

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT**

#### **Recreation, Culture and Amenities – Sport facilities**

#### **268RS – Cycle track between Tsuen Wan and Tuen Mun**

Members are invited to recommend to the  
Finance Committee –

- (a) the upgrading of part of **268RS**, entitled “Cycle track between Tsuen Wan and Tuen Mun – Advance Works”, to Category A at an estimated cost of \$140.9 million in money-of-the-day prices; and
- (b) the retention of the remainder of **268RS** in Category B.

### **PROBLEM**

We need to proceed with the construction of the cycle track section from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan for public enjoyment.

### **PROPOSAL**

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade part of **268RS** to Category A at an estimated cost of \$140.9 million in money-of-the-day (MOD) prices, for the construction of the section of the cycle track from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan (Advance Works).

**/PROJECT .....**

**PROJECT SCOPE AND NATURE**

3. The part of **268RS** which we propose to upgrade to Category A comprises –

- (a) a new cycle track with footpath of about 2.3 kilometre (km) in length from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan;
- (b) one entry/exit hub (near MTR Tsuen Wan West Station) and two resting stations (near Tsing Tsuen Bridge and Bayview Garden) with supporting facilities including cycle parking spaces, benches, and a toilet at the hub;
- (c) modification of an existing footbridge<sup>1</sup> to make way for the new cycle track;
- (d) associated landscaping and ancillary works; and
- (e) implementation of environmental mitigation measures for the works mentioned in 3(a) to (d) above.

4. A plan showing the extent of the proposed Advance Works is at Enclosure 1. The layout plans of the entry/exit hub and the two resting stations are at Enclosure 2 and Enclosure 3 respectively. The artist's impression showing the modified footbridge is at Enclosure 4.

5. Subject to funding approval of the Finance Committee, we plan to commence the construction of the proposed Advance Works in the third quarter of 2018 for completion in the fourth quarter of 2020.

6. We will retain the remainder of **268RS** in Category B and continue with the alignment review and design for the remaining cycle track between Tsuen Wan and Tuen Mun.

**/JUSTIFICATION .....**

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<sup>1</sup> The modification works involve demolition of an existing ramp and construction of a lift to maintain barrier-free access for the public.

## JUSTIFICATION

7. We have been making efforts in implementing the cycle track network in the New Territories for improving the quality of living (at Enclosure 5). The proposed cycle track between Tsuen Wan and Tuen Mun forms part of the network. In view of the considerable length of the cycle track between Tsuen Wan and Tuen Mun, we are implementing the cycle track in phases with higher priority accorded to sections supported by the local community so as to bring forward completion of individual sections for early public enjoyment.

8. The proposed Advance Works will provide a 2.3 km-long cycle track along the promenade of Tsuen Wan Bay for leisure and recreation purpose. Necessary facilities required for use by cyclists, including the entry/exit hub and two resting stations with supporting facilities mentioned in paragraph 3(b) will also be provided. The Tsuen Wan District Council (TWDC) has made repeated requests for proceeding with the proposed Advance Works as soon as possible.

## FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the proposed Advance Works under **268RS** to be \$140.9 million in MOD prices (see paragraph 11 below), broken down as follows –

		<b>\$ million (in MOD Prices)</b>
(a)	Cycle track and footpath	59.0
(b)	Entry/exit hub and resting stations with supporting facilities including a toilet, cycle parking spaces, and benches	21.0
(c)	Modification of an existing footbridge	20.6
(d)	Landscaping works	11.9
(e)	Environmental mitigation measures	0.8
(f)	Consultants' fees for	2.4
	(i) contract administration	2.0
	(ii) management of resident site staff (RSS)	0.4

/ \$ million .....

**\$ million**  
**(in MOD Prices)**

(g) Remuneration of RSS	14.1
(h) Contingencies	11.1
Total	140.9

10. A breakdown of the estimates for the consultants' fees and RSS costs by man-months is at Enclosure 6.

11. Subject to approval, we plan to phase the expenditure as follows –

Year	\$ million (MOD)
2018 – 2019	29.0
2019 – 2020	34.1
2020 – 2021	31.7
2021 – 2022	24.8
2022 – 2023	21.3
	140.9

12. We have derived the MOD estimates on the basis of the Government's latest forecast of the trend rate of change in the prices of public sector building and construction output from 2018 to 2023. Subject to funding approval, we will deliver the proposed Advance Works using New Engineering Contract<sup>2</sup> form with provision for price adjustment.

