

**For discussion
on 28 November 2023**

Legislative Council Panel on Development

PWP Item No. 7268RS

**Cycle Track between Tsuen Wan and Tuen Mun - detailed design,
site investigation and construction (Stage 2)**

PURPOSE

This paper briefs Members on the proposed funding application to upgrade part of **7268RS** (the proposed project) to Category A for the construction works of Stage 2A and detailed design and site investigation of Stage 2B under Stage 2 of the cycle track between Tsuen Wan and Tuen Mun¹. The preliminary estimated cost of the proposed project is about \$890.2 million in money-of-the-day (MOD) prices.

SCOPE OF FUNDING APPLICATION

2. The scope of the proposed funding application comprises –
- (a) construction of Stage 2A (i.e. cycle track section between Tuen Mun and So Kwun Wat), covering the following major items –

¹ The proposed cycle track between Tsuen Wan and Tuen Mun is implemented in the following stages:

- (a) Stage 1: about 4.5 kilometres (km) long section between Tsuen Wan Bayview Garden and Ting Kau, with detailed design underway; and
- (b) Stage 2: sub-divided into Stage 2A and Stage 2B:
- Stage 2A: about 3.6 km long section between Tuen Mun and So Kwun Wat, with detailed design completed and funding approval being sought for the construction works.
 - Stage 2B: about 9.2 km long section between So Kwun Wat and Ting Kau, with preliminary design completed and funding approval being sought for the detailed design and site investigation works

- (i) construction of about 3.6 kilometers (km) long cycle tracks from Hin Fat Lane and Hoi Wing Road at Tuen Mun to Kwun Tsing Road at So Kwun Wat with associated footpaths, including construction of an about 200 metres (m) long cycle bridge with footpath connecting Kadoorie Beach and Cafeteria Old Beach;
 - (ii) provision of four cycle parking areas near Hin Fat Lane, Castle Peak Beach, Cafeteria Old Beach, and Kwun Tsing Road;
 - (iii) realignment of a section of Hoi Wing Road;
 - (iv) ancillary works, including related waterworks, drainage, slopes and retaining walls, utilities, street lighting, landscaping works, and installation of traffic aids; and
 - (v) implementation of environmental mitigation measures and environmental monitoring and audit (EM&A) programme.
- (b) detailed design and site investigation of Stage 2B (i.e. cycle track section between So Kwun Wat and Ting Kau), mainly covering the design and associated technical assessments, site investigation works and supervision, preparation of tender documents, and assessment of tenders.

3. A location plan showing the New Territories Cycle Track Network (NTCTN) is at **Enclosure 1**. A layout plan showing the proposed Stage 2A works is at **Enclosure 2**.

4. We plan to commence the construction of the proposed Stage 2A cycle track works as well as the detailed design and site investigation of Stage 2B cycle track works upon obtaining funding approval from the Finance Committee (FC). The construction works for Stage 2A is estimated to be completed in phases within four years, and we have invited tenders in parallel to enable early commencement of the construction works as well as reflected the returned tender price in the estimated cost of the proposed project. The detailed design and site investigation of Stage 2B works are estimated to be completed in two and a half years, and we plan to carry out parallel tendering for the consultancy contract. The construction and consultancy contracts will only be awarded upon obtaining FC's funding approval.

5. We will seek FC's funding approval for the remaining part of **7268RS**, including the construction works of Stage 1 (i.e. cycle track section between Tsuen Wan Bayview Garden and Ting Kau) which is under detailed design, and the construction works of aforementioned Stage 2B (i.e. cycle track section between So Kwun Wat and Ting Kau) at appropriate time upon completion of their detailed designs.

JUSTIFICATION

6. The entire NTCTN, with a total length of approximately 80 km, covering an extensive area, starts from Ma On Shan, passing through Sha Tin, Tai Po, Fanling, Sheung Shui, Yuen Long and Tuen Mun, and extends all the way to Tsuen Wan. The about 60 km long backbone section between Tuen Mun and Ma On Shan, the about 2 km long section between Tsuen Wan Riviera Park and Bayview Garden, and the about 1 km long Sam Mun Tsai branching off section were opened on 29 September 2020, 19 July 2021, and 31 July 2023 respectively.

