

Legislative Council Panel on Development

**290RS – Expansion of Mountain Bike Trail Networks in
Mui Wo and Chi Ma Wan, South Lantau**

PURPOSE

This paper informs Members of the proposal to upgrade **290RS**, entitled “Expansion of mountain bike trail networks in Mui Wo and Chi Ma Wan, South Lantau” (“the proposed works”) to Category A, at an estimated cost of \$41.6 million in money-of-the-day (MOD) prices, for the construction of a training ground with supporting facilities, mountain bike trails (MBTs), a bikers’ gathering place, and associated geotechnical, landscape and ancillary works in South Lantau.

PROJECT SCOPE AND NATURE

2. The scope of the proposed works which we propose to upgrade to Category A comprises construction of –

- (a) a training ground of about 4.5 hectare near Lai Chi Yuen Tsuen with supporting facilities;
- (b) MBTs from Mui Wo trailhead to the proposed training ground (about 2.4 kilometres (km)), from Chi Ma Wan MBT loop network to Shap Long Chung Hau (about 2.4km), and joining the two ends of the existing Chi Ma Wan MBT to form a circular network (about 1.5km);
- (c) a bikers’ gathering place of about 230 square metres at the entrance to the proposed MBT beside Mui Wo Ferry Pier Road; and
- (d) associated geotechnical, landscape and ancillary works.

Layout plans of the proposed works are at **Enclosure 1**.

3. Subject to funding approval of the Finance Committee (FC) within this legislative session, we plan to commence the construction works in the fourth quarter of 2016 for completion by the fourth quarter of 2017.

JUSTIFICATION

4. The Revised Concept Plan for Lantau released in May 2007 recommended provision of MBT networks in Lantau as an initiative to enhance the recreational potential of the country parks and rural areas of Lantau while maintaining their natural environment. Based on this initiative, we completed in 2011 the “Mountain Bike Trail Networks in South Lantau – Feasibility Study” (the FS), which recommended improving and expanding the MBTs in South Lantau to international standards as far as practicable and providing support facilities, such as a training ground, to further strengthen South Lantau as a place for leisure and recreation.

5. The proposed improvement and expansion of the MBT networks in South Lantau is in line with the proposed development strategy for Lantau formulated by the Lantau Development Advisory Committee (LanDAC) in early 2016 that the predominant part of Lantau to be used for conservation, leisure, cultural and green tourism and we should better utilize the natural resources to enhance the recreation and educational values of country parks.

6. We plan to implement the recommended works under the FS in two phases. The first phase of the works¹ which aims to improve the existing MBT network commenced in end 2015 and is scheduled for completion in end 2016. The proposed works, which is the second phase of the works, will mainly expand the MBT network in South Lantau and provide a training ground as set out in paragraph 2 above. Upon completion of the proposed works, more people can enjoy mountain biking in South Lantau.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the proposed works to be \$41.6 million in MOD prices, broken down as follows –

¹ The first phase of the works recommended under the FS includes construction of -

- (a) improvement works at several sections of the existing Mui Wo to Pui O MBT, Chi Ma Wan (CMW) MBT and Pui O to Kau Ling Chung MBT to enhance safety and riding quality, minimise user conflicts and control erosion; and
- (b) a gathering place at CMW MBT western trail head with supporting facilities, such as information or educational kiosks.

	\$ million	
(a) Construction works	28.9	
(b) Consultants' fees and remuneration of resident site staff	4.0	
(c) Contingencies	3.2	
	Total	36.1
		(in September 2015 prices)
(d) provision for price adjustment	5.5	
	Total	41.6
		(in MOD prices)

PUBLIC CONSULTATION

8. As part of the FS conducted in 2010, we consulted the Islands District Council, the Country Parks Committee, the Mui Wo Rural Committee, the South Lantau Rural Committee, the Green Lantau Association, the Hong Kong Mountain Bike Association, the Hong Kong Cycling Association, the Friends of the Country Parks Hiking Club, the Hong Kong Hiking Association, and local communities on the proposed works under the FS. They supported the recommendations of the FS generally.

9. We briefed the Hong Kong Mountain Bike Association and the Hong Kong Cycling Association in January 2015 and the Country Parks Committee in April 2015 on the latest progress of the improvement and expansion of MBT networks in South Lantau. They all welcomed the early implementation of the proposed works.

