

**For discussion
on 27 February 2018**

Legislative Council Panel on Development

**PWP Item No. 268RS (Part)
Cycle track between Tsuen Wan and Tuen Mun – Advance Works**

PURPOSE

This paper briefs Members on the proposal to upgrade part of PWP Item No. **268RS**¹, 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.

PROJECT SCOPE AND NATURE

2. The part of **268RS**, which we propose to upgrade to Category A for the construction of the proposed Advance Works, 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;

¹ **268RS** comprises (i) Advance Works: a new cycle track with footpath of about 2.3 km long from Tsing Tsuen Bridge to Bayview Garden; (ii) Stage 1 Works: a new cycle track with footpath of about 4.5 km long from Bayview Garden to Ting Kau; and (iii) Stage 2 Works: a new cycle track with footpath of about 15.2 km long from Ting Kau to Tuen Mun.

- (c) modification of an existing footbridge² 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 2(a) to (d) above.

3. 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.

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

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

JUSTIFICATION

6. We have been making efforts in implementing the cycle track network in the New Territories (alignment at **Enclosure 4**) for improving the quality of living. 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 the completion of individual sections for early public enjoyment.

7. 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. The Tsuen Wan District Council (TWDC) has made repeated requests for proceeding with the proposed Advance Works early.

² The modification works involve the demolition of an existing ramp and the construction of a lift to maintain barrier-free access for the public.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the proposed Advance Works to be about \$140.9 million in MOD prices.

PUBLIC CONSULTATION

9. 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 design³. 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.

10. 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 the early implementation of the proposed Advance Works.

ENVIRONMENTAL IMPLICATIONS

11. The proposed Advance Works 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.

12. 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

³ 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.

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.

13. At the planning and design stages, we have considered the levels, layouts and construction sequence of the proposed Advance Works in order to reduce generation of construction waste where possible.

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 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 facilities⁴. We will encourage the contractor to maximise the use of recycled and recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste. 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.

HERITAGE IMPLICATIONS

15. 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.

⁴ 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.

LAND ACQUISITION

16. The proposed Advance Works does not require any land acquisition.

PROGRESS REPORT ON NEW TERRITORIES CYCLE TRACK NETWORK

17. The comprehensive cycle track network in the New Territories broadly comprises two backbone sections. Regarding the 60 km-long backbone section between Tuen Mun and Ma On Shan, about 50 km of it from Tuen Mun to Yuen Long and from Sheung Shui to Ma On Shan has been completed and is open to the public. Construction of the remaining cycle track from Yuen Long to Sheung Shui is currently underway. As regards the 22 km-long backbone section between Tsuen Wan and Tuen Mun, we schedule to commence construction of the cycle track from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan under the proposed Advance Works by the third quarter of 2018, and continue with the alignment review and design of the remaining section from Bayview Garden to Tuen Mun. A report on the overall progress of the comprehensive cycle track network is given in **Enclosure 5**.

BACKGROUND INFORMATION

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

19. In September 2008, we engaged consultants to carry out investigation and preliminary design for cycle track between Tsuen Wan and Tuen Mun. We have charged the cost of about \$9.03 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.

20. 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 the site investigation works for the proposed cycle track 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 between Ting Kau and Tuen Mun (Stage 2 Works). We have now substantially completed the detailed design of the proposed Advance Works.

