

For discussion
on 22 July 2015

LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT

259RS – Cycle tracks connecting North West New Territories with North East New Territories — Tuen Mun to Sheung Shui section (Remaining)

PURPOSE

This paper seeks Members' support on our proposal to upgrade **259RS** to Category A at an estimated cost of \$890.9 million in money-of-the-day (MOD) prices for the construction of the remaining works connecting Yuen Long and Sheung Shui of the Tuen Mun to Sheung Shui section of the New Territories cycle track network ("the Project"), and updates Members on the overall progress of the New Territories cycle track network.

PROPOSAL

2. As part of our efforts to improve the quality of living in Hong Kong by developing a comprehensive cycle track network in the New Territories (shown at **Enclosure 1**), we now propose to upgrade **259RS** to Category A for the construction of the Project. The proposed works include –

- (a) construction of a new cycle track (with footpath) of about 11 kilometres (km) in length from Kam Tin River in Yuen Long to Sheung Yue River in Sheung Shui;
- (b) construction of three cycle bridges (across an existing nullah adjoining San Tin Tsuen Road in Yuen Long, San Tin Eastern Channel in Yuen Long and Shek Sheung River in Sheung Shui);
- (c) construction of two cycle subways (across Kam Pok Road and at Cross Boundary Shuttle Bus San Tin Terminus in Yuen Long);

- (d) construction of three resting stations (at Kam Pok Road, Ngau Tam Mei and San Tin of Yuen Long) with supporting facilities including cycle parking spaces, shelters and benches;
- (e) construction of a public toilet at Ho Sheung Heung;
- (f) associated landscaping, traffic aids, road lighting and other miscellaneous works; and
- (g) implementation of environmental mitigation measures and an environmental monitoring and audit (EM&A) programme for the works mentioned in 2(a) to (f) above.

3. A plan showing the proposed works is at **Enclosure 2**. Plans showing the typical layout of the resting stations, as illustrated by the one at San Tin, and the artist impression of the cycle bridge at Shek Sheung River in Sheung Shui are at **Enclosure 3** and **Enclosure 4** respectively.

4. Subject to funding approval of the Finance Committee, we plan to commence the proposed works in end 2015 for completion by end 2019.

FINANCIAL IMPLICATIONS

5. We estimate the cost of the proposed works to be \$890.9 million in MOD prices, broken down as follows –

	\$ million
(a) Cycle track with footpath	495.6
(i) at-grade	350.5
(ii) three cycle bridges	77.3
(iii) two cycle subways	67.8
(b) Resting stations with supporting facilities including cycle parking spaces, shelters and benches	5.0
(c) A public toilet	9.5

(d)	Associated landscaping, traffic aids, road lighting and other miscellaneous works	68.4	
(e)	Environmental mitigation measures and EM&A programme for works in 5(a) to (d) above	8.1	
(f)	Consultants' fee for	8.5	
	(i) contract administration	6.0	
	(ii) management of resident site staff	2.5	
(g)	Remuneration of resident site staff	57.6	
(h)	Contingencies	65.2	
	Sub-total	717.9	(in September 2014 prices)
(i)	Provision for price adjustment	173.0	
	Total	890.9	(in MOD prices)

PUBLIC CONSULTATION

6. We consulted the Environment, Hygiene and District Development Committee of the Tuen Mun District Council, the North District Council (NDC) and the Traffic and Transport Committee (T&TC) of the Yuen Long District Council (YLDC) on the proposed cycle track section from Tuen Mun to Ma On Shan under the original scope of **259RS** on 13 July, 26 July and 21 September 2007 respectively and obtained their support.

7. We gazetted the proposed works for the whole western section of the cycle track network from Tuen Mun to Sheung Shui (i.e. Stage 1 works and remaining works) under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) 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 section between San Tin Tsuen Road and Pak Shek Au Interchange under the scope of the remaining works, we gazetted an amendment scheme on 30 April 2009 to exclude this cycle track

section and the associated works from the proposed works and adjust land resumption limits to enable early commencement of the Stage 1 works. Despite gazettal of the amendment scheme and subsequent meetings with the original 11 objectors, their objections remained unresolved. On 3 November 2009, the Chief Executive-in-Council authorised the amended scheme. The authorisation notice was gazetted on 15 January 2010.

8. For the section of cycle track between San Tin Tsuen Road and Pak Shek Au Interchange, we took into account the public views and revised the alignments. With the support of the T&TC of the YLDC on 24 September 2009, we gazetted the proposed works for the revised alignment of this section of cycle track section under the Ordinance on 1 April 2010. No objection was received. The Permanent Secretary for Transport and Housing (Transport) authorised the proposed works on 9 July 2010. The notice of authorisation was gazetted on 16 July 2010. The proposed works for the whole section of the Project under **259RS** were thus authorised under the Ordinance.

