

LEGISLATIVE COUNCIL PANEL ON DEVELOPMENT

259RS – Cycle tracks connecting North West New Territories with North East New Territories

PURPOSE

This paper seeks Members' view on our proposal to upgrade part of **259RS "Cycle tracks connecting North West New Territories with North East New Territories"** to Category A for the construction of Stage 1 works of the Tuen Mun to Sheung Shui section of the New Territories cycle track network as detailed in paragraph 4 of the paper at an estimated cost of \$295.4 million in money-of-the-day (MOD) prices. A progress update of the cycle track network is also provided in the paper.

OVERALL PROGRESS

2. For early enjoyment by the public, we have been making efforts in implementing the comprehensive cycle track network in the New Territories (at **Enclosure 1**) comprising –

- (a) a **backbone section** with a total length of about 82 kilometres (km) made up of two sections –
 - (i) **Tuen Mun – Ma On Shan section** of about 60 km in length starting from Tuen Mun in the west and connecting via Yuen Long, Sheung Shui, Fanling, Tai Po and Sha Tin to Ma On Shan in the east (under **259RS** and **271RS**¹); and
 - (ii) **Tsuen Wan – Tuen Mun section** of about 22 km in length running along the waterfront between Tsuen Wan and Tuen Mun (under **268RS**² and **276RS**³);

¹ The title of **271RS** is "Cycle tracks connecting North West New Territories with North East New Territories - Sheung Shui to Ma On Shan section".

² The title of **268RS** is "Cycle tracks between Tsuen Wan and Tuen Mun".

³ The title of **276RS** is "Cycle track between Tsuen Wan and Tuen Mun – detailed design and site investigation (advance and stage 1 works)".

- (b) **branching off sections** from the backbone section with a total length of about 22 km including extensions from Yuen Long to Nam Sang Wai, Ma On Shan to Sai Kung, Tuen Mun to Lung Kwu Tan, and a section at Sam Mun Tsai (under **265RS**⁴). The total length of branching off sections has been reduced from the previous estimate of 23 km to 22 km because the proposed Lok Ma Chau section will be separately pursued under the future Lok Ma Chau Loop development project and is excluded from the scope of **265RS**.

3. In view of the considerable length of the proposed cycle track network, we are implementing it in phases. A progress update on the implementation of various sections of the proposed cycle track network is provided below –

- (a) Tuen Mun – Ma On Shan backbone section is being taken forward in two phases. The first phase covering the eastern section between Sheung Shui and Ma On Shan (under **271RS**) commenced construction in May 2010 and is currently scheduled for completion in end 2013. As for the second phase covering the western section between Tuen Mun and Sheung Shui under **259RS**, we plan to implement it in stages. The Stage 1 works comprise the whole western section from Tuen Mun to Sheung Shui excluding the 13.5 km section between Kam Tin River and Sheung Yue River. The excluded section will be implemented as remaining works. We now propose to upgrade the proposed Stage 1 works to Category A as described in paragraphs 4 to 6 below. The programme for the remaining works is under review because we are working on the environmental mitigation measures required to address further concerns of environmental concern groups on the ecological impact of the cycle track at Hop Shing Wai; coordinating potential interface issues with other works or developments in the vicinity of the proposed cycle tracks; and carrying out preliminary design for the proposed toilet and cycle bridge (please refer to paragraph 8 below for details).
- (b) Tsuen Wan - Tuen Mun backbone section is planned to be implemented in three phases comprising the Advance Works from Tsing Tsuen Bridge to Bayview Garden, the Stage 1 works from Bayview Garden to Ting Kau and the Stage 2 works from Ting Kau to Tuen Mun. Currently, we are carrying out (under **276RS**) the detailed design and site investigation for the Advance Works and the Stage 1

⁴ The title of **265RS** is “Cycle tracks connecting North West New Territories with North East New Territories – extensions”.

works, the Environmental Impact Assessment (EIA) for the Stage 1 works and a review of the alignment of the Stage 2 works.

- (c) Branching off sections are in various stages of investigation and preliminary design. In particular, for the section from Yuen Long to Nam Sang Wai, the EIA Report was made available for public inspection under the EIA Ordinance (Cap. 499) in March 2013 and the EIA report for the section from Ma On Shan to Sai Kung is under preparation.