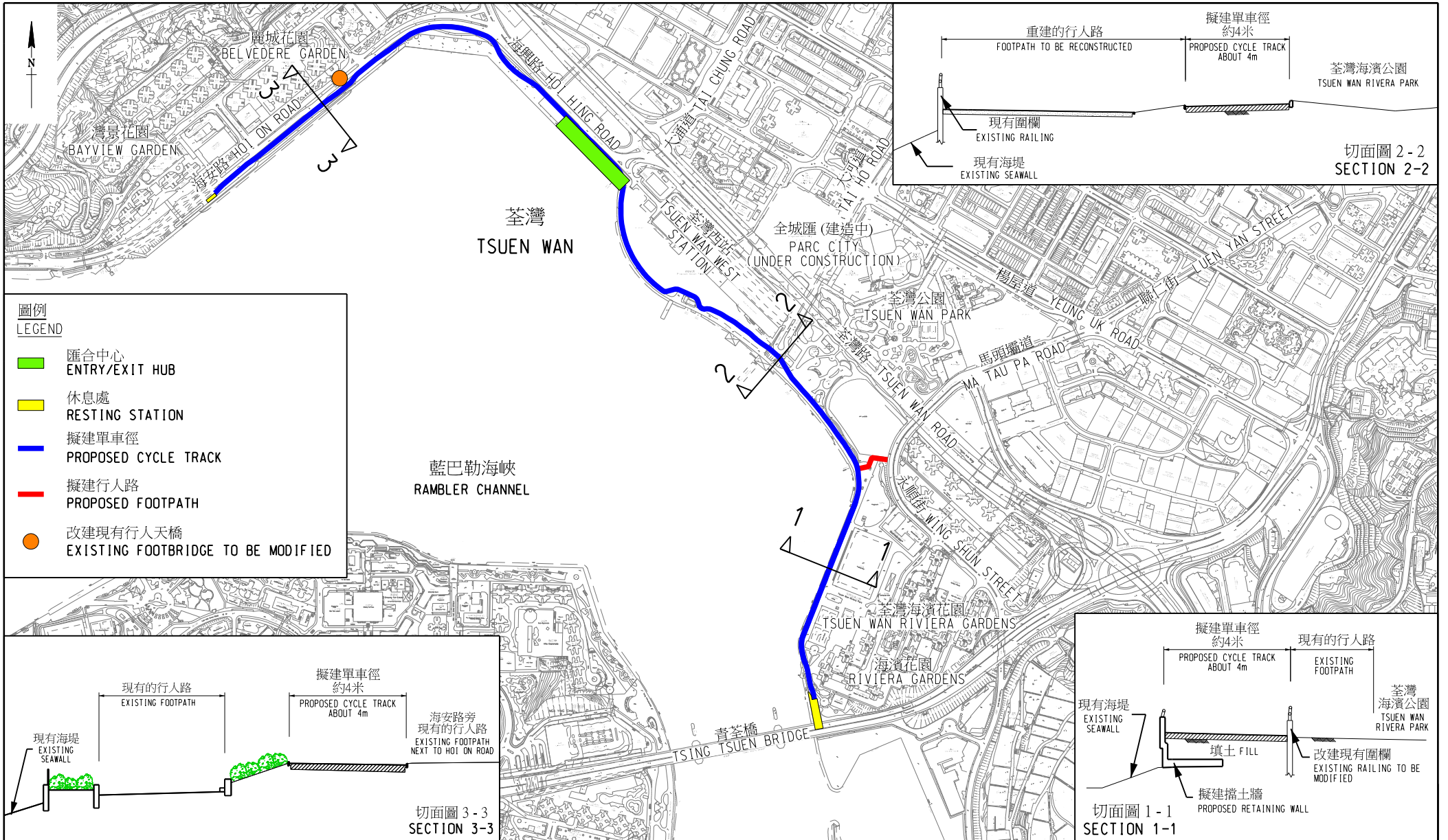
WAY FORWARD

21. We plan to seek funding approval from FC for upgrading part of **268RS** to Category A after consulting the Public Works Subcommittee. We also plan to invite tenders in parallel, after this Panel meeting, to facilitate commencement of construction of the proposed Advance Works in the third quarter of 2018. We will only award the works contract after obtaining FC's funding approval.