9. In January 2013, some NDC members requested to shift the location of the proposed cycle bridge across Shek Sheung River near Tsung Pak Long, which was originally planned to be implemented under Stage 1 works. Furthermore, they requested provision of a public toilet at the proposed resting station near Sheung Yue River. In response to their requests, we decided to repackage the cycle bridge across Shek Sheung River from the Stage 1 works to the remaining works and include a public toilet at the proposed resting station near Sheung Yue River in the Project. On 10 March 2014, we consulted the T&TC of the NDC on the proposed toilet at the resting station near Sheung Yue River and the cycle bridge at the revised location of Shek Sheung River. Separately, to ameliorate the strong public concerns on the ecological impact of the original cycle track alignment on the growing number of egrets at Hop Shing Wai in recent years, we proposed to revise the alignment of the cycle track between the junction of Castle Peak Road – Mai Po and Mai Po Road and the junction of Shek Wu Wai Road and San Tin Highway (“the two Junctions”) under the Project, and consulted the T&TC of the YLDC on 27 March 2014 on the revised alignment. Members of the T&TC of both NDC and YLDC supported the gazettal of the necessary amendments and construction of the Project. In addition, we consulted various cyclist groups on the Project on 7 July 2014 and obtained their support. We then gazetted the second amendment scheme for revised alignment of the cycle track between the two Junctions and the revised location of the cycle bridge crossing Shek

Sheung River under the Ordinance on 26 September 2014, and received four objections. The objectors suggested various alternative alignments for the proposed cycle track and/or section of associated footpath, but their proposals were found less desirable after our investigation. For instance, some sections of the works under their proposals would encroach upon a Site of Special Scientific Interest and private lands, and involve the construction of large-scale retaining works which was not cost effective. Despite our explanations, the objectors maintained their objections. On 31 March 2015, the Chief Executive-in-Council overruled these objections and authorised the second amendment scheme without modification. The notice of authorisation was gazetted on 8 May 2015.

10. We also consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)¹ on the aesthetic design of the cycle bridges and cycle subways. The Committee accepted the proposed aesthetic design at its meetings in November 2009, February 2011, February 2012 and March 2015.

ENVIRONMENTAL IMPLICATIONS

11. The Project is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an environmental permit is required for construction and operation of the Project. The Director of Environmental Protection approved the EIA report for this Project in March 2009. The EIA report concluded that the environmental impact of the Project can be controlled to within the criteria under EIAO and the Technical memorandum on EIA Process. Since the approval of the EIA report, there have been minor design revisions due to circumstantial changes such as changes in the alignment of the proposed cycle track. An Environmental Review (ER) is being carried out to ascertain the environmental acceptability of the minor design revisions and the mitigation measures. We anticipate that the ER would be completed before the funding application.

¹ The ACABAS, which comprises representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, an academic institution, Architectural Services Department, Highways Department, Housing Department and Civil Engineering and Development Department, is responsible for vetting the design of bridges and other structures associated with the highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

12. We shall implement the measures recommended in the EIA and ER reports. The key measures include additional water and noise pollution control measures to avoid affecting the nearby sensitive locations. Furthermore, we will implement the EM&A programme recommended in the EIA and ER reports. We have included \$8.1 million (in September 2014 prices) in paragraph 5(e) above in the project estimate for implementing the environmental mitigation measures and EM&A programme.

13. At the planning and design stages, we have considered the levels, layouts and construction sequence of the Project 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 facilities². 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.

14. 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 and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

15. We estimate that the Project will generate in total about 162 800 tonnes of construction waste. Of these, we will reuse about 107 000 tonnes (66%) of inert construction waste on site and deliver 49 300 tonnes (30%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 6 500 tonnes (4%) of non-inert construction waste at landfills. The total

² 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.

cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$2.1 million for this Project (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation).

HERITAGE IMPLICATIONS

16. This Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

17. We will resume about 2 500 square metres of agricultural land involving 12 lots for the proposed works. The land resumption affects six households comprising 15 persons. The affected land owners will be offered ex-gratia land compensation. For eligible households, ex-gratia allowances and/or accommodation in public housing in accordance with the established rehousing policy will be offered. We will also clear 176 temporary structures from Government land and six temporary structures from resumed private land for the proposed works. The temporary structures include fence, gates, porch, storage, carport and some business undertakings. A number of Short Term Tenancies will need to be terminated with demolition of structures and site clearance works involved. The land acquisition and clearance costs are estimated to be about \$17.5 million and will be charged to **Head 701 – Land Acquisition**.

PROGRESS REPORT ON NEW TERRITORIES CYCLE TRACK NETWORK

18. The proposed cycle track network in the New Territories broadly comprises two backbone sections, namely Tuen Mun to Ma On Shan backbone section (about 60 km) and Tsuen Wan to Tuen Mun backbone section (22 km), and branching off sections. The Tuen Mun to Ma On Shan backbone section is being taken forward in phases. A report on the overall progress of the New Territories cycle track network is given in **Enclosure 5**.

