

For discussion
on 4 April 2001

PWSC(2001-02)7

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 - NEW TOWNS AND URBAN AREA DEVELOPMENT

New Territories East Development

Civil Engineering - Land development

Transport – Interchanges/bus termini

188CL - Public transport interchange at Hang Hau Station of the MTR Tseung Kwan O Extension

72TI - Public transport interchanges at Tseung Kwan O Station and Tiu Keng Leng Station of the MTR Tseung Kwan O Extension

Members are invited to recommend to Finance Committee –

- (a) the upgrading of **188CL** to Category A at an estimated cost of \$16.2 million in money-of-the-day prices; and
- (b) the upgrading of **72TI** to Category A at an estimated cost of \$47.7 million in money-of-the-day prices.

PROBLEM

We need to provide three public transport interchanges (PTIs) at Hang Hau Station, Tseung Kwan O Station and Tiu Keng Leng Station of the Mass Transit Railway Tseung Kwan O Extension (TKE) to facilitate the public to interchange between TKE and other transport services.

/ PROPOSAL

PROPOSAL

2. The Director of Territory Development, with the support of the Secretary for Transport and the Secretary for Planning and Lands, proposes to -

- (a) upgrade **188CL** to Category A at an estimated cost of \$16.2 million in money-of-the-day (MOD) prices for the design and construction of a PTI at Hang Hau Station of the TKE; and
- (b) upgrade **72TI** to Category A at an estimated cost of \$47.7 million in MOD prices for the design and construction of a PTI at Tseung Kwan O Station and Tiu Keng Lang Station of the TKE respectively.

PROJECT SCOPE AND NATURE

3. The scope of **188CL** covers engineering works for new town development in Hang Hau, Tseung Kwan O. We have upgraded the major parts of **188CL** to Category A (see paragraph 18 below). The remaining scope of **188CL** that we now propose to upgrade to Category A comprises the design and construction of a PTI with seven bays at Hang Hau Station of TKE. A site plan is at Enclosure 1.

4. The scope of **72TI** comprises the design and construction of a PTI with nine bays at Tseung Kwan O Station of TKE and a PTI with nine bays at Tiu Keng Leng Station of TKE. A site plan is at Enclosure 2.

JUSTIFICATION

5. The population of Hang Hau, Tseung Kwan O Town Centre and Tiu Keng Leng in Tseung Kwan O is expected to increase from about 81 000, 58 000 and 40 respectively at present to about 84 000, 142 000 and 80 000 respectively by 2011. To meet the demand for transport interchange facilities arising from population growth, we need to construct the three proposed PTIs to provide interchange facilities for buses, green minibuses, and loading/unloading facilities for taxis and general vehicles. The PTIs will serve as major transit points for commuters for interchange between road-based transport and the railway.

6. Following authorisation of the TKE project by the Government in October 1998, the MTR Corporation Limited (MTRCL) started construction at the end of 1998, with a view to commissioning the first phase of TKE including the Hang Hau Station, Tseung Kwan O Station and Tiu Keng Leng Station by end 2002. We therefore need to provide the three proposed PTIs in time. We plan to provide the PTIs at ground level beneath the associated property developments of the TKE. The proposed PTI at Hang Hau Station will include two bus bays, three green minibus bays, one taxi bay and one general loading/unloading area. The proposed PTIs at Tseung Kwan O Station and Tiu Keng Leng Station will each include five bus bays, two green minibus bays, one taxi bay and one general loading/unloading area.

7. To avoid interface problems and to ensure timely completion of the proposed PTIs, we will entrust design and construction of the PTIs to MTRCL as part of the land grant conditions for the associated property developments at the above three stations. The Director of Lands will execute the land grants of the sites to MTRCL in stages from July 2001 to January 2002.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the proposed works under **188CL** and **72TI** to be \$16.2 million and \$47.7 million respectively in MOD prices, made up as follows -

	\$ million (in MOD prices)
Estimate for 188CL	
(a) Construction cost of PTI at Hang Hau Station (about 4 700 m ²)	13.9
(b) On-cost payable to MTRCL ¹	2.3
Total	16.2

/ Estimate

¹ An on-cost of 16.5% of the project cost (i.e. items (a), (c) and (e) in paragraph 8) will be payable to MTRCL for the planning, design and construction supervision, and insurance costs.