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<sup>2</sup> New Engineering Contract is a suite of contracts developed by the Institution of Civil Engineers, United Kingdom. It is a contract form that emphasises cooperation, mutual trust and collaborative risk management between contracting parties.



13. We estimate the annual recurrent expenditure arising from the proposed Advance Works to be about \$4.7 million.

## **PUBLIC CONSULTATION**

14. We gazetted the scheme of the proposed Advance Works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) in 2012. In response to comments of members of the TWDC, we reviewed and made some amendments to the design<sup>3</sup>. We consulted the District Facilities Management Committee of TWDC on 7 July 2015 and obtained their support to proceed with the amendment scheme of the proposed Advance Works. We then gazetted the amendment scheme on 18 March 2016 and 24 March 2016. During the statutory objection period, no objection was received and the scheme was authorised accordingly. The notice of authorisation was gazetted on 8 July 2016 and 15 July 2016.

15. We reported the updated implementation progress of the cycle track between Tsuen Wan and Tuen Mun to the Coastal Affairs Committee of TWDC on 4 November 2016 and received members' requests for early implementation of the proposed Advance Works.

16. We consulted the Legislative Council Panel on Development on 27 February 2018. Members generally supported the submission of this funding proposal to the Public Works Subcommittee for consideration. Supplementary information (at Enclosure 7) related to the proposed Advance Works was provided to Members on 13 April 2018.

## **ENVIRONMENTAL IMPLICATIONS**

17. The proposed Advance Works project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499) and an environmental permit is not required for the construction and operation of the proposed Advance Works.

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<sup>3</sup> The design amendments included realignment of the cycle track at some locations to preserve the existing promenade (including the trees) as far as practicable and slight shifting of the resting station near Tsing Tsuen Bridge.

18. We completed a Preliminary Environmental Review (PER) for the proposed Advance Works which was accepted by the Director of Environmental Protection in February 2012. The PER has indicated that the proposed Advance Works will not cause any long-term adverse environmental impacts. We will incorporate mitigation measures recommended in the PER to control short-term environmental impacts during construction to within established standards and guidelines. These include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, use of movable noise barriers/enclosures and silence plant to reduce noise generation, and use of temporary drains to discharge site run-off.

19. At the planning and design stages, we have considered the levels, layouts and construction sequence of the proposed Advance Works to reduce 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 disposal of inert construction waste to public fill reception facilities<sup>4</sup>. We will encourage the contractor to maximise use of recycled and recyclable inert construction waste, and use of non-timber formwork to further reduce generation of construction waste.

20. 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.

21. We estimate that the proposed Advance Works will generate in total about 46 885 tonnes of construction waste. Of these, we will reuse about 28 237 tonnes (60.2%) of inert construction waste on site and deliver 3 516 tonnes (7.5%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 15 132 tonnes (32.3%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfill sites is estimated to be \$3.3 million (based on a unit charge rate of \$71 per tonne for disposal at public fill reception facilities and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

**/HERITAGE .....**

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<sup>4</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

## HERITAGE IMPLICATIONS

22. The proposed Advance 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.

## TRAFFIC IMPLICATIONS

23. Temporary traffic arrangements will be implemented to facilitate the construction works near Hoi On Road which will require temporary relocation of the existing bus stop. No temporary road closure is required in other areas for construction of the cycle track along the promenade of Tsuen Wan Bay. We will display publicity boards on site giving details of the temporary traffic arrangements, and the anticipated completion date of the construction works near Hoi On Road. In addition, we will set up a telephone hotline to respond to public enquiries or complaints.

## LAND ACQUISITION

24. The proposed Advance Works do not require any land acquisition.

## BACKGROUND

25. We upgraded **268RS** to Category B in November 2007.

26. In September 2008, we engaged consultants to carry out investigation and preliminary design for cycle track between Tsuen Wan and Tuen Mun. We charged the cost of about \$9.0 million to **Subhead 7100CX** “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”. We completed the investigation and preliminary design in December 2011.