Development Bureau
Civil Engineering and Development Department
February 2018

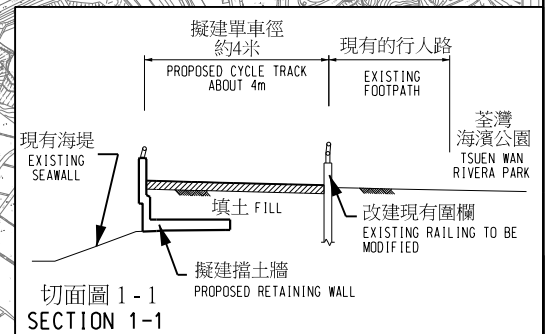
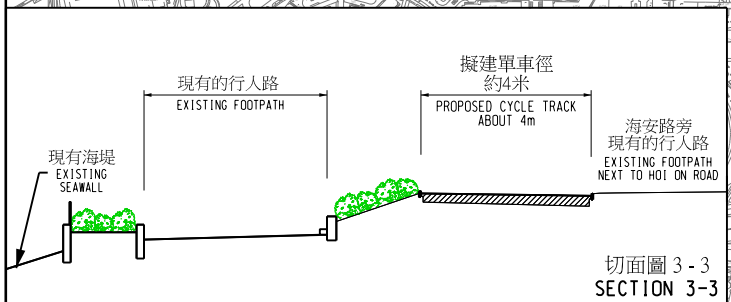
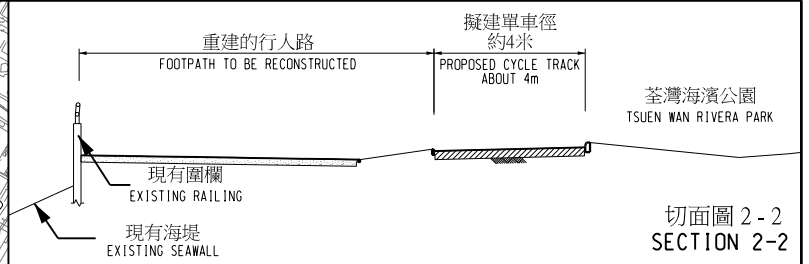
ATTACHMENT

- Enclosure 1 Plan showing the Cycle Track between Tsuen Wan and Tuen Mun – Advance Works
- Enclosure 2 Plan showing the layout of the hub near MTR Tsuen Wan West Station
- Enclosure 3 Plans showing the layout of the resting stations near Tsing Tsuen Bridge and Bayview Garden
- Enclosure 4 Plan showing the Cycle Track Network in the New Territories
- Enclosure 5 Report on Overall Progress of Cycle Track Network in the New Territories