7. The remaining section of the cycle track network is the backbone section of about 17 km in length between Tsuen Wan and Tuen Mun (Tsuen Wan - Tuen Mun backbone section), most of which are constructed along the existing Castle Peak Road or waterfront promenade. In view of the considerable length of this section, together with various constraints and technical challenges along this section, including topography, land ownership, traffic and surrounding environment, etc., we are implementing this backbone section pragmatically in stages so as to bring forward the completion of individual sections for early public enjoyment.

8. Due to the complex site constraints of Stage 1 of Tsuen Wan - Tuen Mun backbone section, part of this section needs to be constructed at waterfront. As the proposed works would be located within the area of Victoria Harbour and should comply with the requirement of the Protection of the Harbour Ordinance (PHO), we are assessing whether construction of the relevant cycle track could meet the overriding public need under the PHO.

9. The proposed Stage 2A works of Tsuen Wan – Tuen Mun backbone section comprises an about 3.6 km long cycle track between Tuen Mun and So Kwun Wat with associated supporting facilities. Apart from constructing an about 200m long cycle bridge at the rocky beach nearshore to avoid the impact to the nearby

residents and to provide a cycle track with proper gradient, this cycle track section will be mostly constructed along existing roads or lands near the shore. We have completed the public consultation, detailed design, and tender invitation procedures; therefore, we will firstly implement the construction of this section.

10. The proposed Stage 2B works of Tsuen Wan – Tuen Mun backbone section comprises an about 9.2 km long cycle track between So Kwun Wat and Ting Kau with associated supporting facilities. We conducted a public engagement (PE) exercise between October and December 2022 for this Stage and Stage 1 to solicit public views. Majority of the public and groups expressing the views were supportive of the proposed cycle tracks and expected the government to complete these cycle track sections as soon as possible.

FINANCIAL IMPLICATIONS

11. We preliminarily estimate the capital cost of the proposed project to be about \$890.2 million in MOD prices. The estimated breakdown of the cost in percentage is as follows –

	Proposed Project
(a) Construction of Stage 2A	About 80%
(b) Detailed design and site investigation of Stage 2B	About 20%

PUBLIC CONSULTATION

12. For the proposed Stage 2A works, we consulted the District Facilities Management and Environmental Hygiene Committee of Tuen Mun District Council (TMDC) on 14 June 2022 and did not receive objections to the proposed road scheme. We gazetted the proposed road works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 12 and 19 August 2022. During the statutory period, a total of five objections were received. The objections were mainly related to necessity of the proposed project, roadworks design, traffic impact, road safety, and nuisances to residents, etc. All the five objections could not be resolved. We subsequently submitted all the five objections and correspondences between objectors and us to the Chief Executive-in-Council (CE in C) for considerations. The CE in C authorised the scheme on 25 April 2023 without modifications, and the notice of authorization was gazetted on 12 May 2023 and 19 May 2023.

13. For the proposed Stage 2B works, we consulted District Facilities Management and Environmental Hygiene Committee of TMDC on 11 October 2022 and District Planning, Development and Facilities Management Committee of Tsuen Wan District Council on 31 October 2022. Both Committees supported the proposed cycle track and members from both District Councils requested us to implement the remaining Tsuen Wan – Tuen Mun backbone section as soon as possible. We consulted the public, statutory bodies (e.g. Harbourfront Commission), concerned groups (e.g. cyclist groups, Society of Protection for the Harbour, green groups and professional groups), as well as local communities during the PE exercise between 3 October and 2 December 2022. Majority of the public and groups expressing views were supportive of the proposed cycle track and expected the government to implement the works as soon as possible. On the other hand, some residents of Sham Tseng seafront were concerned about whether the proposed cycle track section at Sham Tseng promenade would generate crowds of people, noise and visual impacts, etc., and thus did not support to the relevant cycle track section. We will consider their views and examine the design in the detailed design stage.