PROPOSAL

4. The part of **259RS** that we now propose to upgrade to Category A is for the construction of Stage 1 works of Tuen Mun to Sheung Shui section of the New Territories cycle track network. The proposed works include –

Portion A

- (a) construction of a new cycle track about 1 km in length along Kam Tin River and a resting station near Kam Tin River in Yuen Long;
- (b) construction of a new cycle track about 1.5 km in length along Sheung Yue River and Shek Sheung River and a resting station near Sheung Yue River in Sheung Shui;
- (c) construction of associated footpaths and decking of existing nullah about 30 metres (m) in length near Kam Tin River;

Portion B

- (d) improvement works to about 4.5 km in length of selected sections of existing cycle tracks in Tuen Mun, Tin Shui Wai and Yuen Long, including widening to current standards and provision of additional road signs;
- (e) provision of three entry/exit hubs and three resting stations along the existing cycle tracks in Tuen Mun, Yuen Long and Tin Shui Wai;

Associated Works

- (f) provision of supporting facilities including cycle rental/repair kiosks, cycle parking spaces, route maps, information boards, first aid stations, refreshment kiosks and toilets at the proposed entry/exit hubs and resting stations along the existing/new cycle tracks;

- (g) construction of associated landscaping, traffic aids, road lighting and ancillary works; and
- (h) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (E&MA) programme for the works mentioned in 4(a) to (g) above.

5. A plan showing the proposed Stage 1 works and remaining works of Tuen Mun to Sheung Shui section is at **Enclosure 2**. Plans showing the typical layout of the entry/exit hubs, as illustrated by the one at Tin Fuk Road in Tin Shui Wai, and that of the resting stations, as illustrated by the one at Long Tin Road in Yuen Long, are at **Enclosure 3** and **Enclosure 4** respectively. Subject to funding approval by the Finance Committee (FC), we plan to commence the works in September 2013 for completion by end 2016.

FINANCIAL IMPLICATIONS

6. We estimate the cost of the project to be \$295.4 million in MOD prices with breakdown as follows –

\$ million

Portion A

- | | | |
|-----|--------------------------------------------------------------------------------------------|------|
| (a) | New cycle track along Kam Tin River, and a resting station nearby | 12.6 |
| (b) | New cycle track along Sheung Yue River and Shek Sheung River, and a resting station nearby | 45.0 |
| (c) | Associated footpaths and decking of existing nullah near Kam Tin River | 25.0 |

Portion B

- | | | |
|-----|------------------------------------------------------------------------------|------|
| (d) | Improvement to existing cycle tracks in Tuen Mun, Tin Shui Wai and Yuen Long | 13.7 |
| (e) | Entry/exit hubs and resting stations in Tuen Mun, Tin Shui Wai and Yuen Long | 50.0 |

Associated Works

(f)	Supporting facilities including cycle rental/repair kiosks, cycle parking spaces, route maps, information boards, first aid stations, refreshment kiosks and toilets	39.1
(g)	Associated landscaping, traffic aids, road lighting and ancillary works	12.1
(h)	Environmental mitigation measures and EM&A for works in (a) to (g) above	3.2

Others

(i)	Consultants' fee for	
	(i) Contract administration	1.6
	(ii) Management of resident site staff	1.0
(j)	Remuneration of resident site staff	24.0
(k)	Contingencies	22.7
	Sub-total	<u>250.0</u> (in September 2012 prices)
(l)	Provision for price adjustment	45.4
	Total	<u>295.4</u> (in MOD prices)

PUBLIC CONSULTATION

7. After consulting relevant District Councils, we gazetted the proposed works for the whole western section of the cycle track network from Tuen Mun to Sheung Shui (i.e. the proposed Stage 1 works and remaining works) under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 6 June 2008 and received 12 objections. We held meetings with the objectors. One of the objections was withdrawn but the other 11 objections remained unresolved. As

the objections were mainly against the cycle track between San Tin Tsuen Road and Pak Shek Au Interchange⁵, we gazetted an amendment on 30 April 2009 to exclude this section of works and the associated works from the proposed works and land resumption limits so that part of the works could start earlier. Despite gazettal of the amendment and subsequent meetings with the original 11 objectors, the status of their objections remained unresolved. On 3 November 2009, the Chief Executive in Council authorised the proposed works with the amended scope as described above. The authorisation notice was gazetted on 15 January 2010.