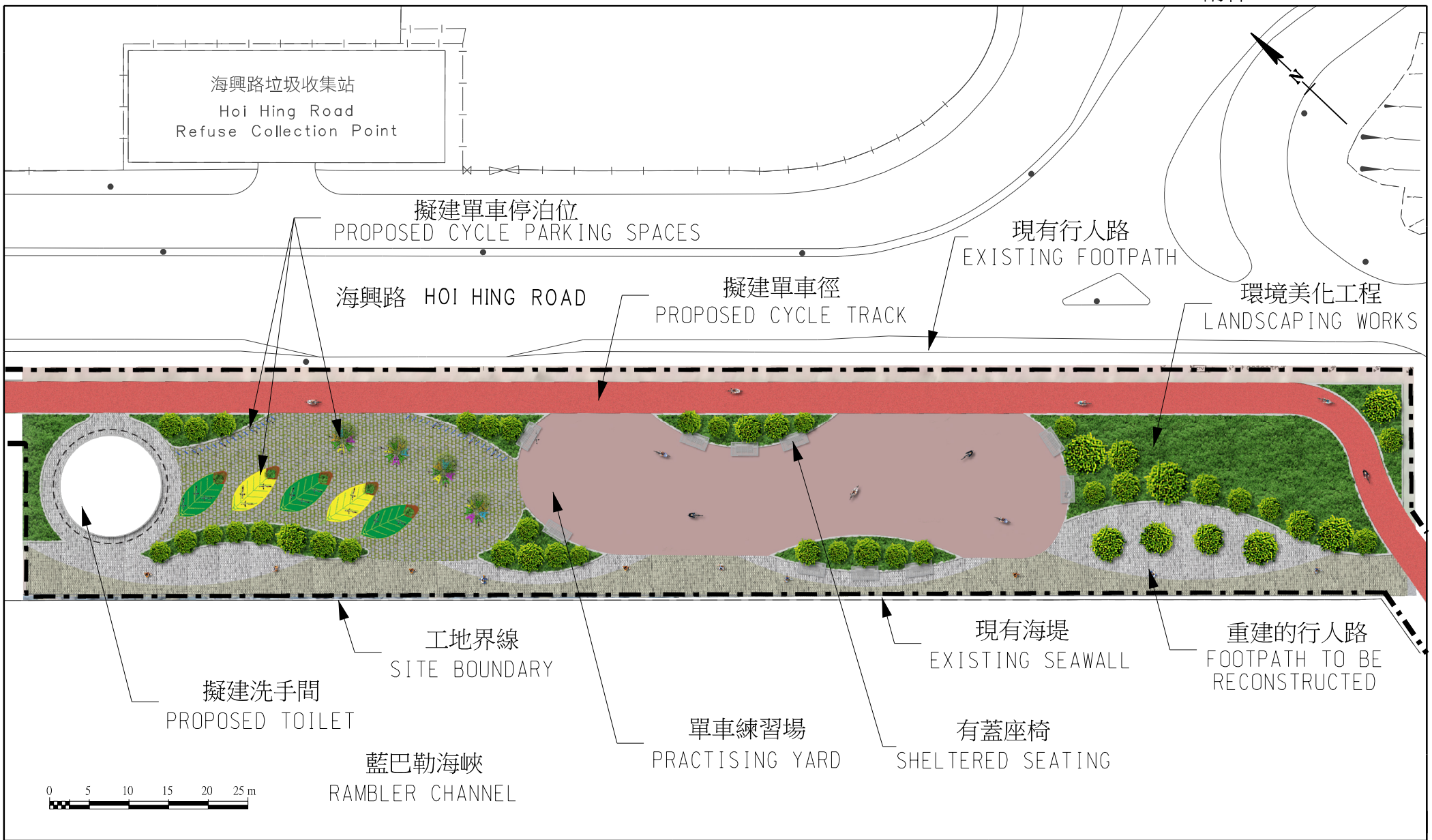
圖例
LEGEND

- 匯合中心
ENTRY/EXIT HUB
- 休息處
RESTING STATION
- 擬建單車徑
PROPOSED CYCLE TRACK
- 擬建行人路
PROPOSED FOOTPATH
- 改建現有行人天橋
EXISTING FOOTBRIDGE TO BE MODIFIED