10. From end January to April 2016, the LanDAC and the Government together conducted a public engagement exercise on the proposals of Lantau development which include the recreation and tourism proposals. Improvement and expansion of MBT networks in South Lantau is generally welcomed by the public and relevant stakeholders.

ENVIRONMENTAL IMPLICATIONS

11. This is not a designated project under the Environmental Impact Assessment Ordinance (EIAO). The Project mainly involves provision of

education and recreational facilities within the Country Park agreed by the Country and Marine Parks Authority, and hence it is exempted from the provisions under the EIAO. We completed a Preliminary Environmental Review (PER) for the proposed works under the FS. The PER concluded that with the implementation of the recommended monitoring and mitigation measures during construction, the proposed works will not have long term adverse environmental impacts. We have included in the project estimate the cost of implementing these monitoring and mitigation measures during construction.

12. At the design stage, we have considered the design of the proposed works by using natural materials as far as possible, thus minimising construction waste. 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 at public fill reception facilities ². 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.

13. At the construction stage, we will also 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 the 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.

14. The design and construction of MBTs inherently adopts a flexible approach that takes into account very small variations in natural terrain such as individual rocks, roots and trees and these are considered as part of the riding experience rather than obstacles. In addition, mainly natural materials such as timber and rock and hand held tools supplemented by small-scale machinery would be used for the proposed works. We estimate that only minimal construction wastes would be generated during the construction phase.

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 license issued by the Director of Civil Engineering and Development.

HERITAGE IMPLICATIONS

15. The proposed works 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

16. The proposed works do not require any resumption of private land.

BACKGROUND INFORMATION

17. We completed in 2011 the FS at a cost of about \$8.0 million in MOD prices funded under block allocation **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The FS recommended works for improvement and expansion of the MBTs in South Lantau.

18. Detailed design of the first phase of the works recommended under the FS, consisting of improvement works to existing MBT network, was completed in late 2015. Construction works at an estimated cost of \$5.6 million in MOD prices funded under block allocation of **Subhead 5101CX** started in end 2015 and is scheduled for completion in end 2016.

19. After the upgrading of **290RS** in Category B in October 2015, we have substantially completed the design of the proposed works as set out in paragraph 2 above.

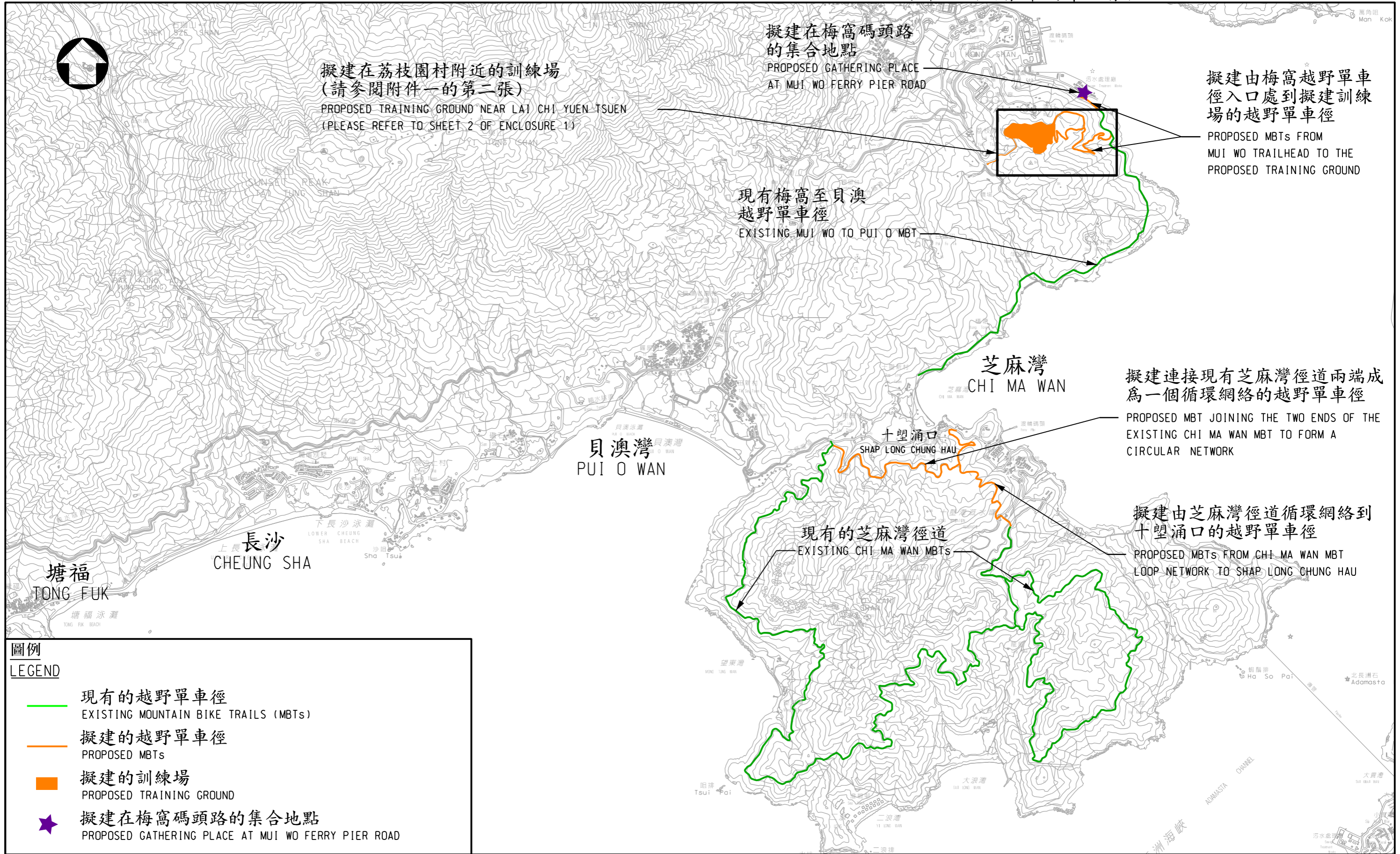
20. The majority of proposed MBTs are located along dirt trails, footpaths and open area which are already established. The estimated number of existing trees along the proposed MBT and training ground is around 2 600. Following the principles of sustainable design, MBT alignments will be designed to avoid tree felling as far as practicable unless felling is justified on acceptable grounds. Further assessment to preserve these trees will be carried out during the construction stage.