BACKGROUND INFORMATION

19. We upgraded **259RS** to Category B in January 2006.
20. We engaged consultants to carry out investigation and detailed design for the proposed works under **259RS** in September 2006. We have charged the cost of about \$8.85 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 proposed remaining works.
21. In June 2009, we upgraded part of **259RS** as **271RS** “Cycle tracks connecting North West New Territories with North East New Territories – Sheung Shui to Ma On Shan” to Category A at an estimated cost of \$230.3 million in MOD prices for construction of the part of the New Territories cycle track network linking Sheung Shui, Fanling, Tai Po, Sha Tin and Ma On Shan. We commenced the works in May 2010 and the new cycle tracks were open to the public in March 2014.
22. In May 2013, we upgraded another part of **259RS** as **279RS** “Cycle tracks connecting North West New Territories with North East New Territories — Tuen Mun to Sheung Shui section (Stage 1)” to Category A at an estimated cost of \$295.4 million in MOD prices for construction of the part of the New Territories cycle track network mainly from Tuen Mun to Yuen Long. We commenced the works in November 2013 for completion in end 2016.
23. Of the 4 573 trees within the project boundary, 1 419 trees will be preserved. The Project will involve removal of 3 154 trees, including 2 667 trees to be felled, 125 trees to be transplanted elsewhere and 362 trees to be replanted within the project site. Two out of the nine important trees³ within the project boundary are

³ “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;

affected by the Project. The two affected trees are common species. One of them has a large footprint due to existence of many scattered areal roots. Transplanting of this tree will involve substantial pruning including removal of many areal roots, resulting in a low survival rate. The other tree is grown on an existing slope, rendering it impractical to form a proper root ball and hence unsuitable for transplanting the tree. We have also considered retaining the two affected trees but given their close proximity to the future cycle tracks or footpaths, it will impose high risk to the safety of cyclists or pedestrians. Therefore, we recommend felling of the two important trees as summarized at **Enclosure 6**. We will incorporate planting proposals as part of the Project.

24. We estimate that the proposed works will create about 260 jobs (210 for labourers and another 50 for professional or technical staff), providing a total employment of 11,600 man-months.

WAY FORWARD

25. We plan to seek the support of the Public Works Subcommittee for upgrading part of **259RS** to Category A with a view to seeking funding approval from FC in end 2015.

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 resting station at San Tin

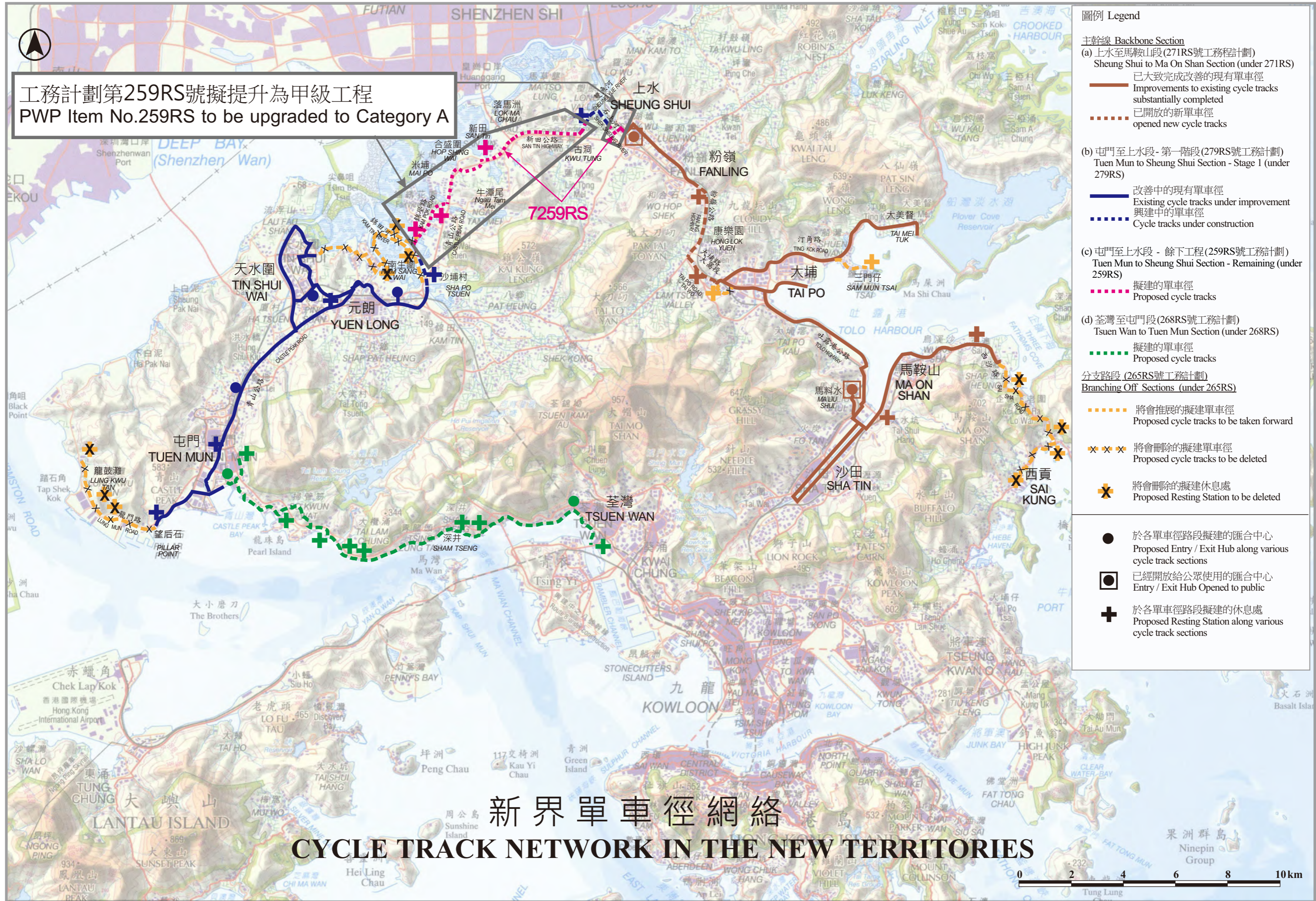
- (d) trees of outstanding form (taking account of the overall tree sizes, shape and any special features), e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with a trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with a height/canopy spread equal to or exceeding 25 m.