ENVIRONMENTAL IMPLICATIONS

14. The construction and operation of the proposed Stage 2A works is a designated project under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). The Director of Environmental Protection approved the Environmental Impact Assessment (EIA) Report of Stage 2A in August 2022 and issued an Environmental Permit for the construction and operation of cycle track in September 2022. We will implement the environmental mitigation measures recommended in the approved EIA Report, which mainly include adoption of quieter equipment and movable noise barriers to minimize construction noise impact, as well as regular watering of the site and provision of wheel-washing facilities for dust control. We have included in the project estimate of the proposed Stage 2A works the cost required for implementing the necessary environmental mitigation measures and EM&A programme.

15. At the planning and design stages of the proposed Stage 2A works, we have considered the alignments, levels, layouts and construction sequence of the proposed works to reduce the 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 the disposal of inert construction waste to public fill reception facilities (PFRF)². 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.

16. At the construction stage of the proposed Stage 2A works, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation measures 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 and non-inert construction waste at PFRF and landfills respectively through a trip-ticket system.

17. We estimate that the proposed Stage 2A works will generate in total about 10 670 tonne of construction waste. Of these, we will reuse about 1 230 tonne (11.5%) of inert construction waste on site and deliver about 9 340 tonne (87.5%) of inert construction waste to other suitable construction sites or PFRF for subsequent reuse. We will dispose of the remaining about 100 tonne (1 %) of non-inert construction waste at landfills. The total cost for disposal of construction waste at PFRF and landfills for the proposed Stage 2A works is estimated to be about \$0.85 million (based on a unit charge rate of \$87 per tonne for disposal at PFRF and \$365 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N) and Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Amendment of Schedules) Notice 2023).

18. The proposed detailed design and site investigation of Stage 2B is not a designated project under EIAO. The associated site investigation works will only generate very little construction waste. Nevertheless, we will require the consultants to fully consider and formulate measures to minimise the generation of construction waste and to reuse or recycle construction waste as far as possible in the future construction phase.

² PFRF are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at PFRF requires a licence issued by the Director of Civil Engineering and Development.

HERITAGE IMPLICATIONS

19. The proposed project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/ buildings/ structures, sites of archaeological interest, all sites/ buildings/ structures in the new list of proposed grading items; and Government historic sites identified by the Antiquities and Monuments Office.

TRAFFIC IMPLICATIONS

20. The proposed construction works of Stage 2A will not cause any significant traffic impact during the construction and operation stages. We will implement traffic management schemes to mitigate all associated traffic impacts. We will display publicity boards on site giving details of the temporary traffic arrangements. In addition, we will set up a telephone hotline to respond to public enquiries or complaints.

21. The proposed detailed design and site investigation of Stage 2B will not cause any significant traffic impact.

LAND ACQUISITION

22. We have reviewed the design of the proposed Stage 2A works to minimize the extent of land acquisition as far as possible. We will resume about 416 square metres (m²) of one private lot and clear about 67 484 m² of government land for implementing the proposed construction works.

23. The proposed detailed design and site investigation of Stage 2B do not require any land resumption.

BACKGROUND

24. In April 2012, we upgraded part of **7268RS** as **7276RS** “Cycle tracks between Tsuen Wan and Tuen Mun – detailed design and site investigation (advance and stage 1 works)” to Category A at a cost of \$28.2 million in MOD prices. We

engaged consultants in July 2012 to carry out the detailed design and site investigation for Advance works and Stage 1 works as well as the alignment review for Stage 2 works.

25. In January 2017, we engaged consultants to carry out the detailed design and site investigation for Stage 2A at a cost of about \$21.7 million funded by **Subhead 7100CX** “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”. We have completed the detailed design of the proposed works.