Estimate for 72TI	\$ million (in MOD prices)
(c) Construction cost of PTI at Tseung Kwan O Station (about 5 600 m ²)	16.2
(d) On-cost payable to MTRCL ¹ (for PTI at Tseung Kwan O Station)	2.6
Total	18.8
(e) Construction cost of PTI at Tiu Keng Leng Station (about 10 000 m ²)	24.8
(f) On-cost payable to MTRCL ¹ (for PTI at Tiu Keng Leng Station)	4.1
Total	28.9

9. We will require MTRCL to provide the three proposed PTIs, with Government's contribution capped at \$16.2 million, \$18.8 million and \$28.9 million in the conditions of land grants for the associated property developments at Hang Hau Station, Tseung Kwan O and Tiu Keng Leng Stations respectively. Upon completion of the works, the Government will reimburse MTRCL the actual cost of each PTI, or the respective ceiling figure, whichever is lower. MTRCL will bear any additional cost above the ceiling figure for the works stated in the conditions of land grant.

10. We need to secure funding now for the projects to enable the execution of the land grant to MTRCL. However, payment to MTRCL will be made in the 2002-03 financial year upon completion of the projects.

11. We estimate the total annually recurrent expenditure to be \$9.04 million.

PUBLIC CONSULTATION

12. We consulted the District Development Committee of the then Sai Kung Provisional District Board on the Hang Hau Layout Plan, Tiu Keng Leng Layout Plan and Tseung Kwan O Town Centre Layout Plan which included the proposed PTIs on 4 September 1997, 11 February and 24 June 1999 respectively. Members had no objection to the proposed PTIs.

13. We circulated a paper on the projects to the LegCo Panel on Transport on 9 March 2001. The Panel will discuss the paper on 30 March 2001 and we will brief Members of the outcome at the PWSC meeting on 4 April 2001.

ENVIRONMENTAL IMPLICATIONS

14. The proposed projects are not designated projects under the Environmental Impact Assessment Ordinance. We completed Preliminary Environmental Reviews (PERs) of the projects to the satisfaction of the Director of Environmental Protection who agreed that additional environmental studies would not be necessary.

15. The PERs set out the mitigation measures necessary for the construction and operation of the PTIs. The PERs concluded that the PTIs would not give rise to adverse environmental implications. Mitigation measures to be applied during the construction of PTIs include wheel washing facilities, site watering and noise screening. During the operation of PTIs, we will maintain adequate noise control and provide mechanical ventilation systems to maintain the air quality inside the PTIs in accordance with guidelines and requirements stipulated in the Practice Notes on "Control of Air Pollution in Semi-confined Public Transport Interchanges" issued by the Director of Environmental Protection.

16. We estimate that about 1 500 cubic metres (m³) of construction and demolition (C&D) material will be generated by the projects. Of these, about 1 150 m³ (77%) of inert C&D material will be reused as fill in public filling areas and 350 m³ (23%) of C&D waste will be disposed of at landfills. We shall require the contractor to reuse the excavated material on site as filling material as far as possible to minimize the disposal of public fill in public filling areas. We shall require the contractor to submit a waste management plan to the Engineer

for approval, with appropriate mitigation measures, including the allocation of an area for waste segregation. We shall ensure that the day-to-day operations on site comply with the approved waste management plan. To further minimize the generation of C&D material, we shall require the contractor not to use hardwood for site hoarding, falsework or shoring of excavation, and to use metal for site hoarding and sign boards. We shall control the disposal of public fill and C&D waste to designated public filling facility and landfills respectively through a trip ticket system. We shall record the disposal, reuse and recycling of C&D material for monitoring purposes.

