

**For discussion
on 19 November 2019**

Legislative Council Panel on Development

PWP Item No. 265RS

Cycle tracks connecting North West New Territories with North East New Territories – Sam Mun Tsai extension

PURPOSE

This paper briefs Members on the proposal to upgrade PWP Item No. **265RS**, entitled “**Cycle tracks connecting North West New Territories with North East New Territories – Sam Mun Tsai extension**” to Category A, at an estimated cost of \$66.9 million in money-of-the-day (MOD) prices, for the construction of the section of cycle track alongside Sam Mun Tsai Road.

PROJECT SCOPE AND NATURE

2. The proposed works under PWP Item No. **265RS** comprise –
 - (a) a new cycle track of about 900 metres (m) in length alongside Sam Mun Tsai Road together with about 600 m long retaining wall;
 - (b) one resting station with supporting facilities including water dispenser, bicycle parking spaces, seating benches and a toilet; and
 - (c) associated landscaping and ancillary works.

3. A plan showing the extent of the proposed works is at **Enclosure 1**. The layout plan of the resting station is at **Enclosure 2**.

4. Subject to funding approval of the Finance Committee (FC) in 2019/20, the proposed works could commence in mid 2020 for completion in mid 2022.

JUSTIFICATION

5. We have been making efforts in implementing the cycle track network in the New Territories (alignment at **Enclosure 3**) for improving the quality of living. The proposed cycle track alongside Sam Mun Tsai Road is a branching off section of the proposed cycle track network connecting North West New Territories with North East New Territories. The proposed works will provide a 900 m-long cycle track along the seaside of Sam Mun Tsai Road with associated supporting facilities for leisure and recreation purpose as well as enhancing cycling experience with the appealing scenery of fishing village along the waterfront of Sam Mun Tsai. Both the Tai Po Rural Council (TPRC) and Tai Po District Council (TPDC) have made repeated requests for proceeding with the proposed works.

FINANCIAL IMPLICATIONS

6. We estimate the capital cost of the proposed works to be about \$66.9 million in MOD prices.

PUBLIC CONSULTATION

7. We consulted TPRC and the Traffic and Transport Committee of TPDC on 8 July 2015 and 10 July 2015 respectively and obtained their support to gazette the scheme of the proposed works. We then gazetted the scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 8 July 2016 and 15 July 2016. During the statutory objection period, no objection was received. The notice of authorisation was gazetted on 4 November 2016 and 11 November 2016.

8. We reported the detailed design and updated implementation progress of the proposed works to TPRC and the Traffic and Transport Committee of TPDC on 7 May 2019 and 10 May 2019 respectively. Both TPRC and the Traffic and Transport Committee of TPDC supported the implementation of the proposed works.

ENVIRONMENTAL IMPLICATIONS

9. The proposed works are 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 works.

10. We completed a Preliminary Environmental Review (PER) for the proposed works in April 2011. Afterwards, we updated the PER according to the latest environmental standards and site conditions, and the updated PER was agreed by the Director of Environmental Protection in June 2019. The PER concluded that the proposed 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 silenced plant to reduce noise generation, and use of temporary sedimentation tanks for discharge of site run-off.

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

12. 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 facilities¹. 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.

¹ 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

13. 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

14. The proposed works do not require any land acquisition.

PROGRESS REPORT ON NEW TERRITORIES CYCLE TRACK NETWORK

15. 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 tracks from Yuen Long to Sheung Shui is currently underway. As regards the 22 km-long backbone section between Tsuen Wan and Tuen Mun, the Advanced Works from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan commenced in September 2018. The alignment review and design of the remaining cycle track section from Bayview Garden, Tsuen Wan to Tuen Mun is on-going. A report on the overall progress of the comprehensive cycle track network is given at **Enclosure 4**.

BACKGROUND INFORMATION

16. We upgraded **265RS** to Category B in February 2007.

17. In August 2008, we engaged consultants to carry out investigation and design for the cycle track alongside Sam Mun Tsai Road. We have charged the cost of about \$0.84 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 works.