26. In June 2018, we upgraded part of **7268RS** as **7293RS** “Cycle tracks between Tsuen Wan and Tuen Mun – Advance Works” to Category A as an estimated cost of \$140.9 million in MOD prices. The construction works commenced in September 2018 and the cycle track was opened to the public in July 2021.

27. Of the around 830³ trees affected within the site boundary of Stage 2A works, about 520 trees will be retained and about 310 trees will be felled. All trees to be felled are not trees of particular interest⁴. We will incorporate planting proposals as part of the proposed works, including planting of about 100 new trees.

³ The figures are approximation only and could only be confirmed after land resumption/clearance.

⁴ Trees of particular interest are defined in paragraph 3.3 of the “Guidelines for Tree Risk Assessment and Management Arrangement” promulgated by the Development Bureau. Examples of trees of particular interest are listed as below for reference:

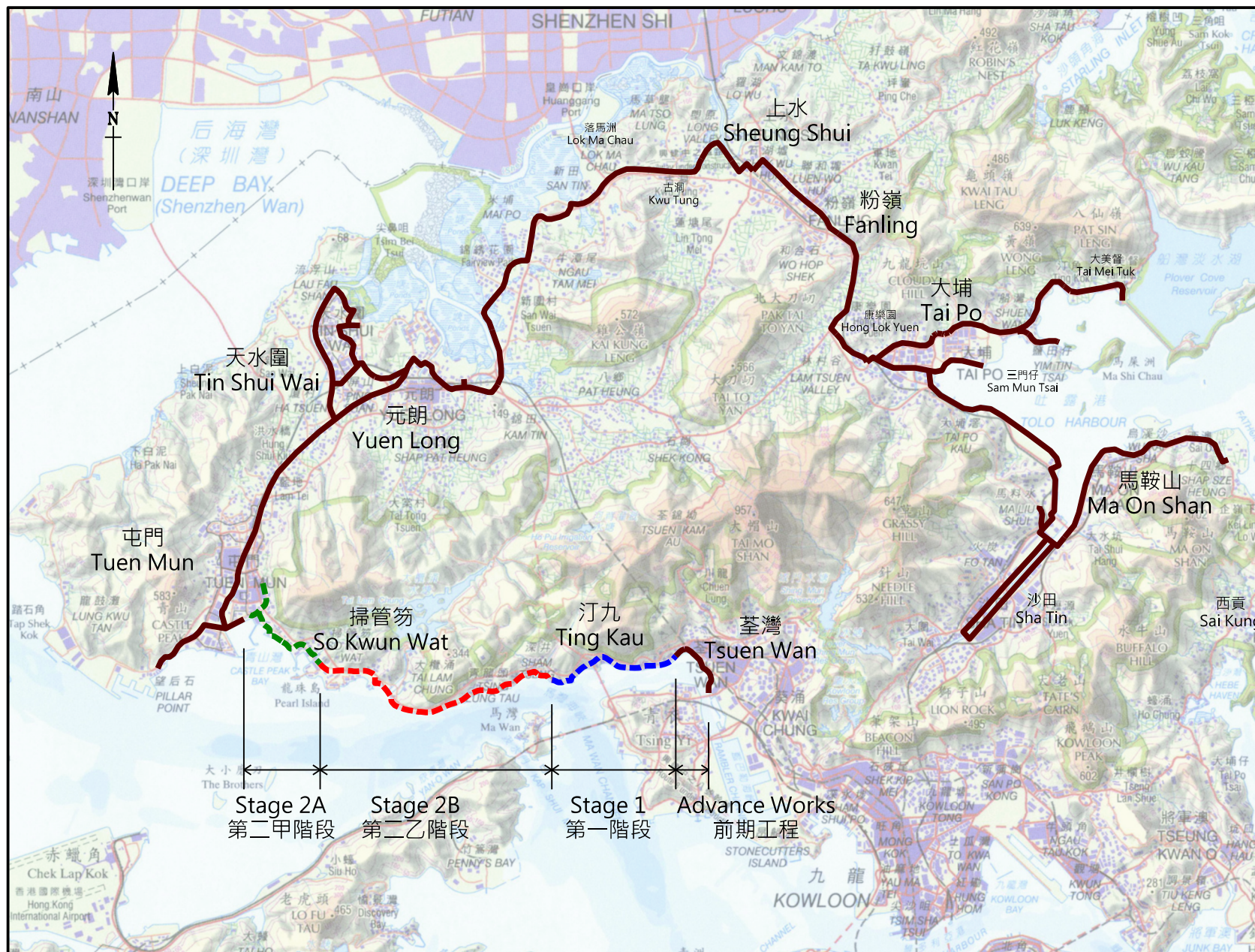
- (a) Old and Valuable Trees (OVTs) and trees that are potentially registerable in the Register of OVTs;
- (b) Trees of 100 years old or above;
- (c) Trees with trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m;
- (d) Stonewall trees or trees of outstanding form (taking account of overall tree sizes, shape and any special features);
- (e) Rare tree species listed in “Rare and Precious Plants of Hong Kong” (<https://www.herbarium.gov.hk/en/publications/books/book2/index.html>) published by the Agriculture, Fisheries and Conservation Department;
- (f) Endangered plant species protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap 586);
- (g) Tree species listed in the Forestry Regulations (Cap. 96A) under the Forests and Countryside Ordinance (Cap. 96);
- (h) Well-known Fung Shui trees;
- (i) Landmark trees with evidential records to support the historical or cultural significance of the trees;
- (j) Trees which may arouse widespread public concerns; and
- (k) Trees which may be subject to strong local objections on removal.

