

For discussion  
on 28 April 2009

LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT

PWP Item No. 259RS  
Cycle tracks connecting North West  
New Territories with North East New Territories

PURPOSE

This paper aims to seek Members' advice and support to the proposed upgrading of part of **259RS – Cycle tracks connecting North West New Territories with North East New Territories** to Category A for construction of the part of the cycle track network connecting Sheung Shui, Fanling, Tai Po, Sha Tin and Ma On Shan at a total cost of \$230.3 million in money-of-the-day (MOD) prices.

BACKGROUND

2. On 27 May 2008, we briefed the Legislative Council Panel on Development on the proposal for developing a comprehensive cycle track network for the New Territories (at **Enclosure 1**) broadly comprising –

- 
- (a) a **backbone** 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; and
    - (ii) **Tsuen Wan - Tuen Mun section** of about 22 km in length running along the waterfront between Tsuen Wan and Tuen Mun;
  - (b) **branching off sections** from the backbone with a total length of about 30 km including extensions from Tuen Mun to Lung Kwu Sheung Tan, Ma On Shan to Sai Kung and Yuen Long to Nam Sang Wai.

3. In view of the considerable length of the proposed cycle track network, we are implementing the network in phases so as to bring forward the completion of individual sections for early enjoyment of the public as follows –

- (a) Tuen Mun – Ma On Shan backbone section is being taken forward in two phases under item **259RS**. The first phase covering the sub-section between Sheung Shui and Ma On Shan is scheduled for commencement of construction in September 2009 and completion in July 2012. The second phase covering the sub-section between Tuen Mun and Sheung Shui will follow pending completion of the statutory procedures for commencement of construction in August 2010 and completion in July 2013;
- (b) Tsuen Wan – Tuen Mun backbone section is undergoing investigation and preliminary design. We plan to start construction works of this section in stages from 2011 onwards for completion from 2013 onwards; and
- (c) branching off sections – these sections are also undergoing investigation and preliminary design. We plan to start their construction works in stages from 2011 onwards for completion from 2014 onwards.

## PROPOSAL

4. We intend to seek Members' advice and support to seek endorsement from the Public Works Subcommittee (PWSC) to upgrade part of **259RS** to Category A for the first phase of the implementation to fund construction of the sub-section between Sheung Shui and Ma On Shan with a total length of about 30 km. The plan for the proposed works is at **Enclosure 2**.

5. The scope of the project will include -

- (a) construction of a new cycle track (with footpath) about 5 km in length to link up the existing cycle tracks in Fanling and Tai Po, including the associated bridges, decking of about 300 metres (m) of an existing nullah and reconstruction of a section of an existing access road

(about 2 km long) along the cycle track. Typical cross sections illustrating the design of the new cycle track are included at Enclosure 2;

(b) improvement works to the existing cycle tracks in Sheung Shui, Fanling, Tai Po and Sha Tin such as local widening to current standards as far as possible and provision of more road signs;

(c) entry/exit hubs – an entry/exit hub will be provided in Sheung Shui (near the MTR Sheung Shui Station) and another hub will be provided in Sha Tin (adjacent to the MTR University Station) as strategic doorways to the cycle track network. Layout of these hubs are included at **Enclosures 3 and 4** respectively;

(d) resting stations – four resting stations will be provided in Tong Hang in Fanling, Mui Shue Hang in Tai Po, Nai Chung and Tai Shui Hang in Ma On Shan to serve as stopovers for cyclists. Layouts of these resting stations are illustrated by the one in Tong Hang, Fanling at **Enclosure 5**;

(e) landscaping – suitable landscaping will be provided along the cycle track for a better cycling environment; and

(f) general facilities – including cycle rental/repair kiosks, cycle parking spaces, route maps, information boards, first aid stations, refreshment kiosk, toilets, etc. will be provided at the entry/exit hubs, resting stations and along the cycle track network at suitable intervals.