27. In April 2012, we upgraded part of **268RS** as **276RS** “Cycle tracks between Tsuen Wan and Tuen Mun – detailed design and site investigation (advance and stage 1 works)” to Category A at an estimated cost of \$28.2 million in MOD prices for engagement of consultants to undertake the detailed design and carrying out site investigation works for the proposed cycle track section between Tsuen Wan and Ting Kau (Advance Works and Stage 1 Works), and to conduct a review of the alignment of the proposed cycle track section between Ting Kau and Tuen Mun (Stage 2 Works). We have now substantially completed the detailed design of the proposed Advance Works.

/28. ....

28. Of the 355 trees within the site boundary of the proposed Advance Works, 186 trees will be preserved. 142 trees will have to be felled and 27 trees will be transplanted within the site boundary. All trees to be felled or transplanted are not important trees<sup>5</sup>. We will incorporate a planting proposal as part of the proposed Advance Works, including 154 trees as compensatory planting.

29. We estimate that the proposed Advance Works will create 100 jobs (80 for labourers and 20 for professional or technical staff), providing a total employment of 1 700 man-months.

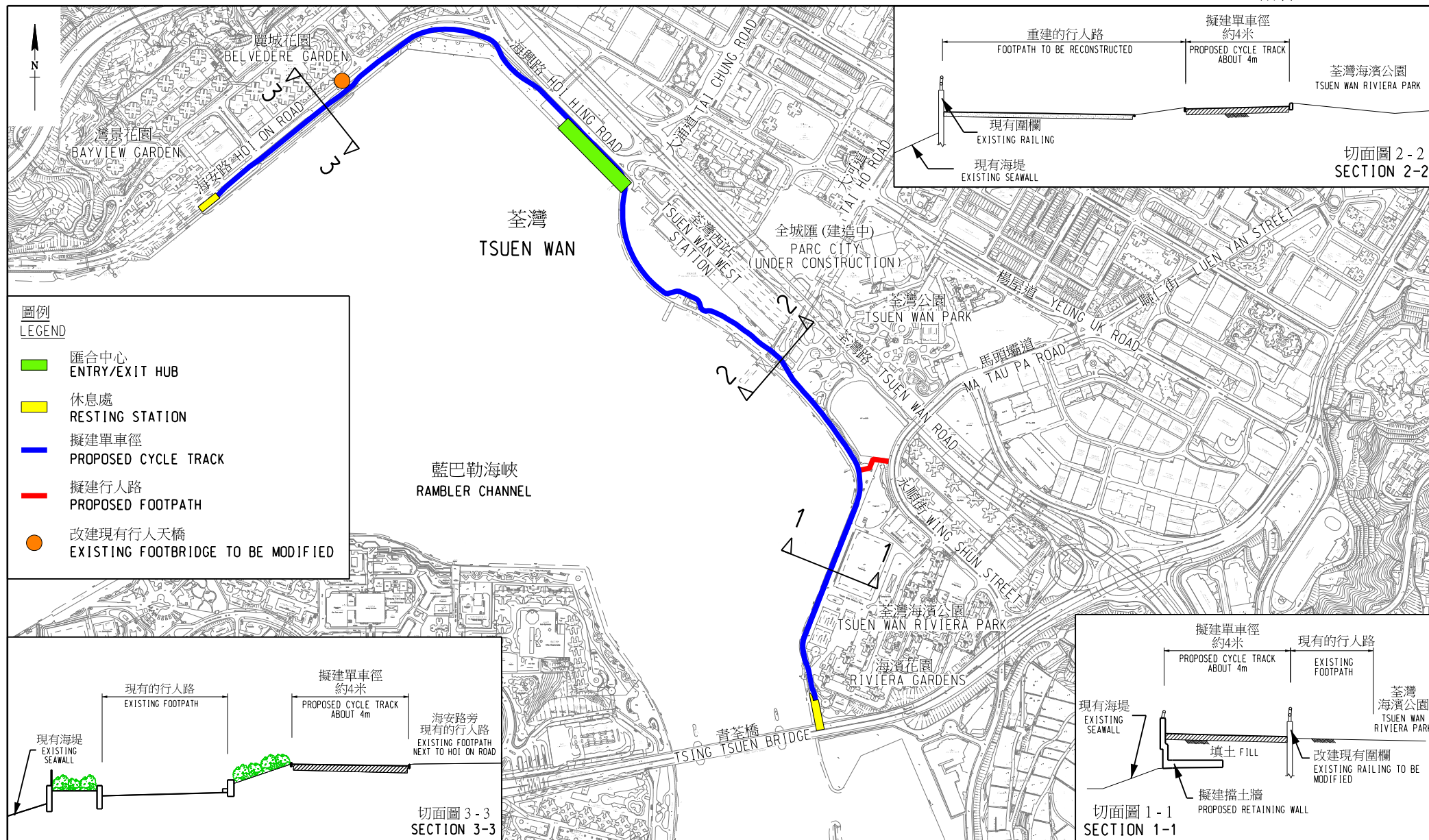
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Development Bureau  
April 2018

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<sup>5</sup> “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.