8. We reported the progress of **259RS** to the Environment, Hygiene and District Development Committee of the Tuen Mun District Council, the Traffic and Transport Committee of the Yuen Long District Council and the Traffic and Transport Committee of the North District Council (NDCT&TC) on 23 November 2012, 22 November 2012 and 14 January 2013 respectively. We also informed the District Councils of our proposal to proceed with construction of the Stage 1 works of Tuen Mun to Sheung Shui section. Members generally supported our proposal. NDCT&TC further requested for the provision of a toilet⁶ at the proposed resting station near Sheung Yue River and shifting the proposed cycle bridge across Shek Sheung River away from Tsung Pak Long as shown in **Enclosure 2**. After reviewing the need for toilet facilities for the cyclists, we proposed to NDCT&TC at its meeting on 11 March 2013 that, subject to satisfactory completion of the statutory procedures under EIA Ordinance (Cap. 499) and funding approval, we would provide a toilet to the resting station adjacent to Sheung Yue River as part of the remaining works. We also proposed to omit the originally proposed cycle bridge across Shek Sheung River from the proposed Stage 1 works of Tuen Mun to Sheung Shui section and, subject to satisfactory completion of the statutory procedures under EIA Ordinance (Cap. 499) and Roads (Works, Use and Compensation) Ordinance (Cap. 370) as well as funding approval, we would construct the proposed cycle bridge at the revised location as part of the remaining works. NDCT&TC supported our above proposals. We also consulted various cyclist groups on the proposed Stage 1 works of Tuen Mun to Sheung Shui section on 15 March 2012 and 8 January 2013 and obtained their support.

ENVIRONMENTAL IMPLICATIONS

9. **Portion A** works comprising items (a) to (c) in paragraph 4 above, which involve construction of new cycle tracks and resting stations along Kam

⁵ This section falls within the remaining works.

⁶ There is an existing small village toilet at Ho Sheung Heung Village near the proposed resting station but it is not capable of meeting the need of visitors visiting the areas.

Tin River, Sheung Yue River and Shek Sheung River, are part of the **designated project** of the cycle track works from Sha Po Tsuen in Yuen Long to Shek Sheung River in Sheung Shui under Schedule 2 of the EIA Ordinance (Cap. 499). An environmental permit is required for the construction and operation of the works for this section of cycle tracks and the associated facilities. **Portion B** works comprising items (d) and (e) in paragraph 4 above, which involve improvements to existing cycle tracks and construction of entry/exit hubs and resting stations in Tuen Mun, Tin Shui Wai and Yuen Long, are **not designated projects** under the EIA Ordinance (Cap. 499) and an environmental permit is not required for the construction and operation of these cycle tracks and associated facilities. Works items (f) to (h) in paragraph 4 above are associated works to the works in both Portion A and Portion B. Details of their environmental implications are set out below -

(a) Portion A

On 12 March 2009, the EIA report for the designated project of the cycle tracks running from Sha Po Tsuen in Yuen Long to Shek Sheung River in Sheung Shui, within which Portion A is located, was approved without conditions under the EIA Ordinance (Cap. 499). It indicated that the works for this section of cycle tracks, after the adoption of appropriate mitigation measures, would comply with all environmental legislation and standards with no unacceptable residual impacts. Since the approval of the EIA report in 2009, there have been minor design revisions due to circumstantial changes such as changes in landscape design to suit the latest site situation. An Environmental Review (ER) on Portion A works is being carried out to assess the environmental impacts of the design revisions. We anticipate that the ER would be completed before funding application.

(b) Portion B

For Portion B works, we completed an ER report in November 2008, which was accepted by the Director of Environmental Protection in February 2009. The ER report indicated that, with implementation of the proposed mitigation measures for the construction and operation phases, these works would not cause adverse environmental impacts.

10. We will incorporate into the works contract the mitigation measures recommended in the EIA and ER reports to control pollution arising from construction works to within established standards and guidelines. Furthermore, we will implement the EM&A programme recommended in the EIA and ER reports. We have included \$3.2 million (in September 2012 prices) in the project estimate for implementing the environmental mitigation measures and EM&A programme.

11. At the planning and design stages, we have considered the levels, layouts and construction sequence of the proposed Stage 1 works of Tuen Mun to

Sheung Shui section in order to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities⁷. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

12. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

13. We estimate that the project will generate in total about 10 940 tonnes of construction waste. Of these, we will reuse about 5 960 tonnes (54.5%) of inert construction waste on site and deliver 3 050 tonnes (27.9%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 1 930 tonnes (17.6%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$323,600 for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁸ at landfills).

HERITAGE IMPLICATIONS

14. The proposed Stage 1 works of Tuen Mun to Sheung Shui section will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

⁷ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

⁸ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per cubic metre (m³)), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

LAND ACQUISITION

15. The proposed Stage 1 works of Tuen Mun to Sheung Shui section will not involve any land resumption of private land. However, we will clear about 41 244 square metres of Government land. No domestic structure will be affected while some flimsy structures including storage, gates, fences and containers, etc. need to be cleared. Clearance of crops, cultivation and miscellaneous permanent items will also be required. Ex-gratia allowance will be paid to genuine cultivators in line with established policy. The estimated cost of land clearance is \$1.1 million which will be charged to **Head 701 – Land Acquisition**.