6. We estimate the cost of the project to be \$230.3 million in MOD prices, made up as follows –

	<b>\$ million</b>
(a) Construction of 5 km of cycle track with footpath including -	134.3
(i) site formation	26.9
(ii) bridges and nullah deck	44.4

(iii) road works	41.5	
(iv) reconstruction of access road along cycle track	21.5	
(b) Improvement works to selected sections of existing cycle tracks	3.0	
(c) Supporting facilities (including two entry/exit hubs and four resting stations)	22.9	
(d) Landscaping, traffic aids and other ancillary works	13.8	
(e) Environmental mitigation measures and Environmental Monitoring and Audit (EM&A) programme for the works mentioned in (a) to (d) above	2.9	
(f) Consultants' fee for contract administration	2.7	
(g) Resident site staff costs	17.2	
(h) Contingencies	19.6	
<b>Sub-total</b>	<b>216.4</b>	(in September 2008 prices)
(i) Provision for price adjustment	13.9	
<b>Total</b>	<b>230.3</b>	(in MOD prices)

7. Subject to funding approval, the works will be implemented through multiple contracts with the first contract starting in September 2009 and all contracts completing by July 2012.

8. We estimate that the proposed works will create about 227 jobs (185 for labourers and another 42 for professional/technical staff), providing a total employment of 6,136 man-months.

## **PUBLIC CONSULTATION**

9. We consulted the North District Council, the Culture, Sports and Community Development Committee of the Sha Tin District Council and the Tai Po District Council on the proposed works under **259RS** on 26 July 2007, 30 August 2007 and 4 September 2007 respectively and obtained their support. We also consulted various cyclist groups including Hong Kong Cycling Association, Hong Kong Cycling Tour Association, Hong Kong Cyclist Club and Hong Kong Cycling Alliance on the proposed works in September 2005 and January 2007 and obtained their support. We have considered their suggestions on alignment of the new cycle track, improvements to existing cycle tracks, cycling safety and provision of supporting facilities in designing cycle track network.

10. We gazetted the proposed cycle track between Sheung Shui and Ma On Shan under the Roads (Works, Use and Compensation) Ordinance on 6 June 2008 and received five objections. One of these had been withdrawn after clarification of project details and Government policies on land clearance and resumption. Another two were withdrawn after the extent of land resumption had been reduced by modification of the layout of the cycle track. The remaining two objections remained unresolved even after we made modifications to the cycle track alignment and proposed improvements to an affected village access road. On 31 March 2009, the Chief Executive in Council overruled these two objections and authorized the road scheme with the modifications.

## **ENVIRONMENTAL IMPLICATIONS**

11. The construction of the cycle track between Sheung Shui and Ma On Shan is not a designated project under the Environmental Impact Assessment Ordinance and an environmental permit is not required for the construction and operation of the proposed works.

12. In November 2008, we completed an Environmental Review (ER) report for the proposed works and the ER report was accepted by the Director of Environmental Protection in February 2009. The ER indicates that, with implementation of the proposed mitigation measures for the construction and operation phases, the proposed works will not cause adverse environmental impacts. We will incorporate into the works contracts mitigation measures recommended in the ER report to control pollution arising from the construction works to within established standards and guidelines. Furthermore, we will implement the EM&A

programme recommended in the ER report. We have included \$2.9 million in the project estimate for implementing the environmental mitigation measures and EM&A programme.

## **HERITAGE IMPLICATIONS**

13. The project 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.

## **LAND ACQUISITION**

14. We will resume about 3,637 square metres of agricultural land involving 52 lots for the proposed works. The land resumption will affect one household comprising 5 persons. We will clear 59 temporary structures from Government land and 79 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 \$10.7 million and will be charged to **Head 701 – Land Acquisition**.