圖則名稱 drawing title

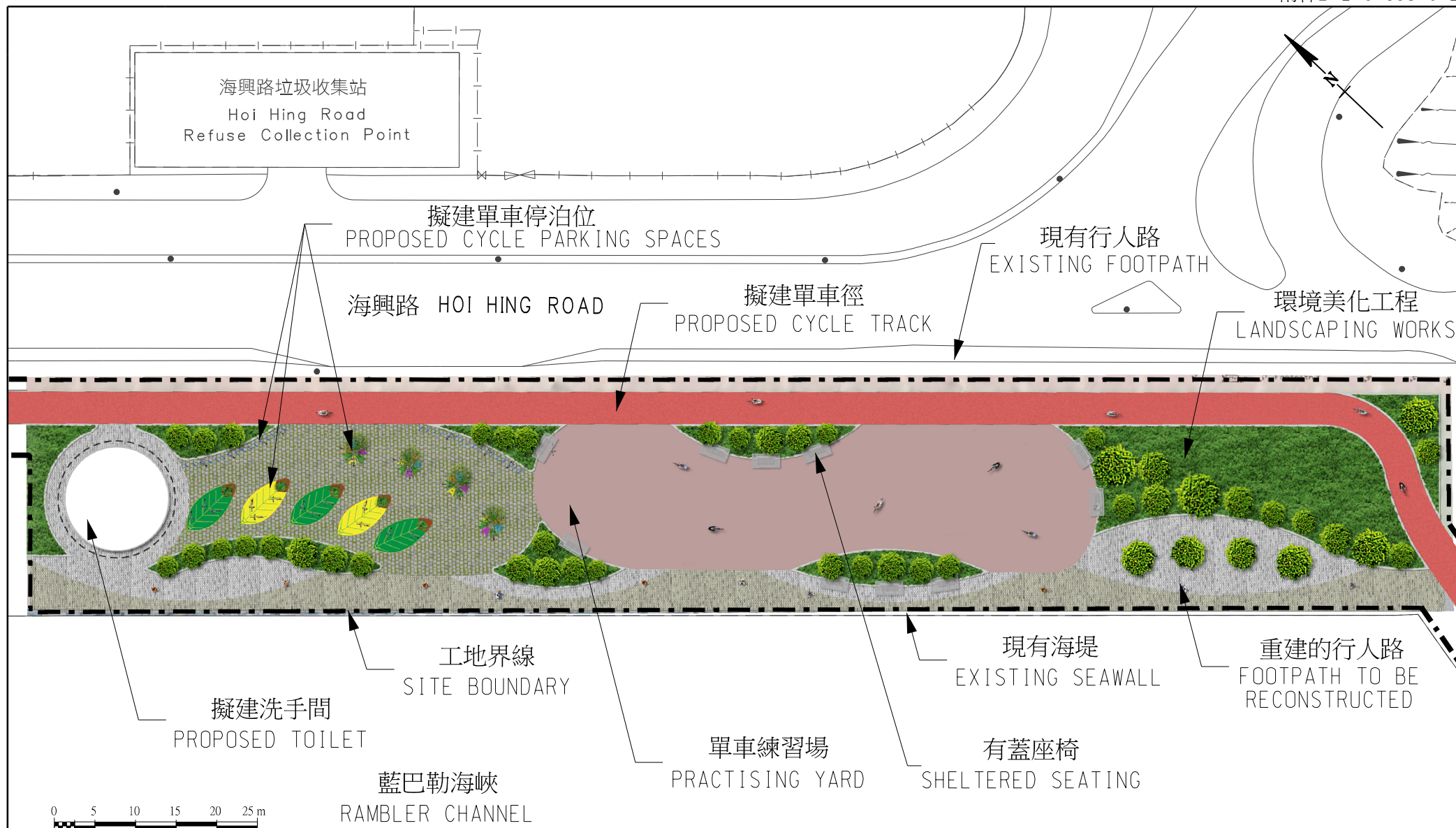
7268RS號(部分)