21. We estimate that the proposed works would create about 50 jobs (40 for labourers and another 10 for professional or technical staff), providing a total employment of 580 man-months.

WAY FORWARD

22. We plan to seek funding approval from the FC for the proposed works under **290RS** within this legislative session after consulting the Public Works Subcommittee.

**Development Bureau
Civil Engineering and Development Department
June 2016**



擬建在荔枝園村附近的訓練場
(請參閱附件一的第二張)
PROPOSED TRAINING GROUND NEAR LAI CHI YUEN TSUEN
(PLEASE REFER TO SHEET 2 OF ENCLOSURE 1)

擬建在梅窩碼頭路
的集合地點
PROPOSED GATHERING PLACE
AT MUI WO FERRY PIER ROAD

擬建由梅窩越野單車
徑入口處到擬建訓練
場的越野單車徑
PROPOSED MBTs FROM
MUI WO TRAILHEAD TO THE
PROPOSED TRAINING GROUND

現有梅窩至貝澳
越野單車徑
EXISTING MUI WO TO PUI O MBT

擬建連接現有芝麻灣徑道兩端成
為一個循環網絡的越野單車徑
PROPOSED MBT JOINING THE TWO ENDS OF THE
EXISTING CHI MA WAN MBT TO FORM A
CIRCULAR NETWORK

貝澳灣
PUI O WAN

芝麻灣
CHI MA WAN

擬建由芝麻灣徑道循環網絡到
十望涌口的越野單車徑
PROPOSED MBTs FROM CHI MA WAN MBT
LOOP NETWORK TO SHAP LONG CHUNG HAU

現有的芝麻灣徑道
EXISTING CHI MA WAN MBTs

十望涌口
SHAP LONG CHUNG HAU

長沙
CHEUNG SHA

塘福
TONG FUK

圖例
LEGEND

- 現有的越野單車徑
EXISTING MOUNTAIN BIKE TRAILS (MBTs)
- 擬建的越野單車徑
PROPOSED MBTs
- 擬建的訓練場
PROPOSED TRAINING GROUND
- ★ 擬建在梅窩碼頭路的集合地點
PROPOSED GATHERING PLACE AT MUI WO FERRY PIER ROAD

圖則名稱 drawing title

南大嶼山 (梅窩及芝麻灣) 越野單車徑網絡擴建工程
EXPANSION OF MOUNTAIN BIKE TRAIL NETWORKS IN MUI WO AND CHI MA WAN, SOUTH LANTAU