BACKGROUND INFORMATION

16. We upgraded **259RS** to Category B in January 2006. We upgraded part of **259RS** to Category A as **271RS** “Cycle tracks connecting North West New Territories with North East New Territories – Sheung Shui to Ma On Shan” in June 2009 at an estimated cost of \$230.3 million in MOD prices. We commenced the works in May 2010, which are currently scheduled for completion in end 2013.

17. Before the gazettal of the proposed works for the whole western section of the cycle track network from Tuen Mun to Sheung Shui under Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 6 June 2008, we consulted the Environment, Hygiene and District Development Committee of the Tuen Mun District Council, the Traffic and Transport Committee of the Yuen Long District Council, and the North District Council on the proposed cycle track network from Tuen Mun to Ma On Shan on 13 July 2007, 21 September 2007 and 26 July 2007 respectively and obtained their support. On 27 May 2008, we briefed the Legislative Council Panel on Development on the proposed implementation plan for developing a comprehensive cycle track network for the New Territories broadly comprising a backbone section and branching off sections. Members supported the proposal.

18. We engaged consultants to carry out investigation and detailed design for the proposed Stage 1 works of Tuen Mun to Sheung Shui section under **259RS** in September 2006. We have charged the cost of about \$2.15 million to **Subhead 7100CX** “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”. We have substantially completed the detailed design of the Stage 1 works of Tuen Mun to Sheung Shui section.

19. There are 1 186 trees within the project boundary of the proposed Stage 1 works of Tuen Mun to Sheung Shui section, of which 523 trees will be

preserved, 460 trees will be felled and 203 trees will be transplanted within the project site. All trees to be removed and transplanted are not important trees⁹. We will incorporate planting proposals as part of the project, including about 530 trees and 14 000 shrubs along the cycle tracks and inside the supporting facilities.

20. We estimate that the proposed Stage 1 works of Tuen Mun to Sheung Shui section will create about 100 jobs (83 for labourers and another 17 for professional/technical staff), providing a total employment of 3 450 man-months.

WAY FORWARD

21. We plan to seek the support of the Public Works Subcommittee for upgrading part of **259RS** to Category A in May 2013 with a view to seeking funding approval from FC in June 2013.

ATTACHMENT

- Enclosure 1 Plan showing Cycle Track Network in the New Territories
- Enclosure 2 Plan showing Cycle Tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section (Stage 1 & Remaining Works)
- Enclosure 3 Plan showing Entry/Exit Hub at Tin Fuk Road, Tin Shui Wai
- Enclosure 4 Plan showing Resting Station at Long Tin Road, Yuen Long

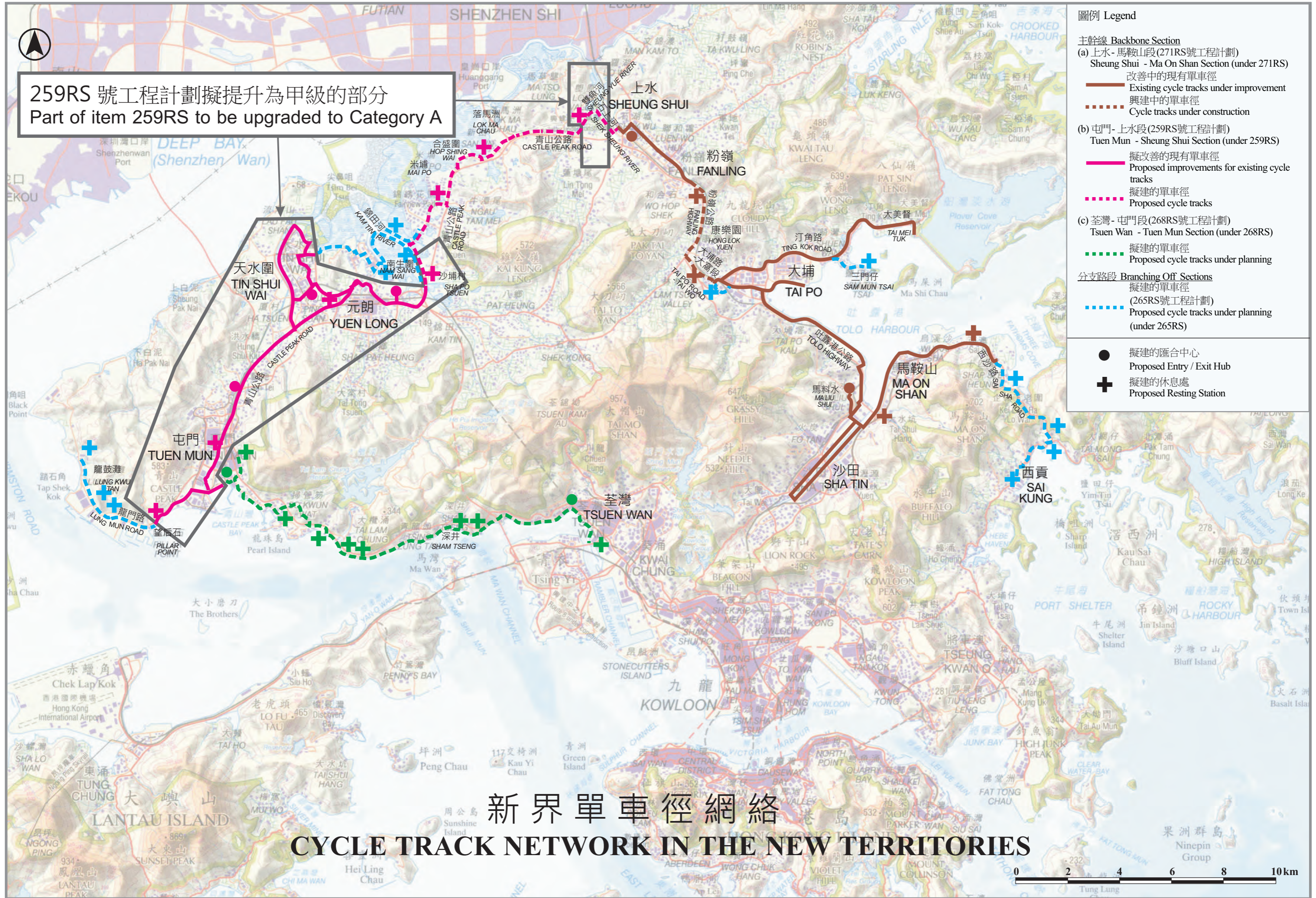
Development Bureau Civil Engineering and Development Department April 2013

