

LCQ7: Public toilets provided along the New Territories Cycle Track Network

Following is a question by the Hon Steven Ho and a written reply by the Secretary for Development, Ms Bernadette Linn, in the Legislative Council today (June 12):

Question:

It is learnt that the Tuen Mun to Ma On Shan backbone section of the New Territories Cycle Track Network is about 60 kilometres long, and it takes more than six hours to complete the entire route by cycling. Regarding public toilets provided along the cycle track network, will the Government inform this Council:

(1) of the number, locations and facilities of public toilets provided along the aforesaid cycle track network; how the Government assesses the demand of cyclists and residents in the vicinity of the cycle track network (especially villagers) for such public toilets;

(2) given that as shown on the map and according to site visits conducted by the staff of my office, the distances between public toilets (not temporary public toilets) along the cycle track network vary, whether it has compiled statistics on the respective average and farthest distances between each public toilets, as well as the corresponding travel time needed by walking and cycling;

(3) whether temporary public toilets have been provided along the cycle track network; if so, of the specific number and locations of such toilets;

(4) as the staff of my office are given to understand, temporary public toilets in a number of villages along the cycle track network have been provided in-situ for more than five years, whether it has assessed if such a situation reflects the long-term need of such temporary public toilets (e.g. whether it has compiled statistics on the number and locations of temporary public toilets which have been provided in-situ for more than five years in Ting Kok Road, whether it has received views or applications from the residents concerned for converting such temporary public toilets into permanent ones, as well as the corresponding ways and progress of handling such views and applications); and

(5) as there are views that while temporary public toilets can provide an interim solution to the problem faced by members of the public due to the shortage of toilet facilities, the design of some temporary public toilets gives rise to odour and hygiene problems and poses potential safety hazards, whether the authorities will consider expeditiously converting temporary

public toilets along the cycle track network into permanent ones; if so, of the locations and number of additional permanent public toilets to be provided; if not, the reasons for that?

Reply:

President,

The Government strives to implement the New Territories Cycle Track Network (NTCTN) in stages, with an aim of connecting the cycle tracks in the New Territories East and West. Currently, the Tuen Mun to Ma On Shan backbone section of about 60 kilometres, the section from Tsuen Wan Riviera Park to Bayview Garden of about two km, and the branching off section of cycle track in Sam Mun Tsai in Tai Po of about one km, are open for public use. To facilitate the enjoyment of cyclists, the Government provides ancillary facilities along the cycle tracks, including cycling entry/exit hubs near public transport interchanges to provide bicycle parking spaces, bicycle rental and repairs kiosks, practising areas, first aid stations or information kiosks, as well as resting stations and public toilets at suitable locations. Public toilets along the NTCTN are mainly managed by the Food and Environmental Hygiene Department (FEHD), while those in the parks and recreational facilities along the route are managed by the Leisure and Cultural Services Department (LCSD) and those in the Wetland Park and country parks along the route are managed by the Agriculture, Fisheries and Conservation Department (AFCD).

In response to the Hon Steven Ho's question, having consulted the Environment and Ecology Bureau, the FEHD, the LCSD, the AFCD and the Civil Engineering and Development Department (CEDD), the Development Bureau's consolidated reply is as follows:

(1) When planning for the provision of public toilets, the Government will consider the number of existing nearby public toilets, utilisation data, land requirements, feasibility, as well as the opinions and requests of nearby residents, local community and District Councils. The public can locate public toilets available along the NTCTN through the "HKeMobility" app. In the course of planning and design for the NTCTN, the CEDD consulted and obtained support from relevant District Councils and cycling groups regarding the number, locations and facilities of the newly provided public toilets. Apart from about 100 existing public toilets in the vicinity of the NTCTN, the CEDD has provided a total of eight public toilets stated below at cycling entry/exit hubs and suitable resting stations. These public toilets are in use and handed over to the FEHD for management.

Serial No.	District	Name and location of Public Toilets
1	Tuen Mun	Siu Hong Public Toilet Siu Hong Court near Ng Lau Road (located at the Tuen Mun Cycling Entry/Exit Hub)

2	Yuen Long	Tin Fuk Road Public Toilet Tin Fuk Road, Tin Shui Wai (located at the Tin Shui Wai Cycling Entry/Exit Hub)
3	Yuen Long	Small Traders New Village (1) Public Toilet Long Wo Road, Yuen Long (located at the Yuen Long Town Cycling Entry/Exit Hub)
4	North	Ho Sheung Heung Public Toilet (III) At Side of Cycle Track, Ho Sheung Heung Pai Fung Road, Sheung Shui (located at the Sheung Shui Sheung Yue River Resting Station)
5	North	Shek Wu Hui Public Toilet San Wan Road, Sheung Shui (located at the Sheung Shui Cycling Entry/Exit Hub)
6	Sha Tin	University Station Public Toilet Chak Cheung Street, Sha Tin (located at the University Station Cycling Entry/Exit Hub)
7	Tsuen Wan	Hoi Hing Road Public Toilet Cycle Track, Hoi Hing Road, Tsuen Wan (located at the Tsuen Wan Waterfront Cycling Entry/Exit Hub)
8	Tai Po	Sam Mun Tsai Road Public Toilet Sam Mun Tsai Road, Tai Po (located at the Sam Mun Tsai Resting Station)

Note: All public toilets are equipped with accessible toilets

(2) Based on the abovementioned considerations in planning for the provision of public toilets, the distribution along the route varies and they are not rigidly provided at a fixed interval. Based on the total length of 63 km and about 100 public toilets along the route of the cycle track, the average distance between public toilets is about 0.6 km. The farthest distance between two public toilets is about seven km, which are located between Yuen Long Town Cycling Entry/Exit Hub and Mai Po Tsuen. Calculated from the midpoint of these two public toilets, the journey of the nearest public toilet is about 3.5 km which requires not more than 20 minutes to cycle (about 50 minutes for cyclists who choose to walk under special circumstances). Currently temporary toilets are provided by the FEHD at Pok Wai South Road for that section, so that users can reach a toilet with half the time required.

(3) For temporary public toilets in the villages along the cycle track network, there are currently temporary toilets provided by the FEHD at three locations, including Pok Wai South Road in Yuen Long, Ting Kok Road near Ting Kok Tsuen and near Tung Tsz Road in Tai Po, as well as temporary toilets

provided by the AFCD at three locations in Long Valley Ecological Park near to the cycle track.

(4) and (5) The FEHD and the AFCD inspect temporary toilets and arrange their service contractors to regularly clean them and repair damaged facilities so as to ensure the hygiene and normal operation of the toilets. The FEHD and the AFCD will also arrange staff to follow up upon receipt of complaint(s).

The FEHD and the AFCD will review the provision of temporary toilets on need basis, and based on considerations such as utilisation data, land requirements, feasibility, as well as the opinions of nearby residents, local community and District Councils, etc., propose and explore with relevant Government departments the need and feasibility of converting temporary public toilets to permanent public toilets. Considering these factors, the FEHD and the AFCD currently have no plan to convert those temporary toilets mentioned in part (3) above to permanent public toilets.