## **WAY FORWARD**

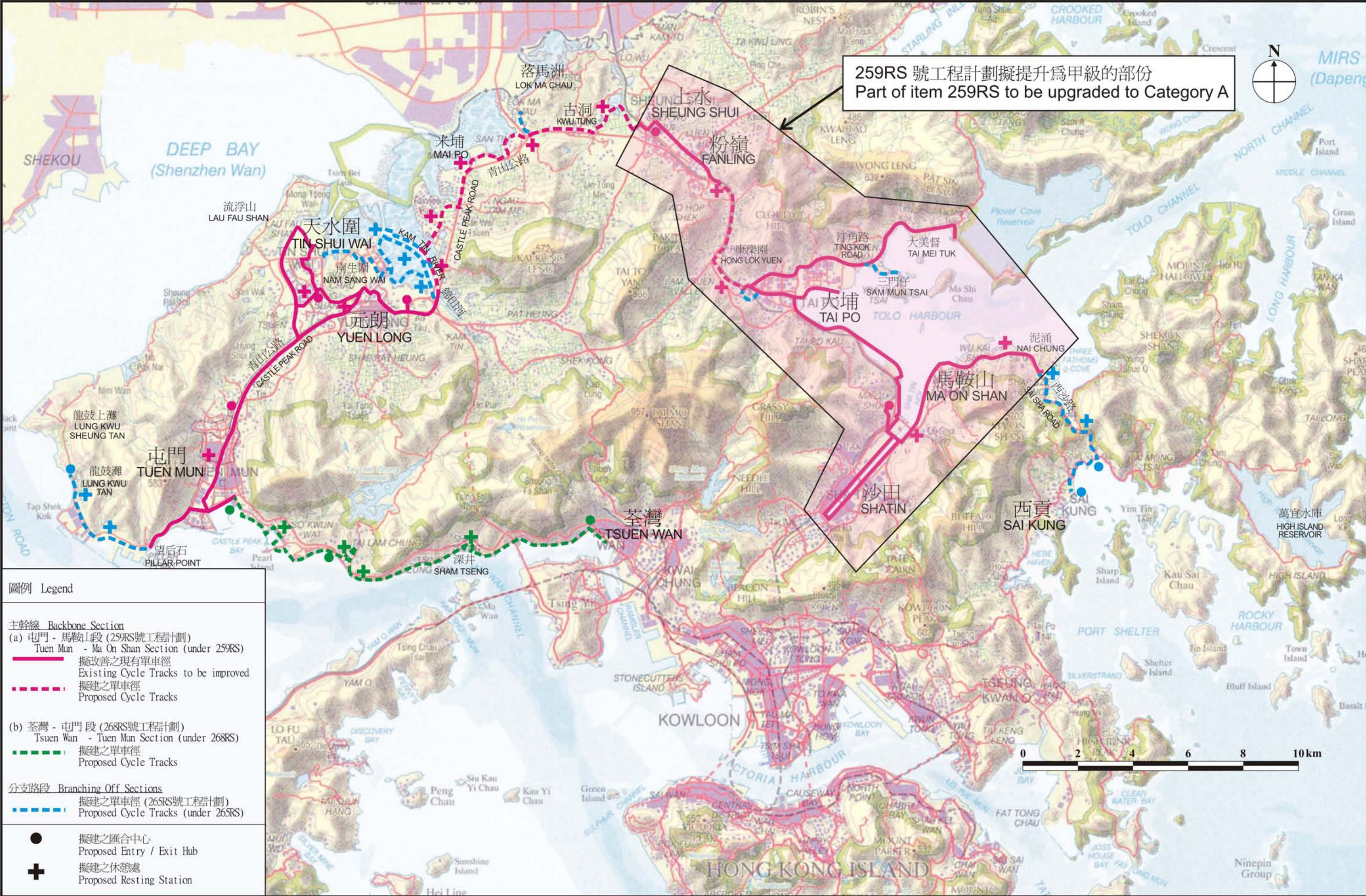
15. Subject to endorsement by this Panel, we will proceed to seek PWSC's endorsement on 20 May 2009 for part upgrading the works of **259RS** to Category A.