7268RS(PART)

- 荳灣至屯門單車徑 - 前期工程 平面圖

- LAYOUT PLAN : CYCLE TRACK BETWEEN TSUEN WAN AND TUEN MUN - ADVANCE WORKS





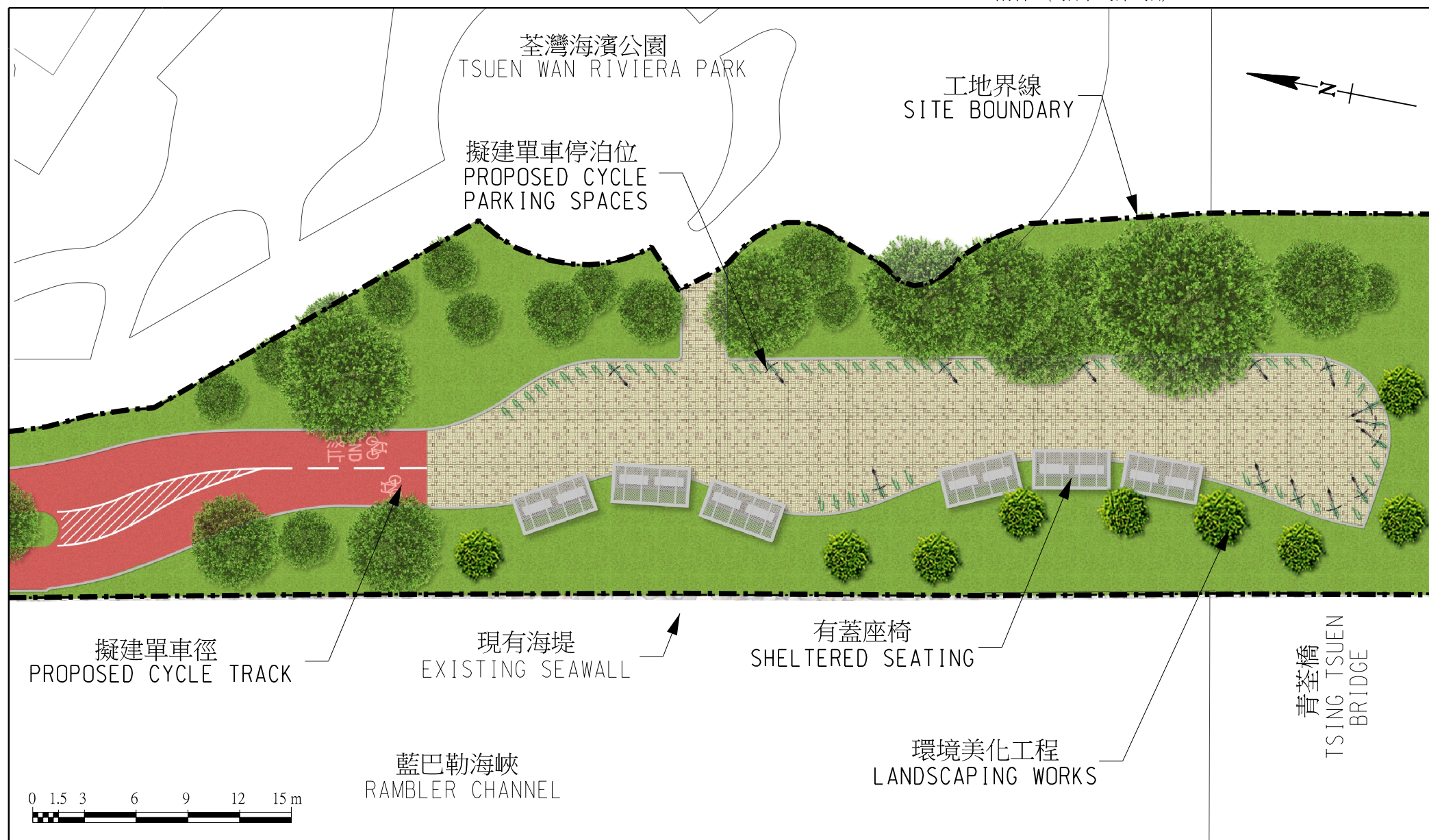
圖則名稱 drawing title

7268RS號(部分)