- Enclosure 4 Plan showing the artist impression of the proposed cycle bridge at Shek Sheung River in Sheung Shui
- Enclosure 5 Report on Overall Progress of New Territories Cycle Track Network
- Enclosure 6 Summary of the affected important trees

Development Bureau
Civil Engineering and Development Department
July 2015



工務計劃第259RS號擬提升為甲級工程
PWP Item No.259RS to be upgraded to Category A

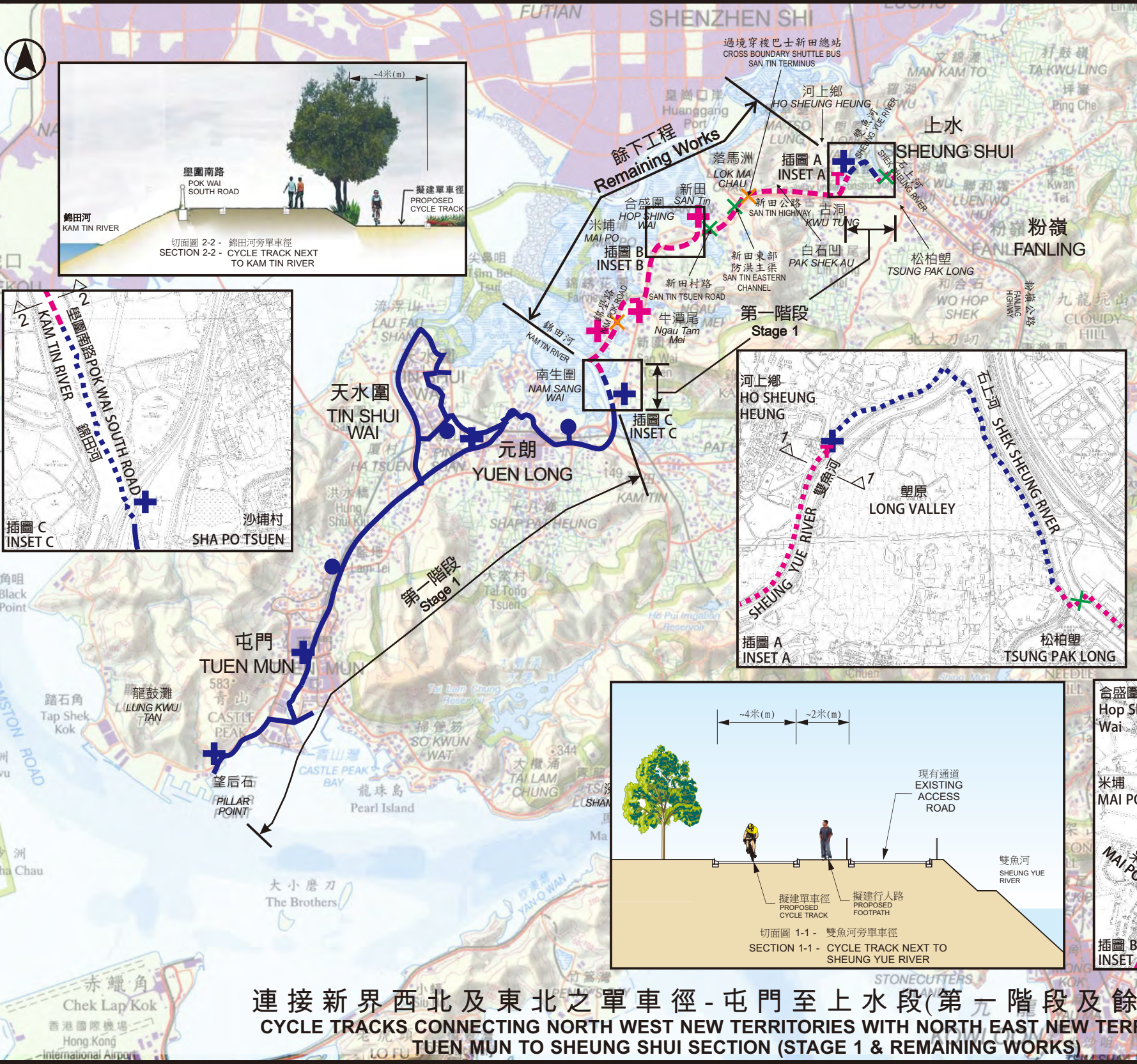


圖例 Legend

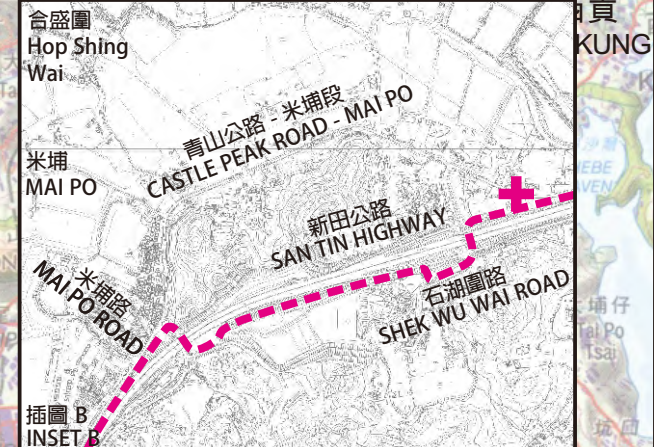
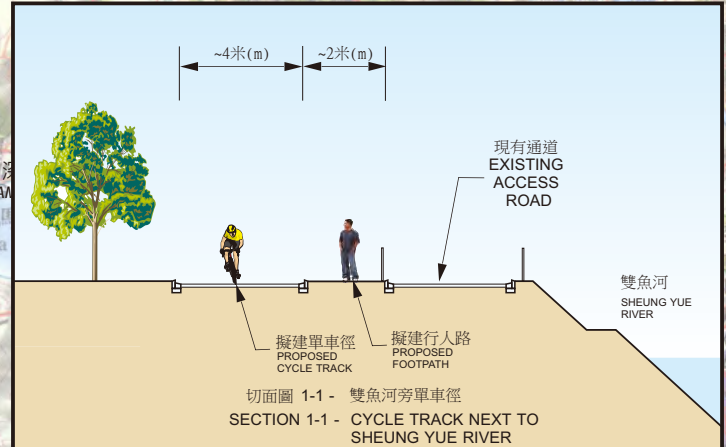
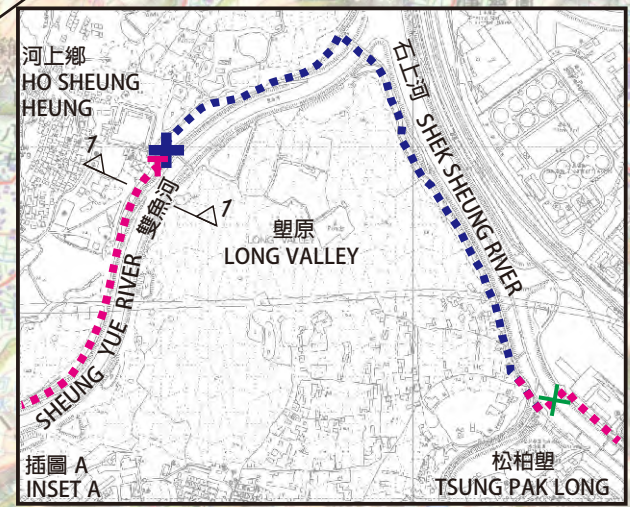
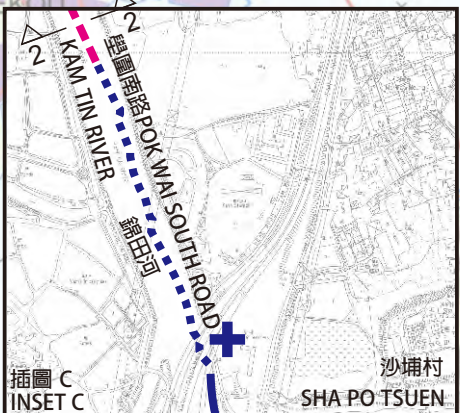
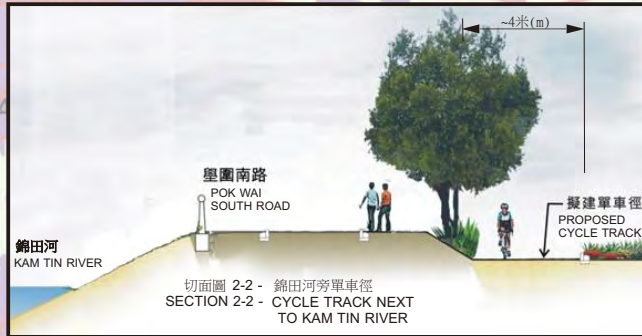
- 主幹線 Backbone Section**
- (a) 上水至馬鞍山段(271RS號工務計劃)
Sheung Shui to Ma On Shan Section (under 271RS)
 已大致完成改善的現有單車徑
Improvements to existing cycle tracks substantially completed
 已開放的新單車徑
opened new cycle tracks
 - (b) 屯門至上水段-第一階段(279RS號工務計劃)
Tuen Mun to Sheung Shui Section - Stage 1 (under 279RS)
 改善中的現有單車徑
Existing cycle tracks under improvement
 興建中的單車徑
Cycle tracks under construction
 - (c) 屯門至上水段-餘下工程(259RS號工務計劃)
Tuen Mun to Sheung Shui Section - Remaining (under 259RS)
 擬建的單車徑
Proposed cycle tracks
 - (d) 荃灣至屯門段(268RS號工務計劃)
Tsuen Wan to Tuen Mun Section (under 268RS)
 擬建的單車徑
Proposed cycle tracks
- 分支路段 (265RS號工務計劃)
Branching Off Sections (under 265RS)**
- 將會推展的擬建單車徑
Proposed cycle tracks to be taken forward
 - 將會刪除的擬建單車徑
Proposed cycle tracks to be deleted
 - 將會刪除的擬建休息處
Proposed Resting Station to be deleted
- 於各單車徑路段擬建的匯合中心
Proposed Entry / Exit Hub along various cycle track sections
 - ◻ 已經開放給公眾使用的匯合中心
Entry / Exit Hub Opened to public
 - +