## **ATTACHMENTS**

- Enclosure 1    New Territories Cycle Track Network
- Enclosure 2    New Territories Cycle Track Network (Sheung Shui to Ma On Shan) – Layout Plan
- Enclosure 3    Entry/Exit Hub near MTR Sheung Shui Station
- Enclosure 4    Entry/Exit Hub adjacent to MTR University Station
- Enclosure 5    Resting Station in Tong Hang, Fanling

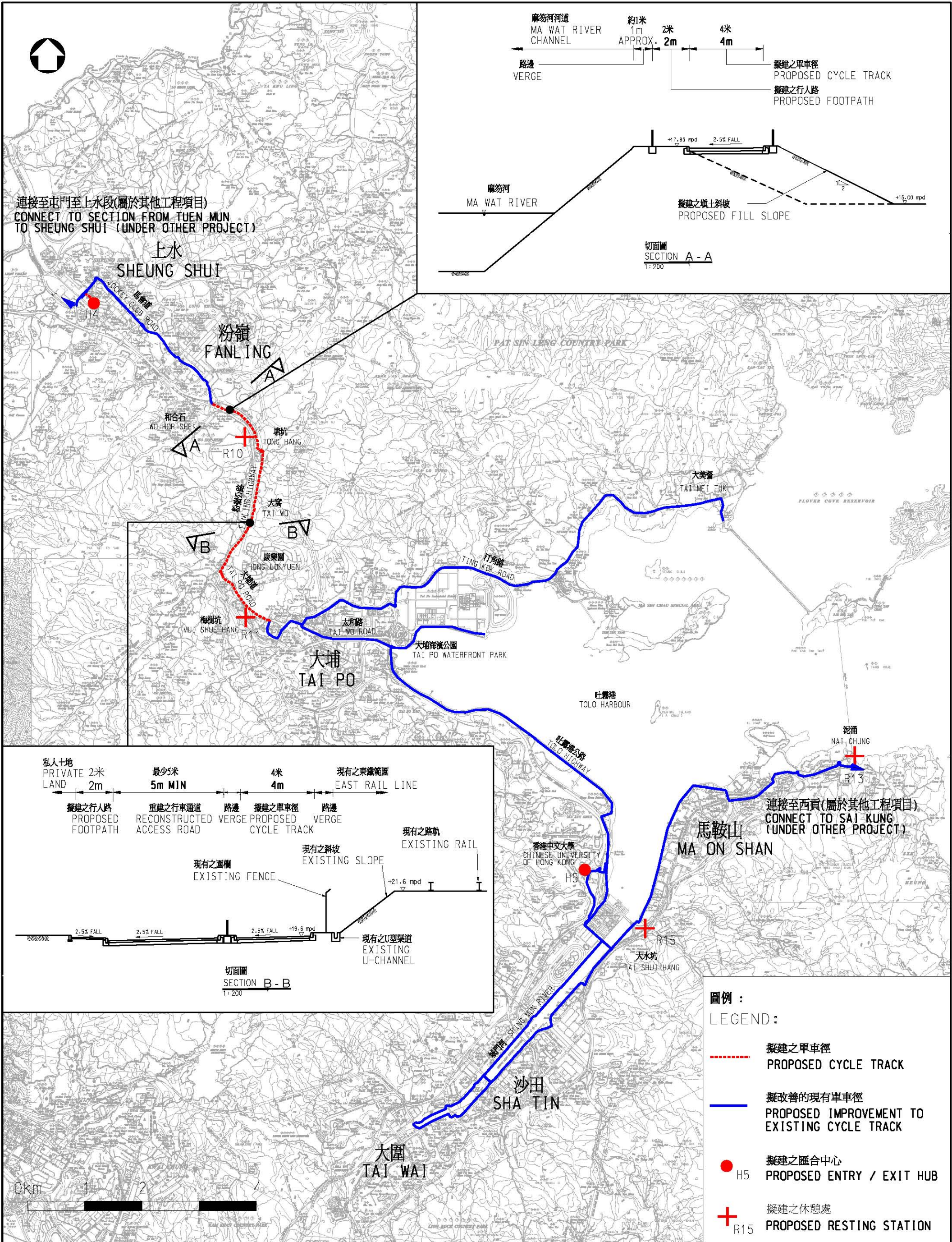
**Development Bureau  
Civil Engineering and Development Department  
April 2009**





新界單車徑網絡  
NEW TERRITORIES CYCLE TRACK NETWORK





新界單車徑網絡(由上水至馬鞍山)-平面圖  
NEW TERRITORIES CYCLE TRACK NETWORK (SHEUNG SHUI TO MA ON SHAN) - LAYOUT PLAN