7268RS(PART)

- 港鐵荃灣西站附近的匯合中心 平面圖

- LAYOUT OF THE ENTRY / EXIT HUB NEAR MTR TSUEN WAN WEST STATION



圖則名稱 drawing title

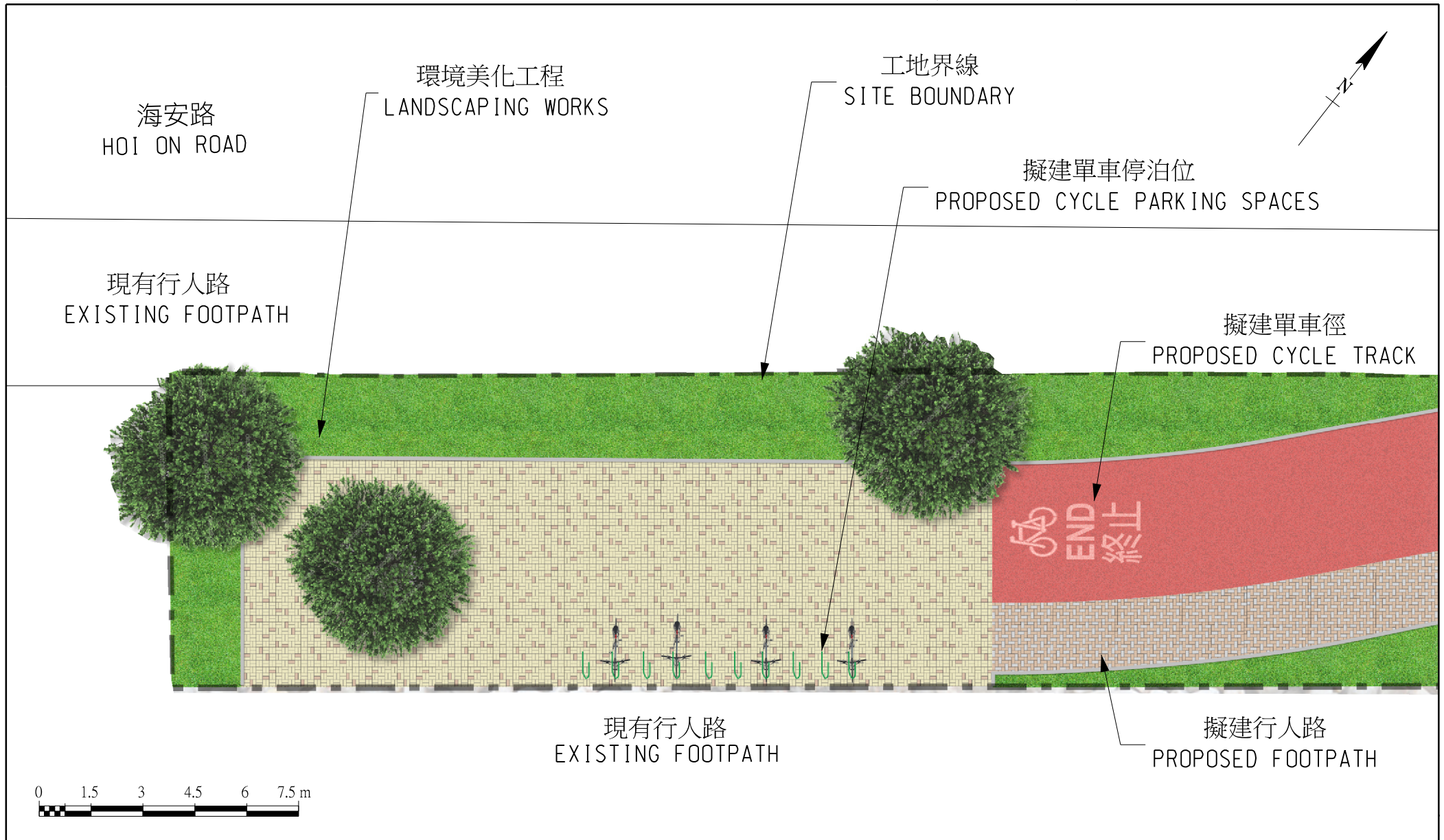
7268RS號(部分)