⁹ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of the overall tree sizes, shape and any special features), e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with a trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with a height/canopy spread equal to or exceeding 25 m.



259RS 號工程計劃擬提升為甲級的部分
Part of item 259RS to be upgraded to Category A



圖例 Legend

主幹線 Backbone Section

(a) 上水-馬鞍山段(271RS號工程計劃)
Sheung Shui - Ma On Shan Section (under 271RS)

- 改善中的現有單車徑 Existing cycle tracks under improvement
- 興建中的單車徑 Cycle tracks under construction

(b) 屯門-上水段(259RS號工程計劃)
Tuen Mun - Sheung Shui Section (under 259RS)

- 擬改善的現有單車徑 Proposed improvements for existing cycle tracks
- 擬建的單車徑 Proposed cycle tracks

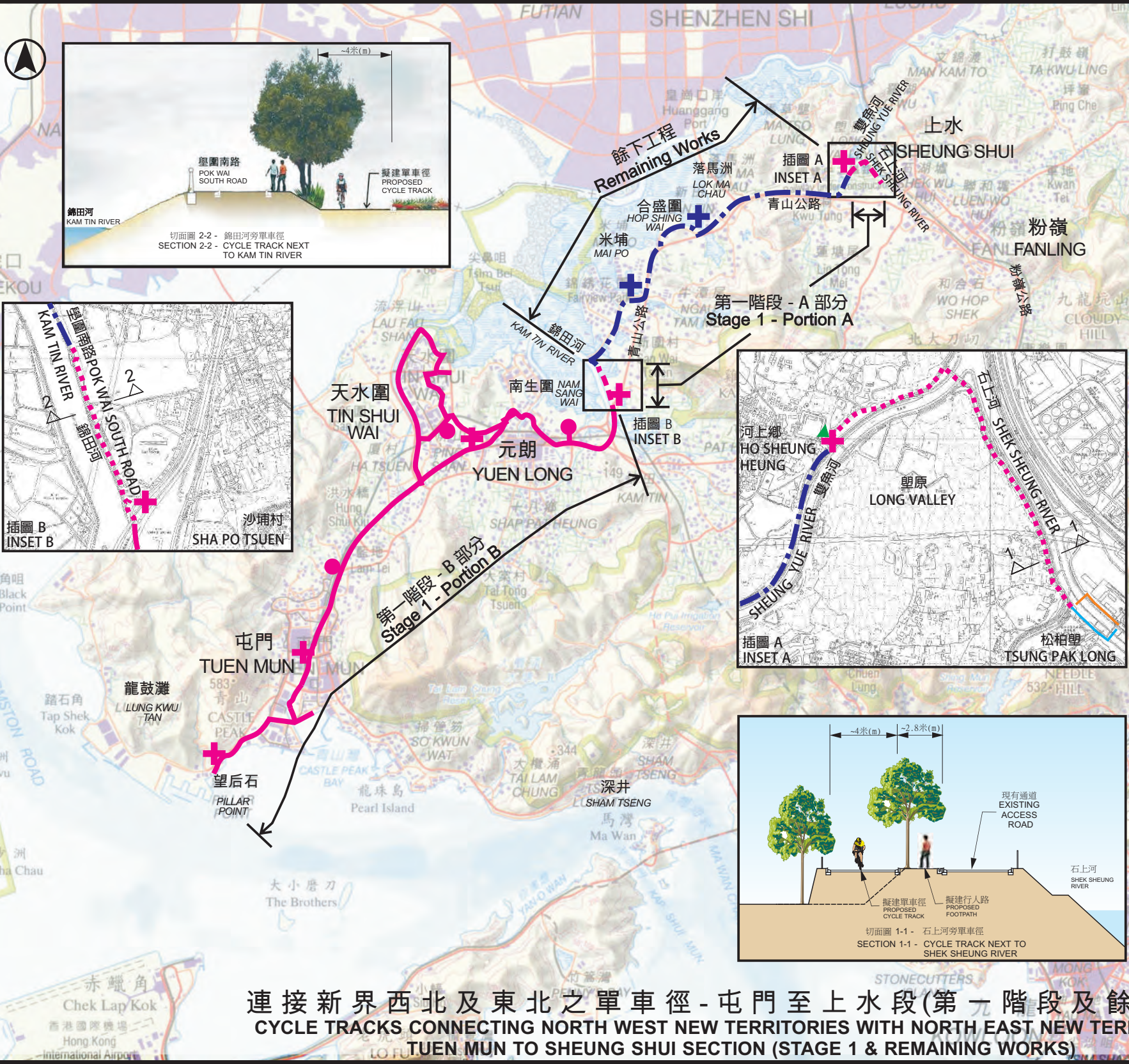
(c) 荃灣-屯門段(268RS號工程計劃)
Tsuen Wan - Tuen Mun Section (under 268RS)

- 擬建的單車徑 Proposed cycle tracks under planning

分支路段 Branching Off Sections
擬建的單車徑
(265RS號工程計劃)
Proposed cycle tracks under planning (under 265RS)

- 擬建的匯合中心 Proposed Entry / Exit Hub
- ⊕ 擬建的休息處 Proposed Resting Station

新界單車徑網絡 CYCLE TRACK NETWORK IN THE NEW TERRITORIES

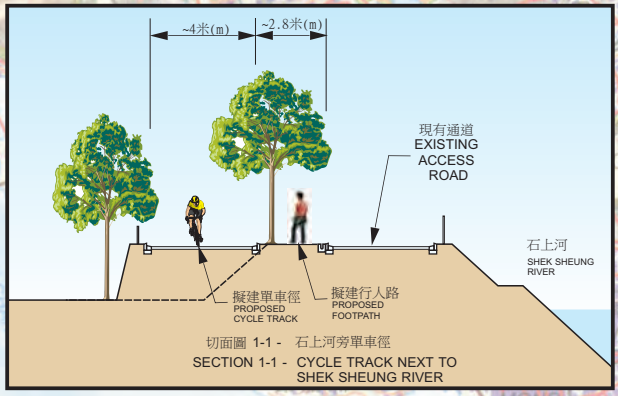
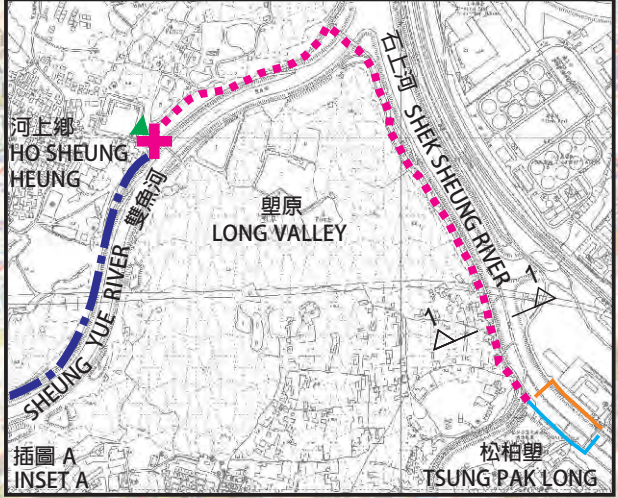
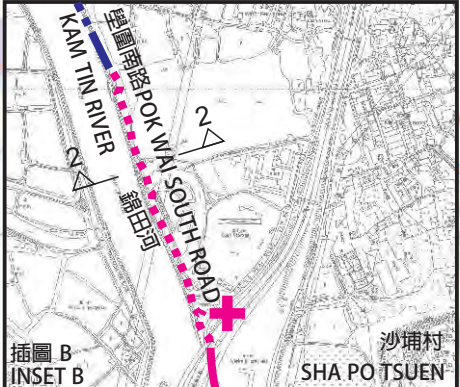
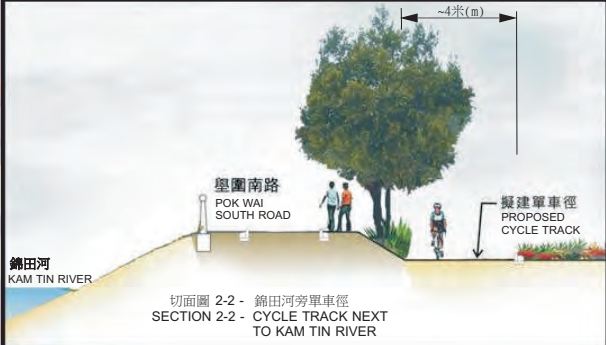


