completed and opened for public use in March 2014, which was 20 months behind the target completion date. For Section B works, the original target completion date of July 2013 could not be met. No timeframe for implementing Sections C and D works had been set;
- the Administration had not provided the Legislative Council with the estimated cost of the whole Network;
- a number of deficiencies were found in the management of works contracts by CEDD. For instance, there were errors in preparing Bills of Quantities for two contracts, resulting in delays in awarding the contracts; widening works were not carried out on some narrow cycle-track sections; numerous construction and improvement works were outstanding and cycle-hub facilities (such as bicycle-rental kiosks, first-aid stations and public toilets) were not available even after Section A had been opened for public use;

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<sup>1</sup> Stage 1 works of Section B comprised implementation of improvement works at selected sections of existing cycle track between Yuen Long and Tuen Mun, and the construction of a new cycle track section each in Sheung Shui and Yuen Long. Stage 1 and Stage 2 works of Section C comprised the construction of a new cycle track cum footpath of about 4.5 km from Bayview Garden to Ting Kau and a new cycle track cum footpath of about 15.2 km from Ting Kau to Tuen Mun respectively.

- slow progress in carrying out improvement works at accident-prone sites for enhancing cycling safety. There were frequent delays in the completion of improvement works; and
- cyclists needed to dismount 105 times at regulatory dismount zones during their ride along a 45.6-km cycle track in Yuen Long (i.e. on average, cyclists needed to dismount once every 0.4 km on the cycle track). Audit Survey on one regulatory dismount zone found that no cyclist complied with the mandatory dismount requirement<sup>2</sup>.

3. The Committee did not hold any public hearing on this subject. Instead, it asked for written responses regarding progress and delays in the construction of Sections C and D and their estimated completion dates, preparation of tender Bills of Quantities by CEDD, progress of improvement works at accident-prone sites and the handling of complaints relating to cycle tracks by Highways Department. The replies from **Commissioner for Transport, Director of Civil Engineering and Development** and **Director of Highways** are in *Appendices 39 to 41 respectively*.

4. The Committee wishes to be kept informed of the progress made in implementing the various recommendations made by Audit.

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<sup>2</sup> Under the Road Traffic (Traffic Control) Regulation (Cap. 374G), cyclists must dismount and push their bicycles when crossing regulatory cycle dismount zones.