28. The proposed detailed design and site investigation of Stage 2B works will not involve any tree removal or planting. We will require the consultants to preserve existing trees as many as possible and formulate tree removal proposals during the detailed design of Stage 2B works. We will also incorporate tree planting proposals, where possible, in the construction phase.

WAY FORWARD

29. We plan to seek funding approval from the FC after consulting the Public Works Subcommittee.

Development Bureau
Civil Engineer and Development Department
November 2023



- 圖例 Legend
- 主幹線 Backbone Section
- (a) 屯門至馬鞍山段
Tuen Mun to Ma On Shan Section
- 已開放單車徑
Cycle track already opened
- (b) 荃灣至屯門段
Tsuen Wan to Tuen Mun Section
- 已開放單車徑
Cycle track already opened
- Stage 1
Detailed design and site investigation under item 276RS
- 第一階段
(詳細設計及工地勘測工作為工務計劃項目第276RS號)
- Stage 2A
Construction works under the proposed project
第二甲階段
(擬議工程計劃中的建造工程)
- Stage 2B
Detailed design and site investigation under the proposed project
第二乙階段
(擬議工程計劃中的詳細設計及工地勘測工作)

圖則名稱 drawing title

新界單車徑網絡 NEW TERRITORIES CYCLE TRACK NETWORK

項目編號 item no.

比例 scale

N.T.S.

圖則編號 drawing no.