WAY FORWARD

18. We will seek funding approval from FC for upgrading **265RS** 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 works in mid 2020. We will only award the works contract after obtaining FC's funding approval.

Development Bureau
Civil Engineering and Development Department
October 2019

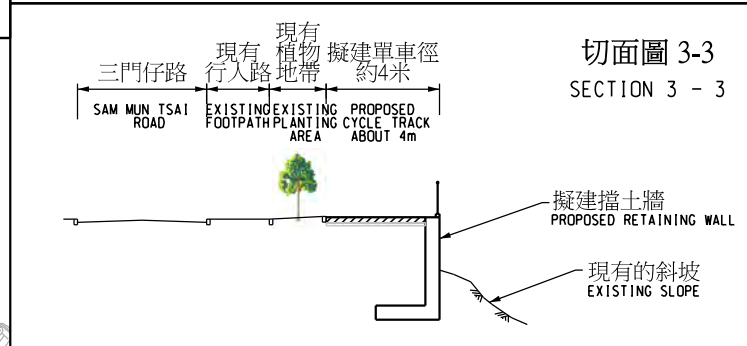
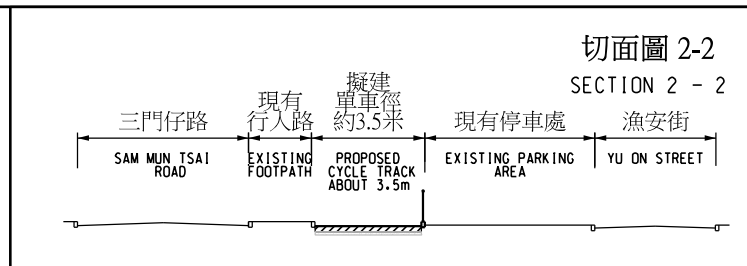
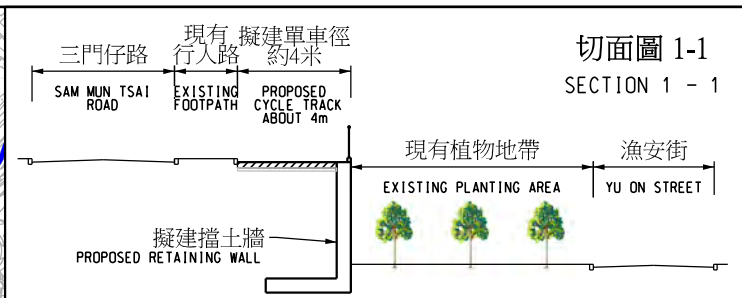
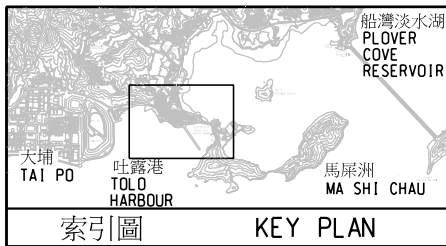
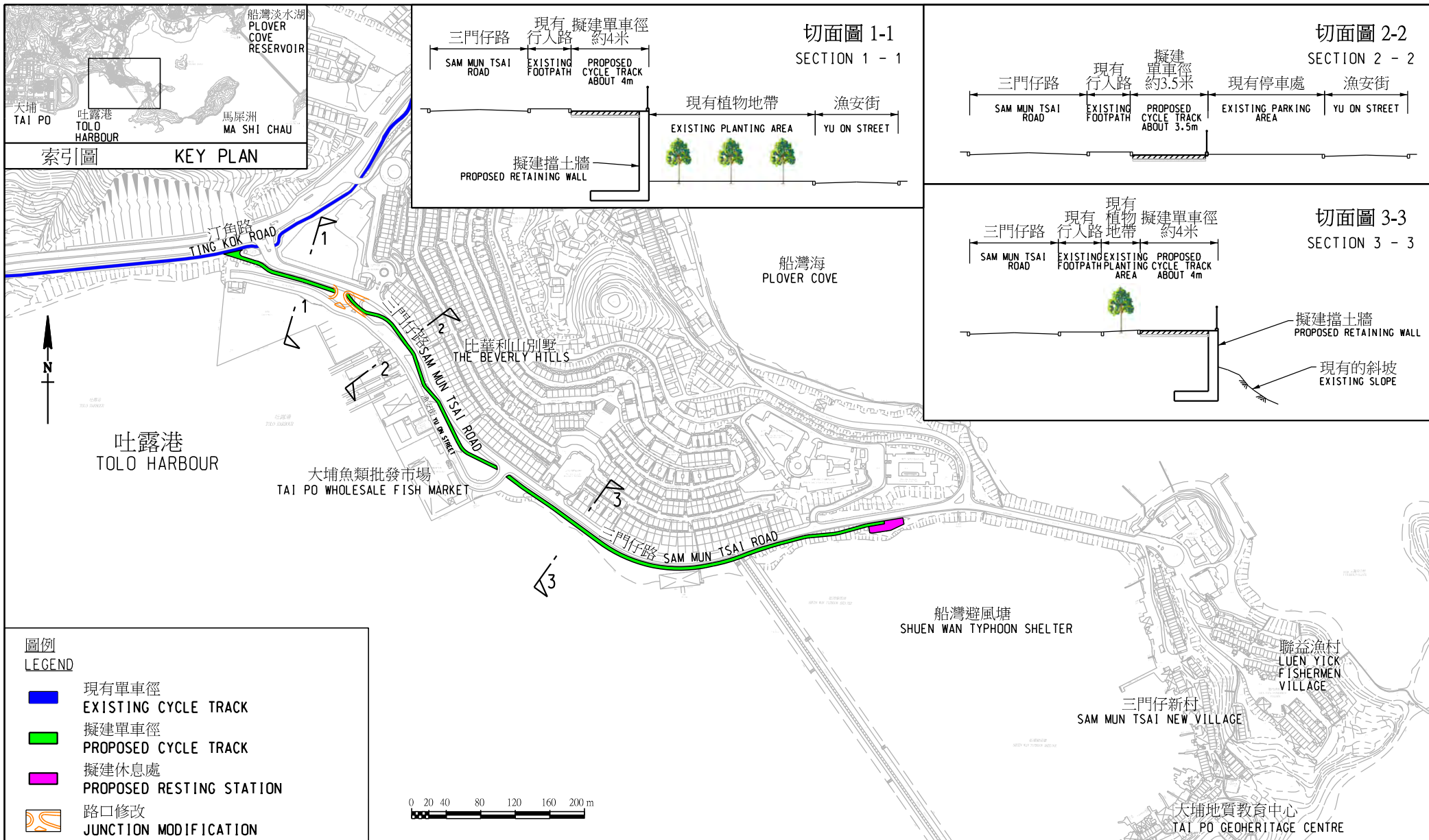
LIST OF ENCLOSURES