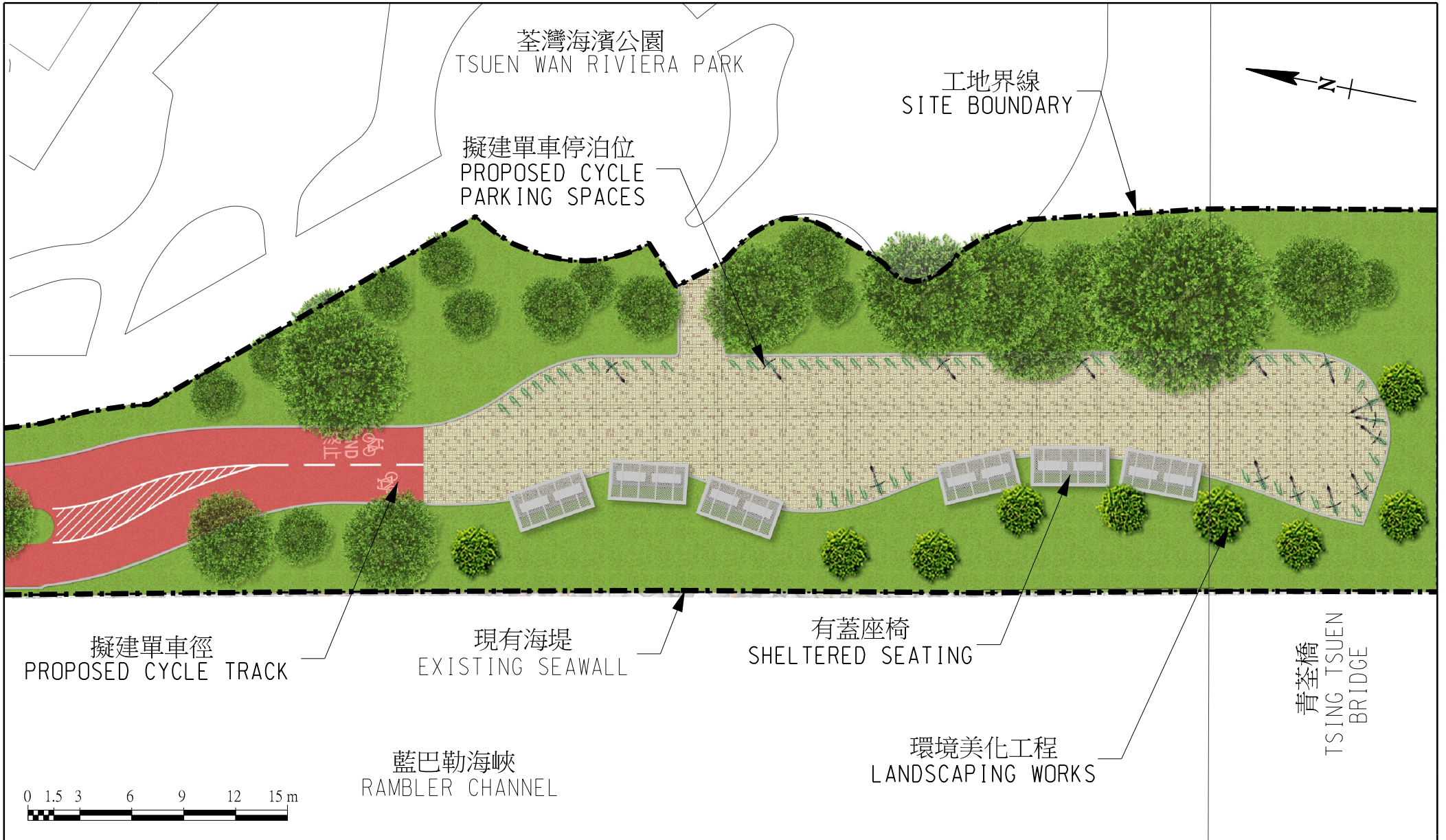
圖則名稱 drawing title

荃灣至屯門單車徑 - 前期工程 平面圖
LAYOUT PLAN : CYCLE TRACK BETWEEN TSUEN WAN AND TUEN MUN - ADVANCE WORKS