LAND ACQUISITION

17. The projects do not require any land acquisition.

BACKGROUND INFORMATION

18. Finance Committee approved the upgrading of major parts of **188CL** to Category A as follows -

Date of upgrading	Project title (approved project estimate)	Start date	Completion date
September 1985	232CL – Tseung Kwan O development, Hang Hau, stage I, engineering works (\$136 million)	February 1986	June 1990
July 1987	288CL – Tseung Kwan O development, Hang Hau, stage II, engineering works (\$330 million)	May 1988	March 1995
December 1993	538TH – Tseung Kwan O development, Hang Hau, remaining roads, footbridges and subways (\$106.7 million)	June 1994	June 2000

Furthermore, in November 1996 the Secretary for the Treasury approved the inclusion of part of the project in Category D of the Public Works Programme, as item **7A08CL** “Noise barrier panel along Road P1 in Tseung Kwan O” and charged the cost of \$10.6 million to the block allocation **7100CX** “New towns and urban area works, studies, and investigations for items in Category D of the Public Works Programme”. We started works in December 1996 and completed them in May 1998.

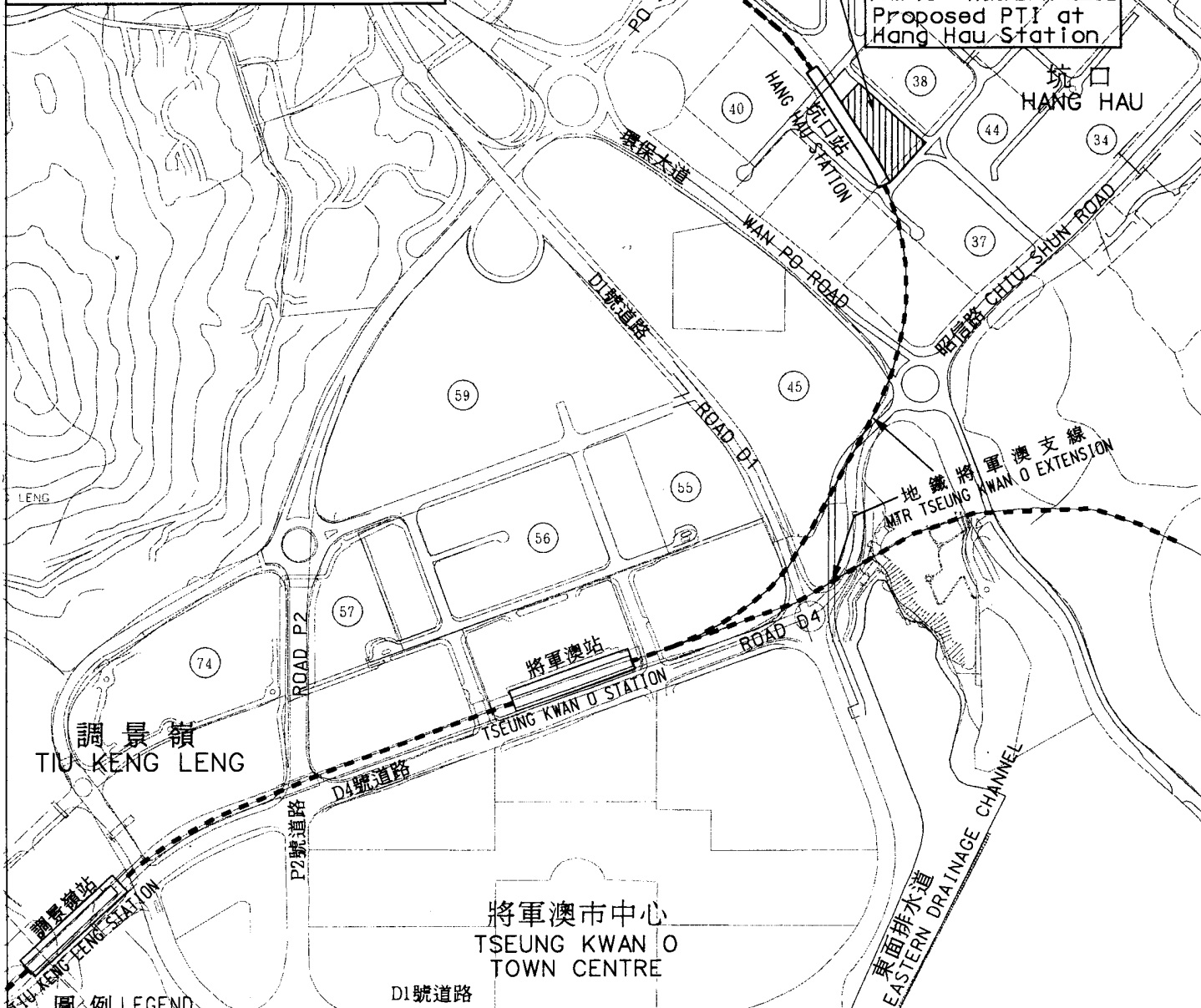
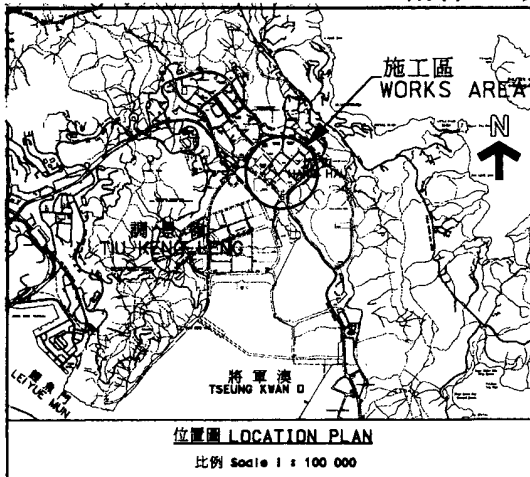
19. The works now proposed for upgrading is the final part under **188CL**.