圖例 Legend

- 第一階段 Stage 1
- 擬改善的現有單車徑
Proposed improvements to existing cycle tracks
- 擬建的單車徑
Proposed cycle tracks
- 擬建的匯合中心
Proposed Entry / Exit Hub
- ⊕ 擬建的休息處
Proposed Resting Station
- 刪除第一階段工程擬建的單車天橋及單車徑
Proposed cycle bridge and cycle track to be omitted from Stage 1 works

餘下工程 Remaining Works

- - - 擬建的單車徑
Proposed cycle tracks
- ⊕ 擬建的休息處
Proposed Resting Station
- 考慮中的單車天橋新走線及相連單車徑(建議包括在餘下工程內, 實際位置及可行性有待確定)
New cycle bridge alignment and associated cycle track under consideration (proposed to be included in remaining works, actual location and feasibility to be confirmed)
- ▲ 建議加建洗手間位置 (建議包括在餘下工程內, 實際位置及可行性有待確定)
Proposed additional toilet (proposed to be included in remaining works, actual location and feasibility to be confirmed)



連接新界西北及東北之單車徑 - 屯門至上水段(第一階段及餘下工程)
CYCLE TRACKS CONNECTING NORTH WEST NEW TERRITORIES WITH NORTH EAST NEW TERRITORIES - TUEN MUN TO SHEUNG SHUI SECTION (STAGE 1 & REMAINING WORKS)