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

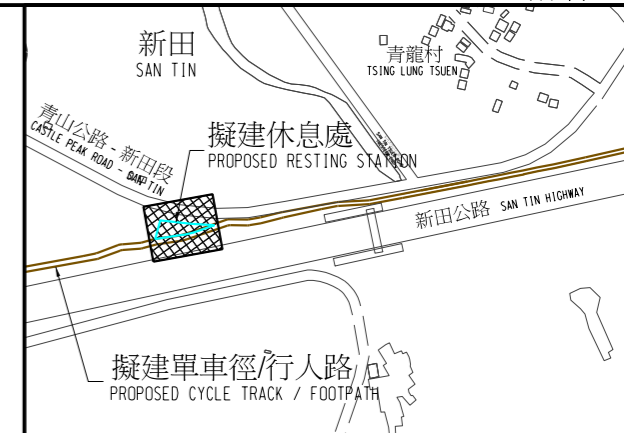




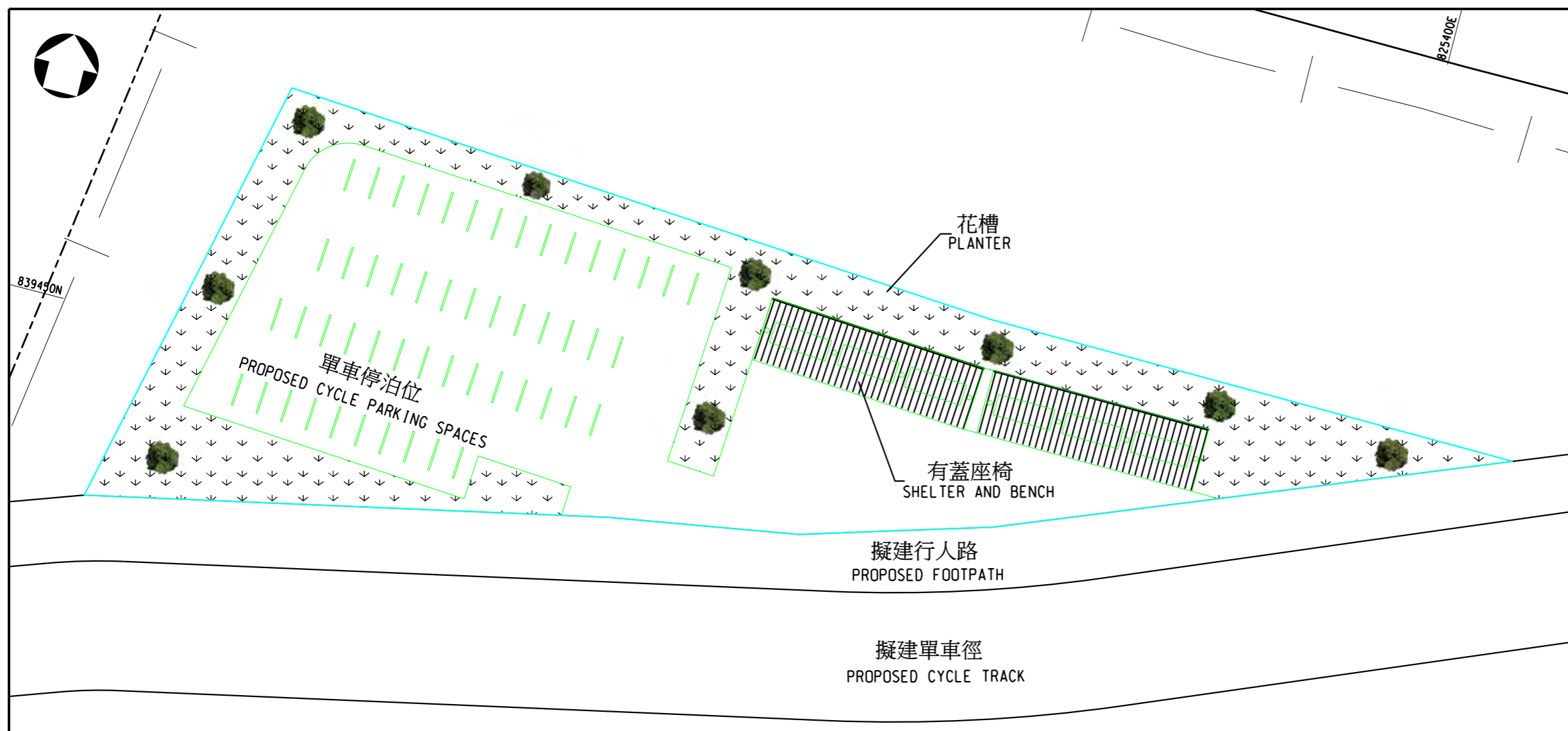
- 圖例 Legend
- 餘下工程 (259RS號工務計劃)
Remaining Works (under 259RS)
- - - - - 擬建的單車徑
Proposed cycle tracks
 - + 擬建的休息處
Proposed Resting Station
 - T 擬建的廁所
Proposed Toilet
 - X 擬建的單車橋
Proposed cycle bridge
 - X 擬建的單車隧道
Proposed cycle subway
- 第一階段 (279RS號工務計劃)
Stage 1 (under 259RS)
- 改善中的現有單車徑
Existing cycle tracks under improvement
 - - - - - 興建中的單車徑
Cycle tracks under construction
 - 興建中的匯合中心
Entry / Exit Hub under construction
 - + 興建中的休息處
Resting Station under construction