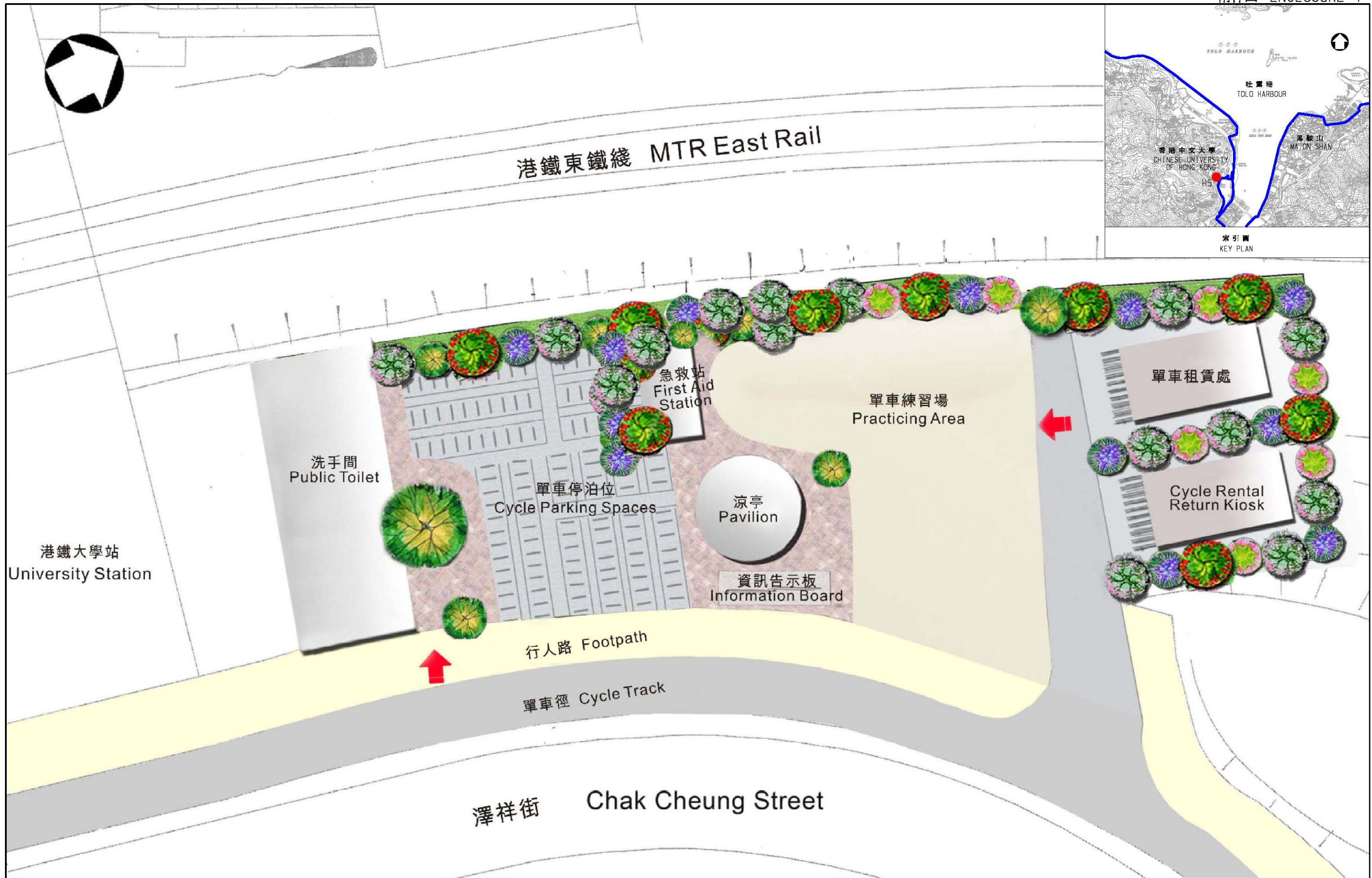




港鐵上水站附近的匯合中心

ENTRY/EXIT HUB NEAR MTR SHEUNG SHUI STATION

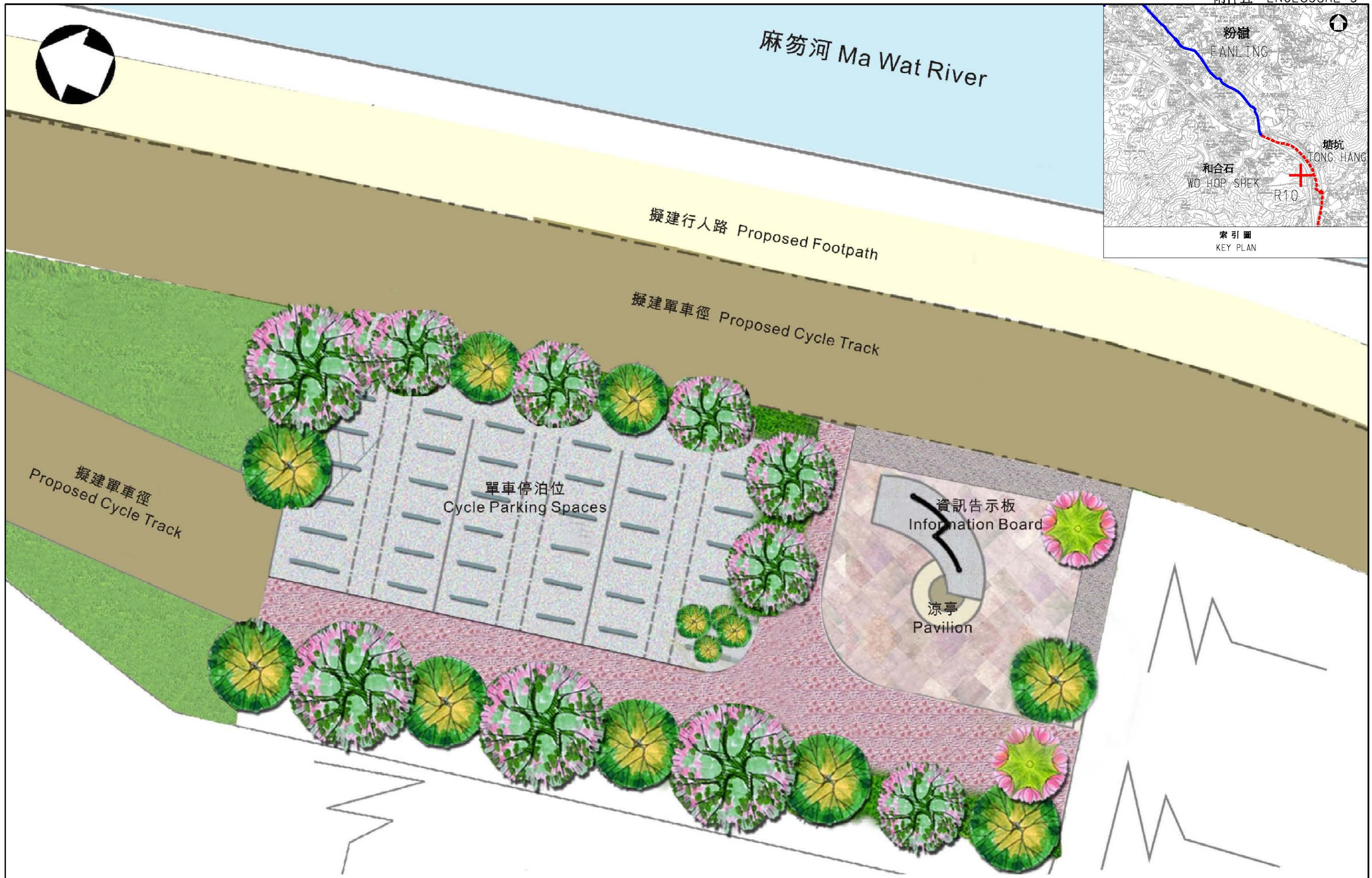




港鐵大學站旁的匯合中心

ENTRY/EXIT HUB ADJACENT TO MTR UNIVERSITY STATION





位於粉嶺塘坑的休息處 RESTING STATION IN TONG HANG, FANLING