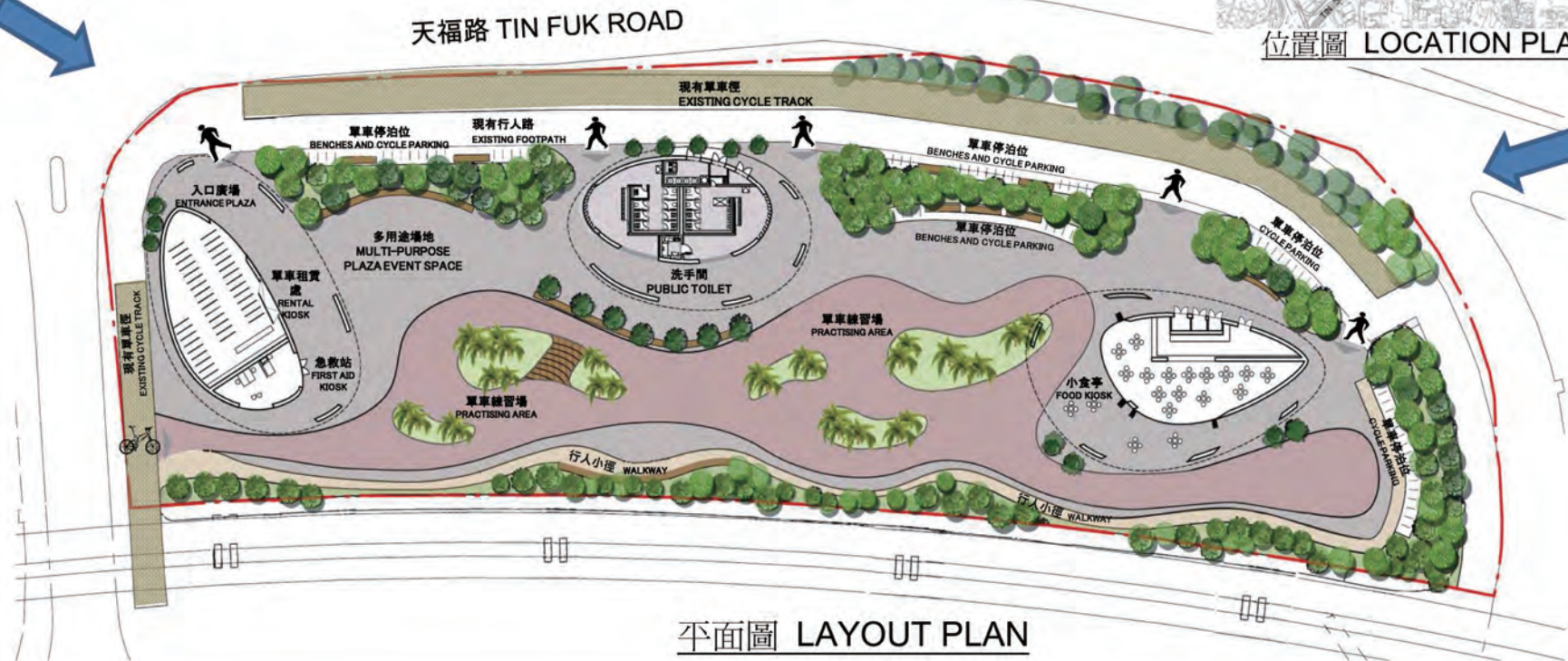
側面圖 A SIDE VIEW A



側面圖 B SIDE VIEW B



位置圖 LOCATION PLAN

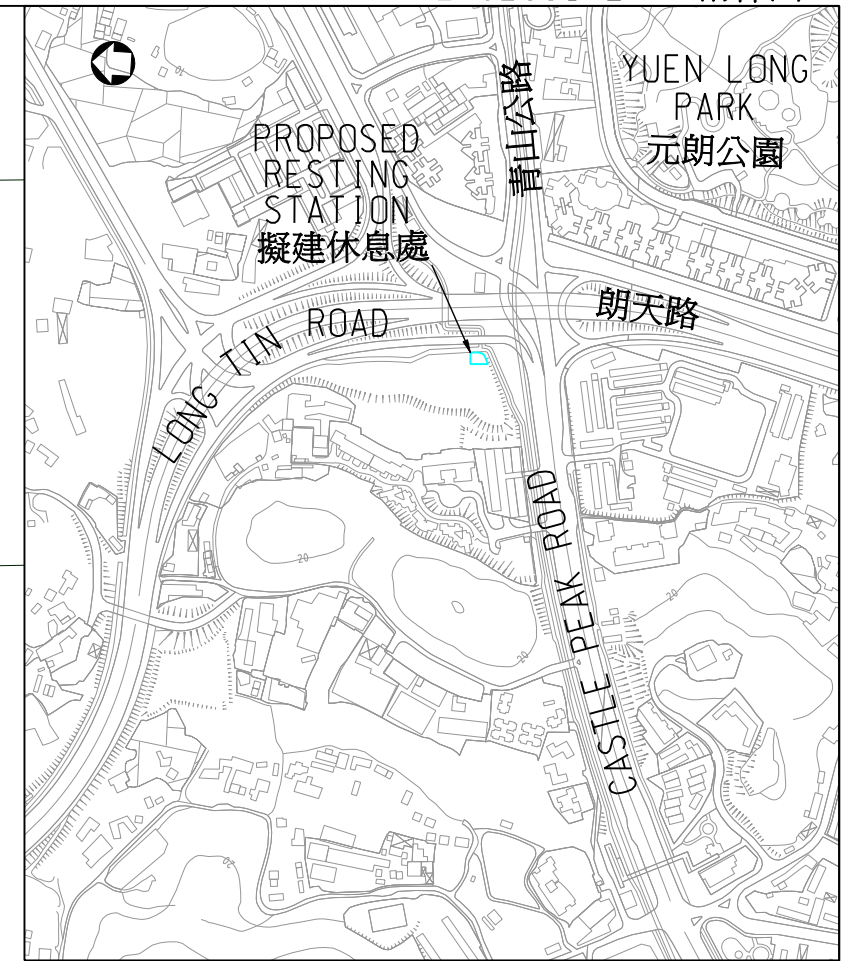


平面圖 LAYOUT PLAN

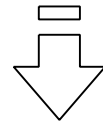
位於天水圍天福路的匯合中心
ENTRY / EXIT HUB AT TIN FUK ROAD, TIN SHUI WAI



LONG TIN ROAD
朗天路



PLANTER
花槽



CYCLE
PARKING
SPACES
單車停泊位

SHELTER AND BENCH
有蓋座椅

EXISTING CYCLE TRACK
現有單車徑



RESTING STATION AT LONG TIN ROAD, YUEN LONG
元朗朗天路休息處