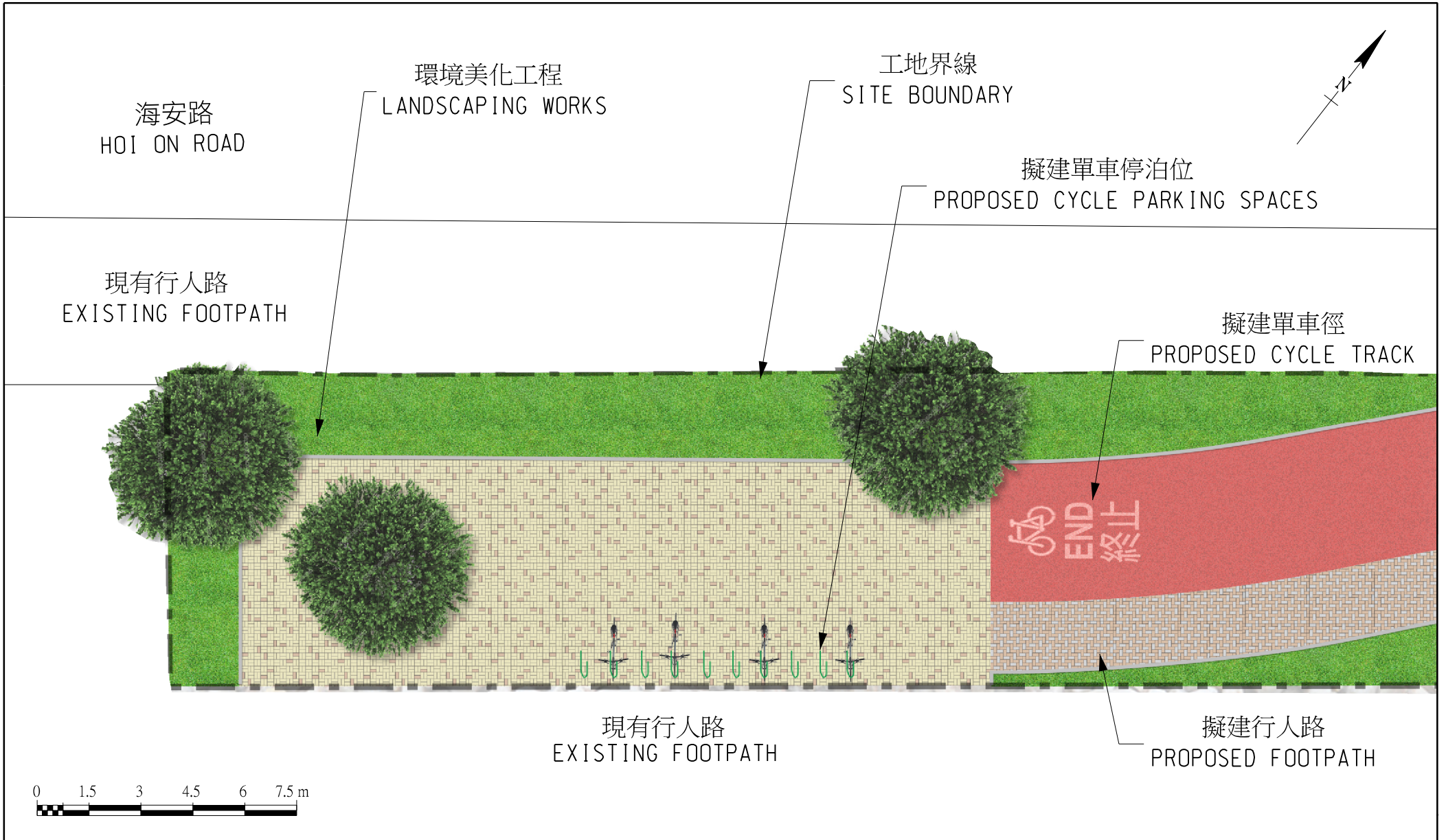
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港鐵荃灣西站附近的匯合中心 平面圖
 LAYOUT OF THE ENTRY / EXIT HUB NEAR MTR TSUEN WAN WEST STATION