- Enclosure 1 Layout Plan showing the Cycle Tracks connecting North West New Territories with North East New Territories - Sam Mun Tsai extension

- Enclosure 2 Layout Plan showing the Resting Station at Sam Mun Tsai Road

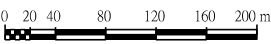
- Enclosure 3 Plan showing the Cycle Track Network in the New Territories

- Enclosure 4 Report on Overall Progress of Cycle Track Network in the New Territories



圖例
LEGEND

-  現有單車徑
EXISTING CYCLE TRACK
-  擬建單車徑
PROPOSED CYCLE TRACK
-  擬建休息處
PROPOSED RESTING STATION
-  路口修改
JUNCTION MODIFICATION



圖則名稱 drawing title

連接新界西北及新界東北之單車徑 - 三門仔伸延部分平面圖
LAYOUT PLAN : CYCLE TRACKS CONNECTING NORTH WEST NEW TERRITORIES WITH NORTH EAST NEW TERRITORIES - SAM MUN TSAI EXTENSION

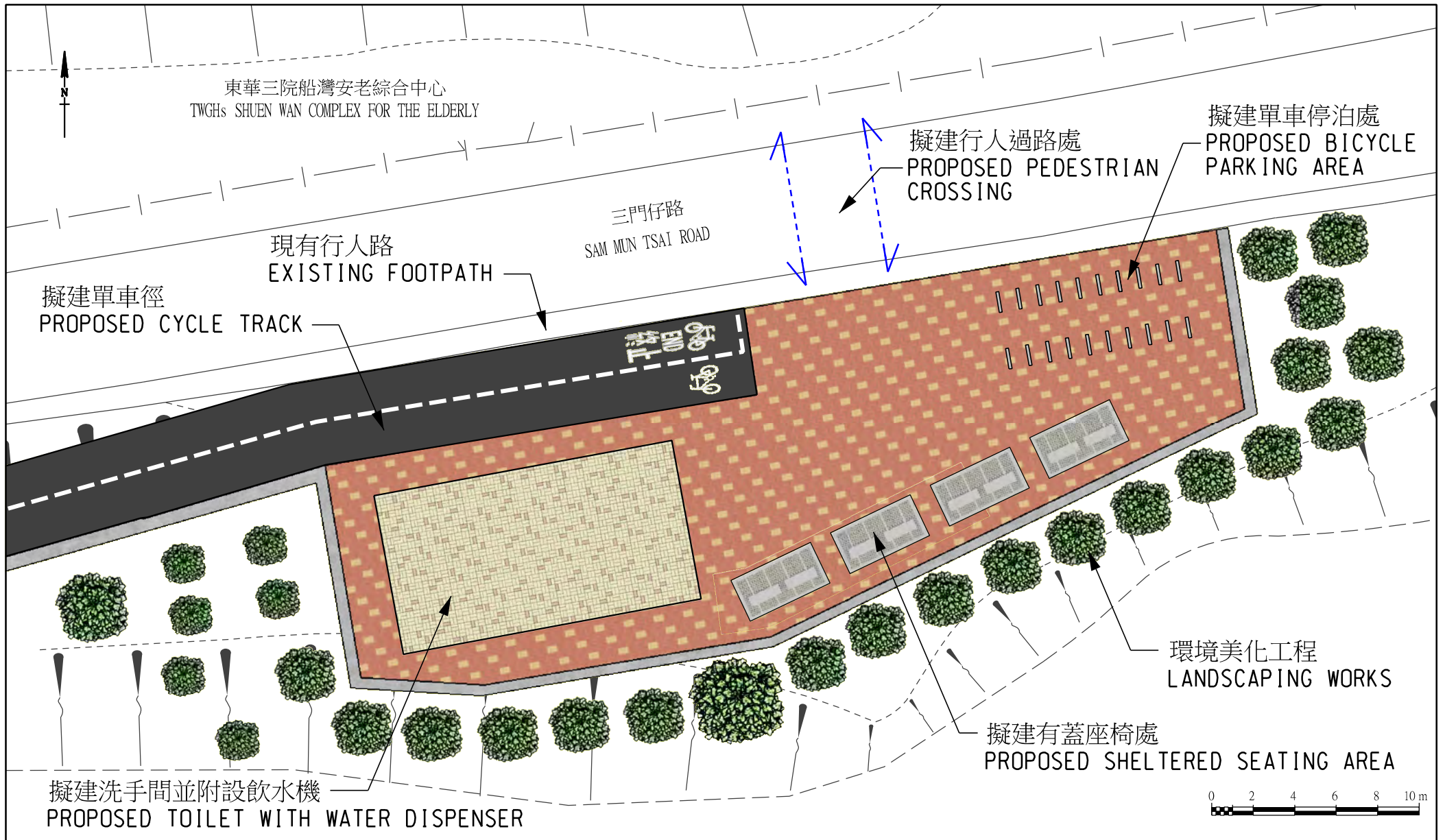
項目編號 item no.
265RS

比例 scale
1:6000

圖則編號 drawing no.
W2-086

辦事處 office
西拓展處
WEST DEVELOPMENT OFFICE

 **土木工程拓展署**
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



圖則名稱 drawing title

三門仔路的休息處 平面圖

LAYOUT PLAN : RESTING STATION AT SAM MUN TSAI ROAD

項目編號 item no.