7268RS(PART)

- 青荃橋附近休息處 平面圖

- LAYOUT OF THE RESTING STATION NEAR TSING TSUEN BRIDGE





圖則名稱 drawing title

灣景花園附近休息處 平面圖

LAYOUT OF THE RESTING STATION NEAR BAYVIEW GARDEN





圖則名稱 drawing title

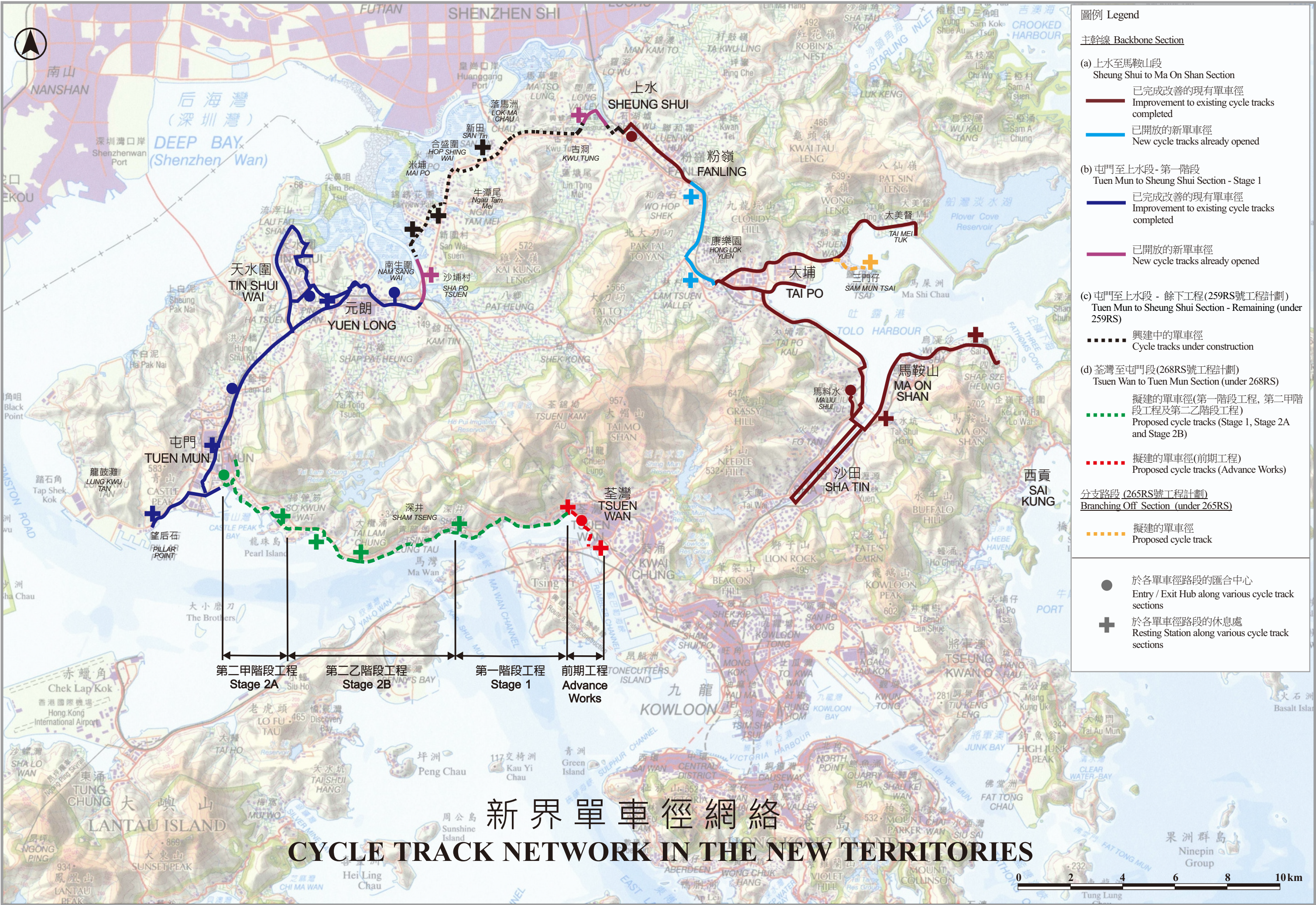
7268RS號(部分)