圖則名稱 drawing title

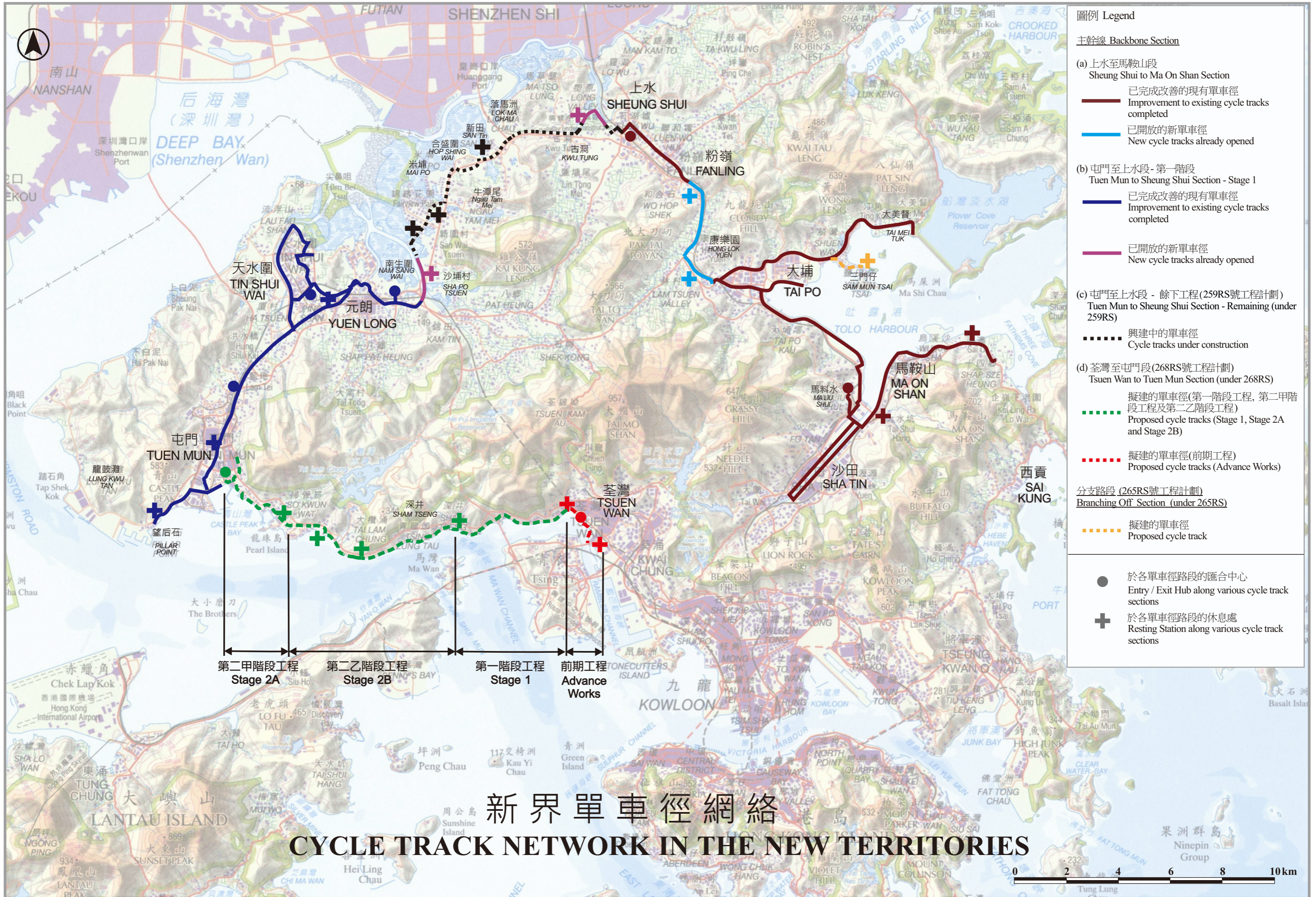
青荃橋附近休息處 平面圖
 LAYOUT OF THE RESTING STATION NEAR TSING TSUEN BRIDGE



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



圖例 Legend

主幹線 Backbone Section

- (a) 上水至馬鞍山段
Sheung Shui to Ma On Shan Section
 - 已完成的現有單車徑
Improvement to existing cycle tracks completed
 - 已開放的新單車徑
New cycle tracks already opened

- (b) 屯門至上水段 - 第一階段
Tuen Mun to Sheung Shui Section - Stage 1
 - 已完成的現有單車徑
Improvement to existing cycle tracks completed
 - 已開放的新單車徑
New cycle tracks already opened

- (c) 屯門至上水段 - 餘下工程(259RS號工程計劃)
Tuen Mun to Sheung Shui Section - Remaining (under 259RS)
 - 興建中的單車徑
Cycle tracks under construction

- (d) 荃灣至屯門段(268RS號工程計劃)
Tsuen Wan to Tuen Mun Section (under 268RS)
 - 擬建的單車徑(第一階段工程, 第二甲階段工程及第二乙階段工程)
Proposed cycle tracks (Stage 1, Stage 2A and Stage 2B)
 - 擬建的單車徑(前期工程)
Proposed cycle tracks (Advance Works)

分支路段 (265RS號工程計劃)
Branching Off Section (under 265RS)