20. We upgraded **72TI** to Category B in December 2000.

21. We plan to execute the land grant on the sites in Areas 38 (Hang Hau Station), Area 56 (Tseung Kwan O Station) and Area 73 (Tiu Keng Leng Station) of Tseung Kwan O for MTRCL in stages from July 2001 to January 2002, and entrust the design and construction of the proposed PTIs to MTRCL so that construction works will start in early 2002 for completion by end 2002. MTRCL will hand over the PTIs to the Government upon completion.

22. We estimate that the proposed works will create 35 jobs for **188CL** comprising 10 professional/technical staff and 25 labourers totalling 380 man-months, and 90 jobs for **72TI** comprising 15 professional/technical staff and 75 labourers totalling 970 man-months.

Transport Bureau
March 2001



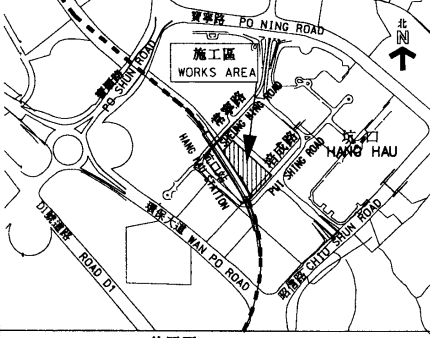
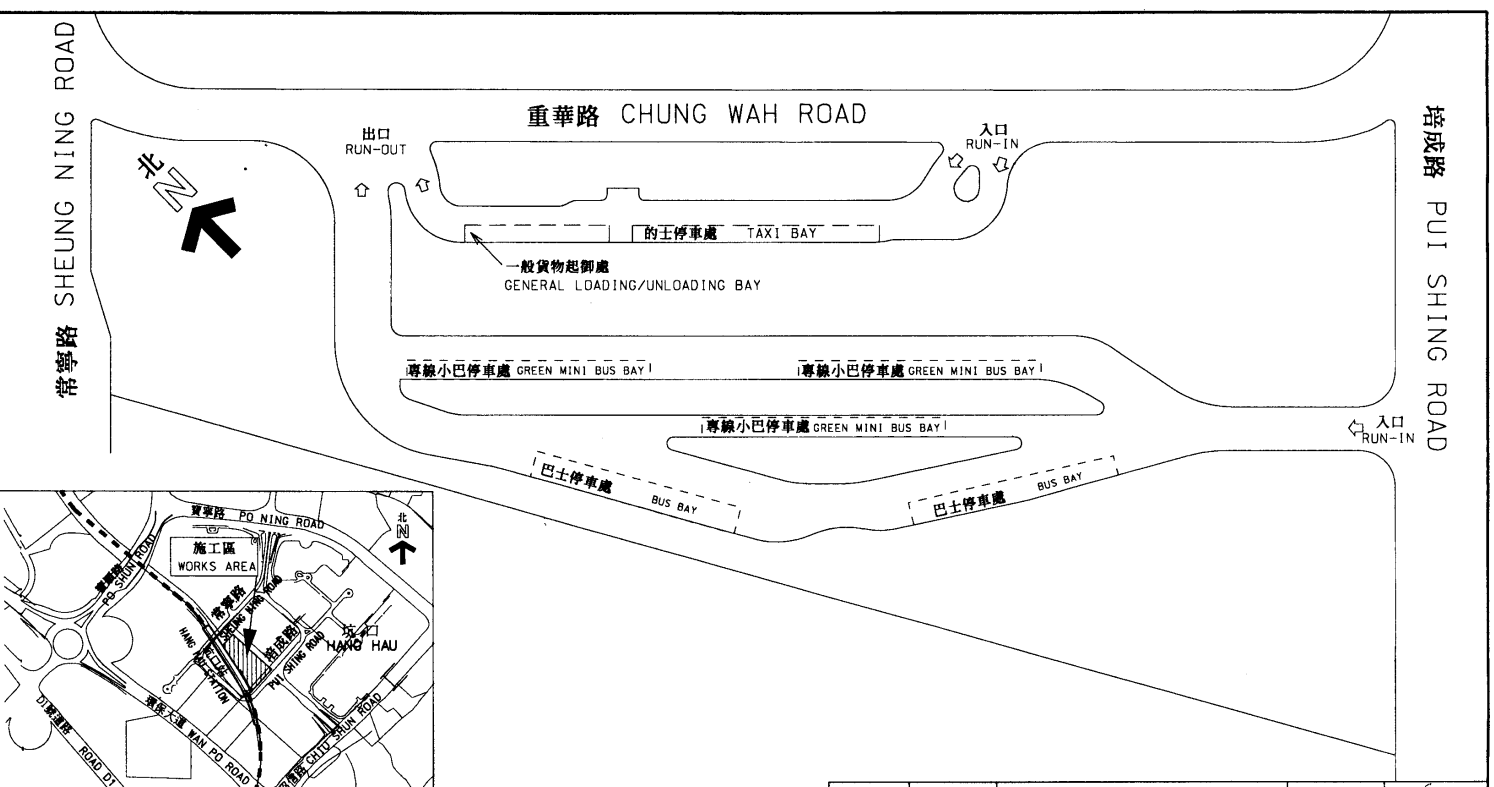
圖例 LEGEND

	擬建的公共運輸交匯處 (交匯處) PROPOSED PUBLIC TRANSPORT INTERCHANGE (PTI)
	D1號道路 ROAD D1

A	26.3.01	改變工務小組文件年度 YEAR OF P.W.S.C. SUBMISSION CHANGED	<i>de</i>	<i>lu</i>
編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				