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)



索引圖 KEY PLAN



平面圖 LAYOUT PLAN
SCALE 1 : 150

新田休息處 RESTING STATION AT SAN TIN



位於上水石上河擬建單車橋的構思圖

ARTIST IMPRESSION OF PROPOSED CYCLE BRIDGE AT SHEK SHEUNG RIVER IN SHEUNG SHUI

Report on Overall Progress of New Territories Cycle Track Network

For enjoyment by the public, we have been making efforts in implementing the comprehensive cycle track network in the New Territories (alignment shown 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 backbone 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**, **271RS**¹ and **279RS**²); and
 - (ii) **Tsuen Wan – Tuen Mun backbone section** of about 22 km in length running along the waterfront between Tsuen Wan and Tuen Mun (under **268RS**³ and **276RS**⁴);
- (b) **branching off sections** from the backbone section including extensions from Yuen Long to Nam Sang Wai, Ma On Shan to Sai Kung, Tuen Mun to Lung Kwu Tan, and sections at Sam Mun Tsai and Tai Wo (under **265RS**⁵).

2. In view of the considerable length of the proposed cycle track network, we are implementing it in phases. The original scope and implementation programme based on the preliminary feasibility study at that time were first reported to the Legislative Council Panel on Development (the Panel) in May 2008. They were subsequently updated and reported to the Panel on 28 April 2009, 19 December 2011

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 **279RS** is “Cycle tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section (Stage 1)”.

³ The title of **268RS** is “Cycle track between Tsuen Wan and Tuen Mun”.

⁴ The title of **276RS** is “Cycle track between Tsuen Wan and Tuen Mun – detailed design and site investigation (advance and stage 1 works)”.

⁵ The title of **265RS** is “Cycle tracks connecting North West New Territories with North East New Territories – extensions”.

and 23 April 2013. While we have always made efforts to implement the project according to the original scope and programme, after conducting in-depth investigation and impact assessments, some cycle track sections were found to be subjected to more stringent environmental and physical constraints than previously anticipated. Besides, we received objections from different stakeholders on some cycle track sections during public consultations. We need to spend more time to review the original alignment and discuss with the concerned stakeholders so as to identify the most suitable alternative alignments before taking forward the project.

3. The latest progress of various sections of the proposed cycle track network is given in the following paragraphs.

Tuen Mun – Ma On Shan backbone section

4. The Tuen Mun – Ma On Shan backbone section is being taken forward in two phases. The first phase covering the eastern section from Sheung Shui to Ma On Shan (under **271RS**) has been substantially completed and the new cycle tracks were open to the public in March 2014. The second phase covering the western section from Tuen Mun to Sheung Shui are being implemented in two stages, comprising the Stage 1 works (under **279RS**) and the remaining works (under **259RS**) respectively. The Stage 1 works commenced in November 2013 and are scheduled for completion in end 2016. We now propose to upgrade the remaining works (under **259RS**) to Category A. Subject to funding approval of the Finance Committee, we plan to commence the proposed works in end 2015 for completion of the new cycle track and thus the Tuen Mun – Ma On Shan backbone section by end 2019.

Tsuen Wan - Tuen Mun backbone section

5. The Tsuen Wan to 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 respectively.

6. The advance works was first gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in 2012. To suit the current developments in the nearby areas, we have recently revised the proposed alignment of the cycle track and plan to gazette an amendment scheme under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in 2015. We consulted the District Facilities

Management Committee of Tsuen Wan District Council (TWDC) on the revised cycle track alignment on 7 July 2015 and obtained their support to gazette the amendment scheme. We will strive to commence the advance works as soon as practicable.

7. As regards the Stage 1 and Stage 2 works, they are subjected to site constraints such as inadequate space along the existing roads between Bayview Garden and Tuen Mun for the construction of cycle tracks. Moreover, we have received strong objections from the public on the proposed sections at Sham Tseng, So Kwun Wat and Sam Shing⁶ when we consulted the public a few years ago. In the past two years, we have liaised with the relevant members of the Tuen Mun District Council (TMDC) and TWDC, and have worked out different alignment options on the proposed cycle track alignment particularly at Sam Shing in addressing the comments received. In addition, we have kept close liaison with the Highways Department to sort out the interface issues between the proposed widening of Castle Peak Road – Castle Peak Bay project and the cycle track project. In view of the site constraints and public objections received (mainly Sham Tseng and So Kwun Wat), we are reviewing design and the implementation strategy with a view to working out a cost-effective and publicly acceptable design for the Stage 1 and Stage 2 works. We attended the Environment, Hygiene and District Development Committee of TMDC on 15 May 2015 and briefed members on the work in the past two years including options considered and the initial results. Members generally appreciated the constraints and difficulties encountered and requested us to consider implementing the cycle track project in phases starting with less controversial sections. We would consider their suggestions and aim to complete the review in 2015 and then consult TWDC and TMDC.