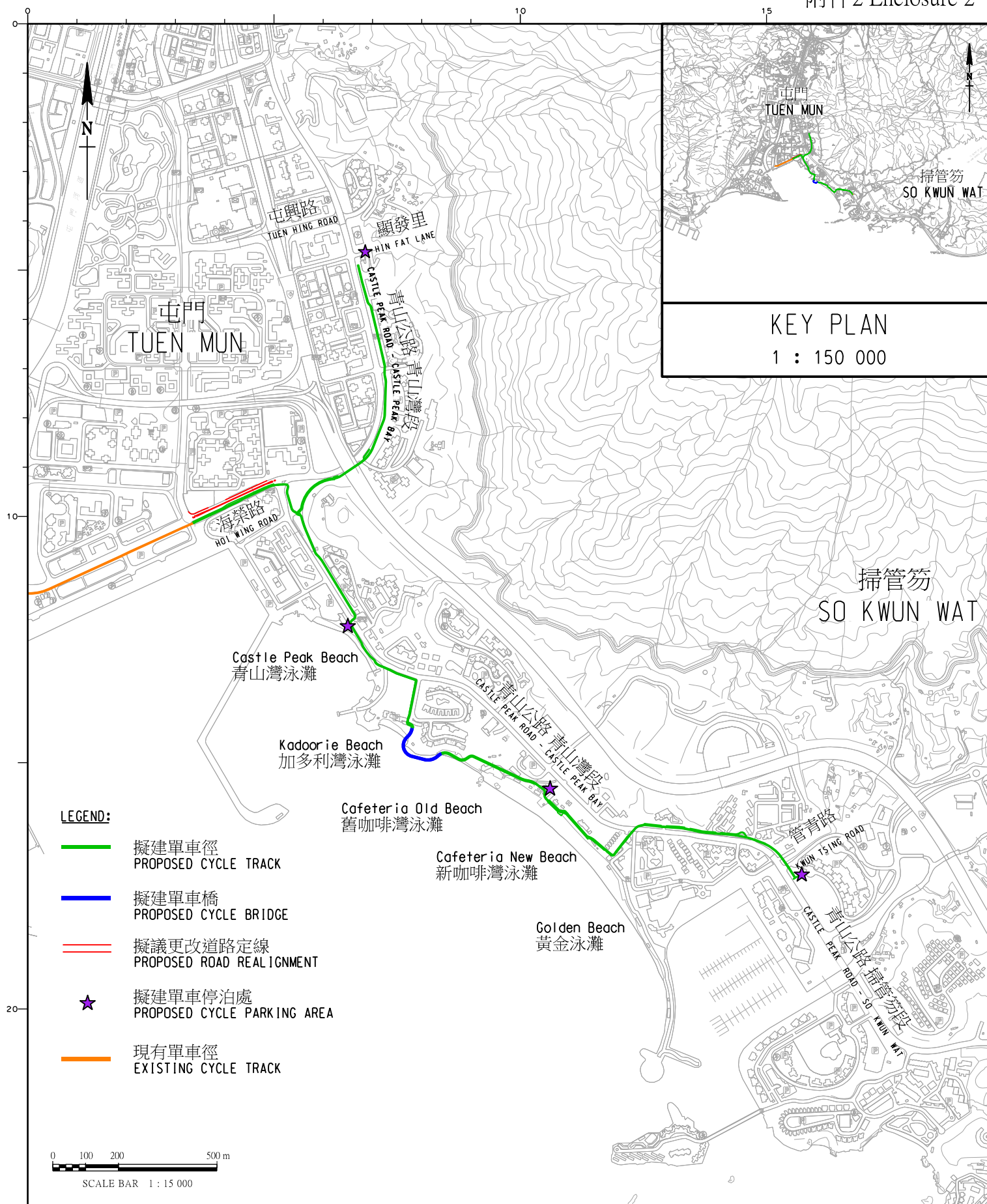
SDO-Z0539A

辦事處 office

南拓展處
SOUTH DEVELOPMENT OFFICE



土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



<p>title</p> <p>工務計劃項目第7268RS 第二甲階段 荃灣至屯門單車徑(屯門至掃管笏段)</p> <p>PWP ITEM 7268RS STAGE 2A - CYCLE TRACK BETWEEN TSUEN WAN AND TUEN MUN (TUEN MUN TO SO KWUN WAT SECTION)</p>	<p>map reference</p> <p>COPYRIGHT RESERVED</p> <p>scale 1 : 15 000</p> <p>FOR INFORMATION ONLY as at</p>	<p>drawing no.</p> <p>SDO-Z0521C</p> <p>office</p> <p>南拓展處 SOUTH DEVELOPMENT OFFICE</p> <p>CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT</p>
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