二〇〇一年至二〇〇二年年度工務小組委員會文件 P.W.S.C. SUBMISSION 2001-2002 項目編號 ITEM No. 188CL

圖則名稱 title 位於地鐵將軍澳支線 坑口站的公共運輸交匯處 PUBLIC TRANSPORT INTERCHANGE AT HANG HAU STATION OF THE MTR TSEUNG KWAN O EXTENSION	繪圖 drawn M K LEE	簽署 initial <i>MKL</i>	日期 date 19.10.2000	比例 scale 1 : 10000	辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE
	核對 checked F C LUI	簽署 initial <i>de</i>	日期 date 20.10.2000		
	核准 approved L Y HO	簽署 initial <i>lyh</i>	日期 date 20.10.2000	圖則編號 drawing no. TK2275A	拓展署 TERRITORY DEVELOPMENT DEPARTMENT

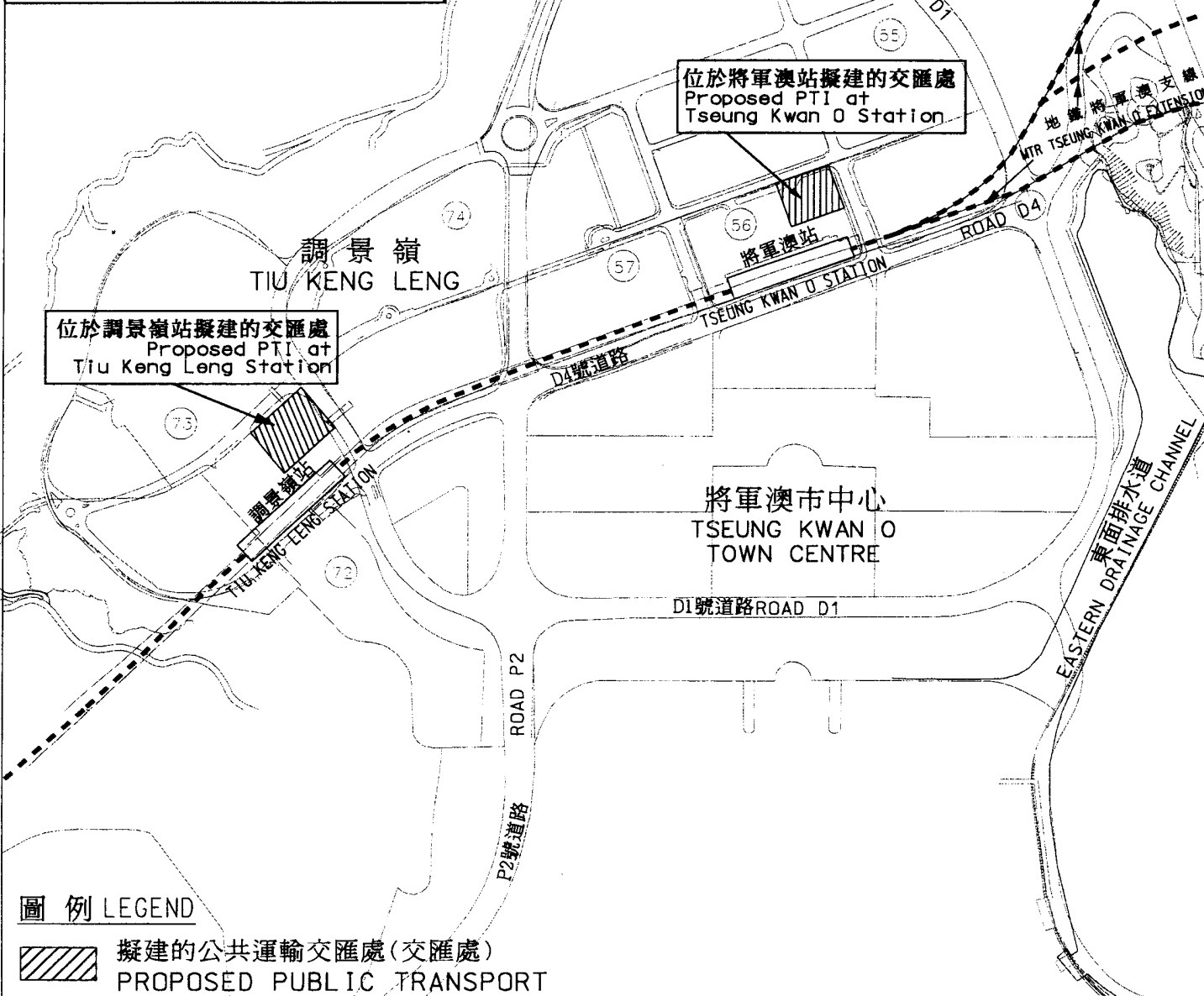
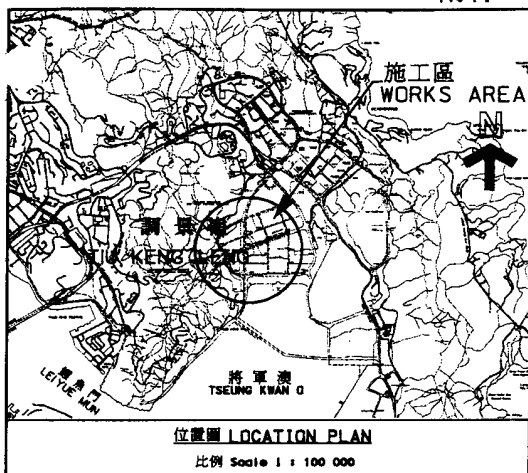