小山丘跑道
PUMP TRACK



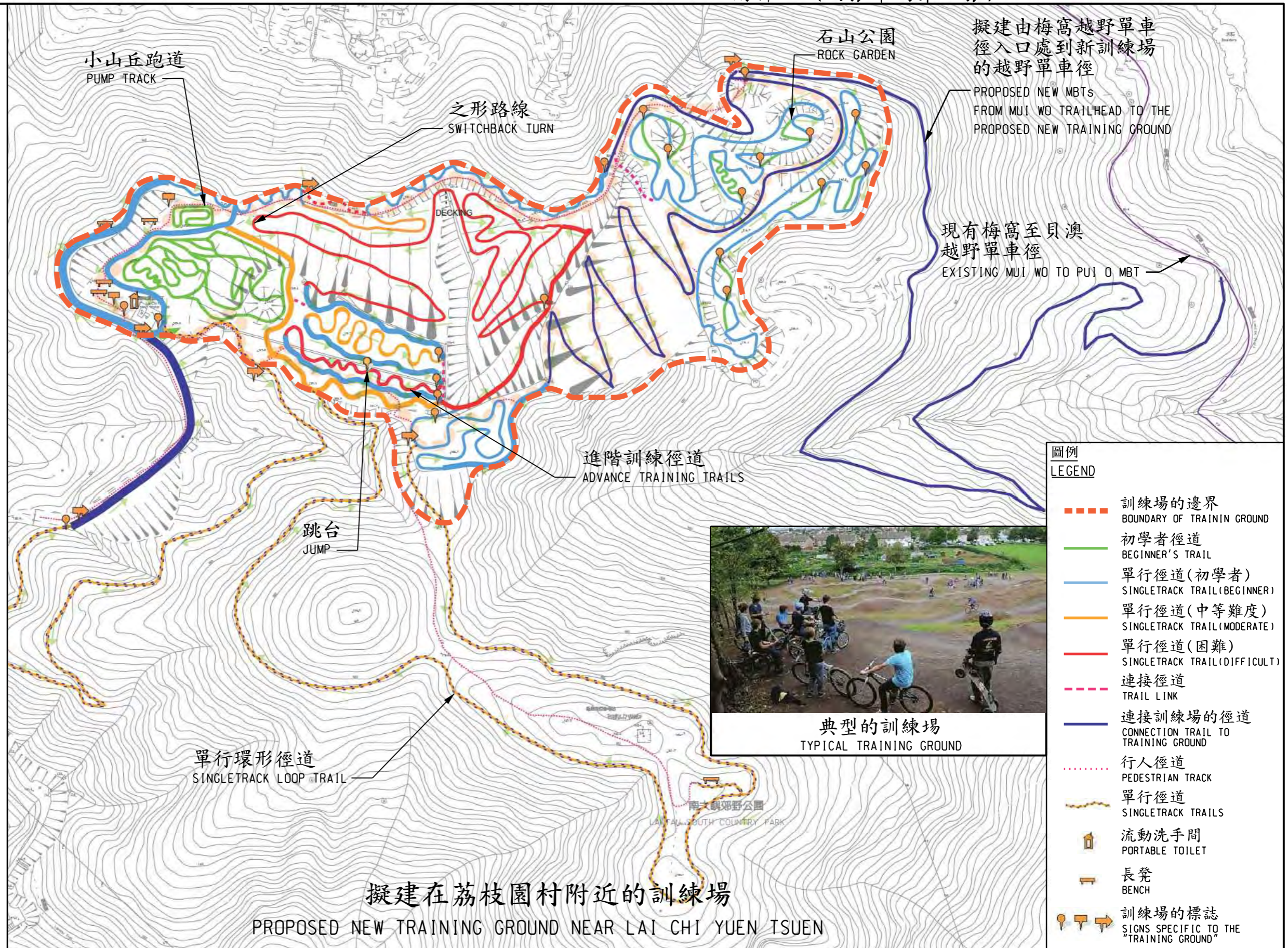
之形路線
SWITCHBACK TURN



石山公園
ROCK GARDEN



跳台
JUMP



圖則名稱 drawing title

南大嶼山 (梅窩及芝麻灣) 越野單車徑網絡擴建工程
EXPANSION OF MOUNTAIN BIKE TRAIL NETWORKS IN MUI WO AND CHI MA WAN, SOUTH LANTAU