Branching off sections

8. When planning the branching off sections, we have identified the following major physical and environmental constraints associated with the branching off sections from Yuen Long to Nam Sang Wai, Ma On Shan to Sai Kung, and Tuen Mun to Lung Kwu Tan and Tai Wo section –

⁶ The public is mainly concerned about (a) disturbance of the cycle track to the tranquil environment; (b) danger created by cyclists on residents; (c) illegal cycle parking; (d) the high construction cost and suggested that the required resources should be allocated to other useful services; and (e) adverse impact of the cycle track on the adjacent shops or restaurants.

Enclosure 5

Sub-section	Difficulties
Yuen Long to Nam Sang Wai	<p>Some members of the Advisory Council on the Environment expressed grave concerns that the potential increase in visitors upon completion of the cycle track at Nam Sang Wai would cause adverse impacts on the ecologically sensitive area. They were also concerned about the proposed cycle bridge across Shan Pui River as it might cause serious ecological impacts on the existing wetland.</p> <p>We have looked into different alternatives to address their concerns but none could satisfactorily resolve the issue of increase in visitors and possible impact on the wetland.</p>
Ma On Shan to Sai Kung	<p>Provision of this branching off section will involve felling of a large number of trees and destroying the existing tree canopy along Sai Sha Road. There were also physical constraints due to steep gradients at some road sections and close proximity of the proposed cycle track to some local houses. In addition, there would be significant visual impact due to the proposed construction of a cycle bridge over Tai Mong Tsai Road roundabout.</p> <p>We have looked into different options but they will either affect highly ecologically sensitive mangrove and wetland habitat, or involve sub-standard cycle track and therefore are considered not feasible to pursue further.</p>
Tuen Mun to Lung Kwu Tan	<p>Owing to site constraints, the proposed cycle track has to be constructed along Lung Mun Road but the gradient of some long sections of the proposed cycle track cannot fulfill the requirements of Transport Planning and Design Manual for recreational cycling purpose.</p> <p>No other feasible alignments can be identified.</p>
Tai Wo section (except a resting station)	<p>Tai Po District Council (TPDC) did not support using the existing greening area, which is the only area available, along the embankment of Lam Tsuen River for the construction of cycle track. TPDC agreed that the section, except the resting station adjacent to the existing cycle tracks, should be deleted.</p>

We have reported the deletion of the above branching off sections to the relevant District Councils in 2014 and 2015.

Enclosure 5

9. For the branching off section at Sam Mun Tsai and the resting station at Tai Wo, they are under planning and design. We plan to gazette the scheme under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in end 2015. We consulted the Traffic and Transport Committee of TPDC on the proposed cycle track alignment on 10 July 2015 and obtained their support to gazette the section at Sam Mui Tsai. However, TPDC has reservation on the need of the resting station at Tai Wo and therefore, we will carry out a review and consult TPDC again upon completion of the review.

END

Summary of the affected Important Trees

Tree no. ⁽¹⁾	Species		Measurements			Amenity value ⁽³⁾	Form	Health condition	Structural condition	Suitability for transplanting ⁽⁴⁾		Conservation status ⁽⁵⁾	Recommendation	Additional Remarks
	Scientific name	Chinese name	height (m)	DBH ⁽²⁾ (mm)	crown spread (m)	(good/fair/poor)			(high/medium/low)	Remarks		(Retain/transplant/fell)		
SAT-036	<i>Ficus microcarpa</i>	細葉榕	19	1350	22	Fair	Fair	Fair	Fair	Low	This tree has too many scattered areal roots. Transplanting of this tree will involve substantial pruning including removal of the areal roots, resulting in a low survival rate.	NA	Fell	<ul style="list-style-type: none"> ● The trees are common species and in conflict with the proposed cycle tracks or footpaths alignment. ● Even if the trees could be retained in-situ, they will be very close to the future cycle tracks or footpaths and will impose high risk to the safety of cyclists or pedestrians. ● Since retention of the trees is considered impracticable and the survival rate after transplanting is low, the trees are proposed to be felled.
YL-2138	<i>Ficus virens</i>	大葉榕	18	1200	16	Fair	Fair	Fair	Fair	Low	This tree is grown on an existing slope, rendering it impractical to form a proper root ball and hence unsuitable for transplanting.	NA	Fell	

⁽¹⁾ The subject trees are not in the Register of Old and Valuable Trees.

⁽²⁾ Diameter at Breast Height (DBH) of a tree refers to its trunk diameter at breast height (i.e. measured at 1.3 m above ground level).

⁽³⁾ Amenity value of the tree is assessed by its functional values for shade, shelter, screening, reduction of pollution and noise and also its fung shui significance, and classified into the following categories.

Good : important trees which should be retained by adjusting the design layout accordingly.

Fair : trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than “Good” trees.

Poor : trees that are dead, dying or potentially hazardous and should be removed.

⁽⁴⁾ Assessment has taken into account conditions of the tree at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility), and intrinsic characters of tree species (survival rate after transplanting).

⁽⁵⁾ Conservation status is based on the rarity and protection status of the species under relevant ordinances in Hong Kong, such as Rare and Precious Plants of Hong Kong, the International Union for Conservation of Nature Red List of Threatened Species and the Forests and Countryside Ordinance.