265RS

比例 scale

1:250

圖則編號 drawing no.

W2-084

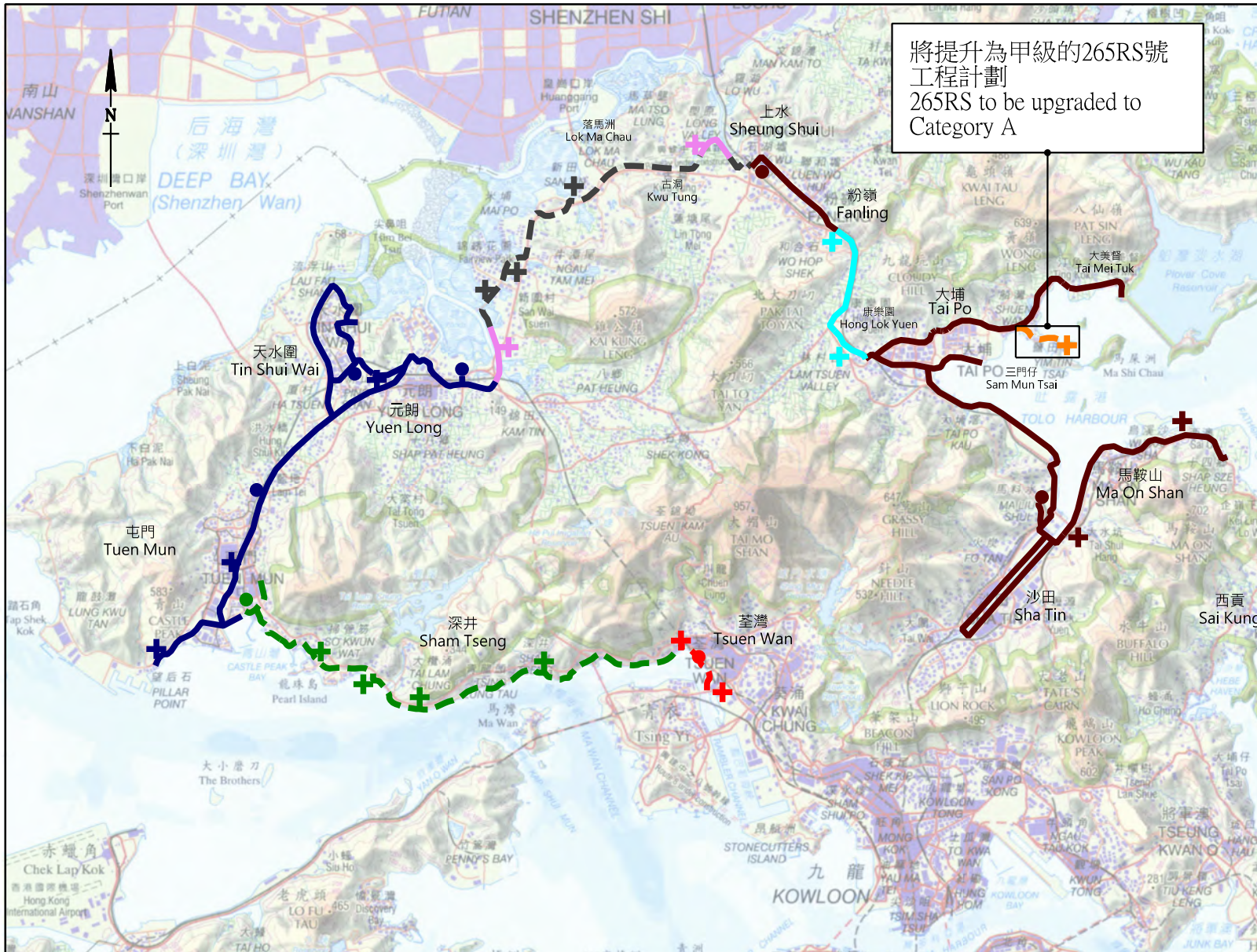
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將提升為甲級的265RS號
工程計劃
265RS to be upgraded to
Category A