7268RS(PART)

- 改建的現有行人天橋及建造的升降機構思圖

- ARTIST'S IMPRESSION SHOWING THE MODIFIED FOOTBRIDGE AND LIFT INSTALLED







## Enclosure 6 to PWSC(2018-19)6

### 268RS (Part) – Cycle Track between Tsuen Wan and Tuen Mun – Advance Works

#### Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2017 prices)

		Estimated man- months	Average MPS* salary point	Multiplier (note 1)	Estimated fee (\$ million)
(a)	Consultants' fees for contract administration (note 2)	Professional Technical	- -	- -	1.5 0.2
				Sub-total	1.7#
(b)	Resident site staff (RSS) costs (note 3)	Professional Technical	33 191	1.6 1.6	4.2 8.4
				Sub-total	12.6
	Comprising –				
	(i) Consultants' fees for management of RSS			0.3#	
	(ii) Remuneration of RSS			12.3#	
				<b>Total</b>	<b>14.3</b>

\* MPS = Master Pay Scale

#### Notes

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (as at now, MPS point 14 = \$27,485 per month and MPS point 38 = \$78,775 per month).
2. The consultants' fee for contract administration is calculated in accordance with the existing consultancy agreement for the design and construction of the proposed Advance Works. The construction phase of the assignment will only be executed subject to Finance Committee's approval to upgrade part of **268RS** to Category A.
3. The actual man-months and actual costs will only be known after completion of the works.

#### Remarks

The cost figures in this Enclosure are shown in constant prices to correlate with the MPS salary point of the same year. The figures marked with # are shown in money-of-the-day prices in paragraph 9 of the main paper.

LC Paper No. CB(1)801/17-18(01)

**Panel on Development**

**268RS – Cycle Track between Tsuen Wan and Tuen Mun – Advance Works**

**Follow-up Issues of the Meeting held on 27 February 2018**

At the meeting on 27 February 2018, the Panel on Development discussed the LC Paper No. CB(1)608/17-18(03) on the proposal to upgrade part of PWP Item No. 268RS, entitled “Cycle Track between Tsuen Wan and Tuen Mun” to Category A, at an estimated cost of \$140.9 million in money-of-the-day (MOD) prices, for the construction of the Advance Works to provide a section of cycle track from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan. The Administration was requested to provide information on -

- (a) given that the proposed cycle track would pass through Tsuen Wan Riviera Park managed by the Leisure and Cultural Services (“LCSD”), LCSD’s relevant regulations regarding cycling in the park area and on the designated cycle track within the park;
- (b) in the funding proposal to be submitted to the Public Works Subcommittee, the Administration's response on whether it would consider members' suggestions on (i) permitting cycling on the walkway of Tsing Tsuen Bridge; and (ii) extending the proposed cycle track to reach Wing Shun Street where a lift connecting the elevated walkway of Tsing Tsuen Bridge was being constructed.

This note sets out our response to the request as follows -

- (a) LCSD’s relevant regulations regarding cycling in the park area and on the designated cycle track within the park

Under Section 14(1) of the Pleasure Grounds Regulation (Cap. 132 BC), cycling is not allowed in public pleasure grounds except in areas set apart in the pleasure grounds by LCSD for such activities. The proposed cycle track would pass through Tsuen Wan Park and Tsuen Wan Riviera Park which are managed by LCSD. Pursuant to the above-mentioned Regulation, cyclists will be allowed to ride bicycles along the designated cycle track within these two Parks but not in other park areas.

(b)(i) Cycling on the walkway of Tsing Tsuen Bridge

Under the current standards and legislation, cyclists riding on bicycles along a footpath are not permitted. In view of the current limited width of the footpath on Tsing Tsuen Bridge, there is no room for providing both a designated cycle track and a footpath along the bridge.

(b)(ii) Extending the proposed cycle track to reach Wing Shun Street

The suggested extension of the proposed cycle track to reach Wing Shun Street falls outside the gazetted scheme for the Advanced Works. According to a preliminary assessment by the Civil Engineering and Development Department, the suggested extension will be subjected to a number of technical constraints. We will study this suggestion and assess its feasibility and cost-effectiveness under the remaining stages of the cycle track project.

**Development Bureau  
Civil Engineering and Development Department  
April 2018**