- 擬建的單車徑
Proposed cycle track
- 於各單車徑路段的匯合中心
Entry / Exit Hub along various cycle track sections
- 於各單車徑路段的休息處
Resting Station along various cycle track sections

第二甲階段工程 Stage 2A
第二乙階段工程 Stage 2B
第一階段工程 Stage 1
前期工程 Advance Works

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



Report on Overall Progress of Cycle Track Network in the New Territories

We have been making efforts in implementing the comprehensive cycle track network in the New Territories, which (alignment shown at **Enclosure 4**) comprises –

- (a) **two backbone sections** with a total length of about 82 kilometres (km)–
 - (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 **271RS**¹, **279RS**² and **259RS**³); 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** and **276RS**);
- (b) **A branching off section** of about 1 km in length from the backbone section at Sam Mun Tsai (under **265RS**⁴).

2. In view of the considerable length of the comprehensive cycle track network, we have been implementing it in phases. In May 2008, we reported the original scope and implementation programme of the comprehensive cycle track network based on the preliminary feasibility study completed at that time to the Legislative Council Panel on Development (the Panel). Subsequently, we reported the updated progress to the Panel on 28 April 2009, 19 December 2011, 23 April 2013 and 22 July 2015. We have over the years been implementing the cycle track network in phases. So far, we have completed and opened to the public about 50 km long cycle track, with another 10 km long cycle track under construction for completion by

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 **259RS** is “Cycle tracks connecting North West New Territories with North East New Territories - Tuen Mun to Sheung Shui section (Remaining)”.

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

2020. However, there are some cycle track sections found to be subjected to more stringent physical site constraints than previously anticipated. Besides, we received strong objections from local community on some cycle track sections during public consultations. We need to spend more time to review the alignment and discuss with the concerned stakeholders so as to identify the most suitable alignment for taking forward the comprehensive cycle track network.

3. The latest progress of various sections of the comprehensive 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 completed and open to the public in March 2014. The second phase covering the western section from Tuen Mun to Sheung Shui is 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 the new cycle tracks were substantially completed in December 2016 which were subsequently open to public. The remaining works (under **259RS**) commenced construction in June 2016 for completion by early 2020.

Tsuen Wan - Tuen Mun backbone section

5. The Tsuen Wan to Tuen Mun backbone section has been planned for implementation in phases comprising the proposed 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. We now propose to upgrade the proposed Advance Works to Category A. Subject to funding approval of the Finance Committee, we plan to commence the proposed Advance Works in the third quarter of 2018 for completion in the fourth quarter of 2020.

6. As regards the Stage 1 Works and Stage 2 Works, they are subjected to difficult site constraints such as inadequate space along the existing roads between Bayview Garden and Tuen Mun for the construction of cycle tracks.

7. Moreover, we received strong objections from the local community on the proposed sections at Sham Tseng, So Kwun Wat and Sam Shing in our previous public

Enclosure 5

consultation exercises. Over the past few years, we have been liaising with the members of the Tuen Mun District Council (TMDC) and Tsuen Wan District Council (TWDC), and sustaining efforts on working out different options of the proposed cycle track alignment, seeking to overcome the difficult site constraints and address the adverse public comments.

8. In May 2015, we briefed the Environment, Hygiene and District Development Committee of TMDC and members generally appreciated the constraints and difficulties encountered. They requested us to consider implementing the cycle track project in phases starting with the less controversial sections. Adopting this approach, we have advanced the design of the relatively less controversial section from So Kwun Wat to Tuen Mun, now designated as the Stage 2A Works. The remaining part of the Stage 2 Works is designated as Stage 2B Works, covering the cycle track section from Ting Kau to So Kwun Wat. We have also maintained close liaison with members of TWDC and TMDC in our review of different alignment options to overcome the difficult site constraints and to address the adverse public comments, for the remaining sections under Stage 1, Stage 2A and Stage 2B Works, with a view to working out a cost-effective design and alignment that is acceptable to the public.

Sam Mun Tsai branching off section

9. For the branching off section at Sam Mun Tsai, we are reviewing its implementation programme.

END