- 圖例 Legend
- 主幹線 Backbone Section
- (a) 上水至馬鞍山段(271RS號工程計劃)
Sheung Shui to Ma On Shan Section (under 271RS)
 - 已完成改善的現有單車徑
Improvement to existing cycle tracks completed
 - 已開放新單車徑
New cycle tracks already opened
 - (b) 屯門至上水段 - 第一階段 (279RS號工程計劃)
Tuen Mun to Sheung Shui Section - Stage 1 (under 279RS)
 - 已完成改善的現有單車徑
Improvement to existing cycle tracks completed
 - 已開放新單車徑
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
Tsuen Wan to Tuen Mun Section
 - 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) (268RS號工程計劃)
Proposed cycle tracks (Stage 1, Stage 2A and Stage 2B) (under 268RS)
 - 興建中的單車徑 (前期工程) (293RS號工程計劃)
Cycle tracks under construction (Advance Works) (under 293RS)
 - 分支路段 (265RS號工程計劃)
Branching Off Section (under 265RS)
 - (e) 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

圖則名稱 drawing title	項目編號 item no.	辦事處 office
	比例 scale	西拓展處 WEST DEVELOPMENT OFFICE
	圖則編號 drawing no.	土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
新界單車徑網絡 CYCLE TRACK NETWORK IN THE NEW TERRITORIES	N.T.S.	W2-085

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 3**) 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**, **279RS** and **259RS**)¹; 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**, **276RS** and **293RS**)²;
- (b) **A branching off section** of about 900 metres in length from the backbone section at Sam Mun Tsai (under **265RS**).

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

¹

271RS	Cycle tracks connecting North West New Territories with North East New Territories – Sheung Shui to Ma On Shan section
279RS	Cycle tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section (Stage 1)
259RS	Cycle tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section (Remaining)

²

268RS	Cycle track between Tsuen Wan and Tuen Mun
276RS	Cycle track between Tsuen Wan and Tuen Mun – detailed design and site investigation (advance and stage 1 works)
293RS	Cycle track between Tsuen Wan and Tuen Mun – advance works

Enclosure 4

the updated progress to the Panel on 28 April 2009, 19 December 2011, 23 April 2013, 22 July 2015 and 27 February 2018. 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 tracks, with another 12.3 km long cycle tracks under construction for completion by 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 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**) had been completed which was opened 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**). The Stage 1 Works commenced in November 2013 and the new cycle tracks were 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 (under **268RS, 276RS and 293RS**) has been planned for implementation in phases comprising the Advance Works from Tsing Tsuen Bridge to Bayview Garden, the Stage 1 Works from Bayview Garden to Ting Kau, the Stage 2A Works from So Kwun Wat to Tuen Mun and Stage 2B Works from Ting Kau to So Kwun Wat.

6. The construction of the Advance Works (under **293RS**) commenced in September 2018 for completion by end 2020. As regards the Stage 1 Works, Stage 2A Works and Stage 2B 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.

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 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 site constraints and address the adverse public comments.

8. In November 2018, we consulted Environment, Hygiene and District Development Committee of TMDC regarding the statutory gazettal of the proposed cycle track alignment and the associated works of Stage 2A. In parallel, we also consulted the members of TWDC in November 2018 regarding the project implementation of Stage 1 and 2B. Members of both TMDC and TWDC considered that we should conduct more consultation to gain their support on the proposed cycle track alignment before taking forward the project. We have maintained close liaison with members of TWDC and TMDC in our review of different alignment options to overcome 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. We now propose to upgrade this branching off section to Category A. Subject to funding approval of the Finance Committee in 2019/20, we plan to commence the construction works in mid 2020 for completion in mid 2022.