編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
A	26-3-01	增加路名 STREET NAME ADDED	de	fu

修訂 REVISION

二〇〇一年至二〇〇二年度工務小組委員會文件 P.W.S.C. SUBMISSION 2001-2002 項目編號 ITEM No. 188CL

圖別名稱 drawing title 位於地鐵將軍澳支線坑口站的公共運輸交匯處 - 規劃設計圖則 PUBLIC TRANSPORT INTERCHANGE AT HANG HAU STATION OF THE MTR TSEUNG KWAN O EXTENSION - J "OUT PLAN	繪圖 drawn	簽署 initial	日期 date	比例 scale 1:600	辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE
	核對 checked	簽署 initial	日期 date		
	核准 approved	簽署 initial	日期 date	圖則編號 drawing no. TK2280A	拓展署 TERRITORY DEVELOPMENT DEPARTMENT




圖例 LEGEND

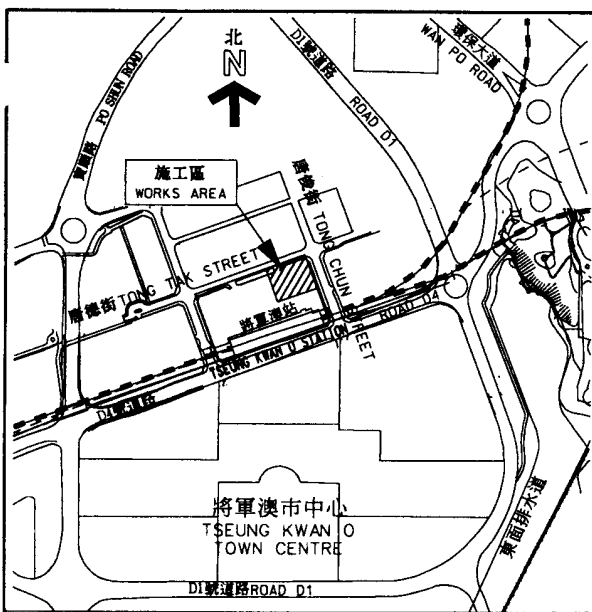
 擬建的公共運輸交匯處(交匯處)
PROPOSED PUBLIC TRANSPORT INTERCHANGE (PTI)

A	26.3.01	改變工務小組文件年度 YEAR OF P.W.S.C. SUBMISSION CHANGED	<i>de</i>	<i>lu</i>
編號 no.	日期 date		核對 checked	核准 approved
修訂 REVISION				

二〇〇一年至二〇〇二年年度工務小組委員會文件 P.W.S.C. SUBMISSION 2001-2002

項目編號 ITEM No. 72TI

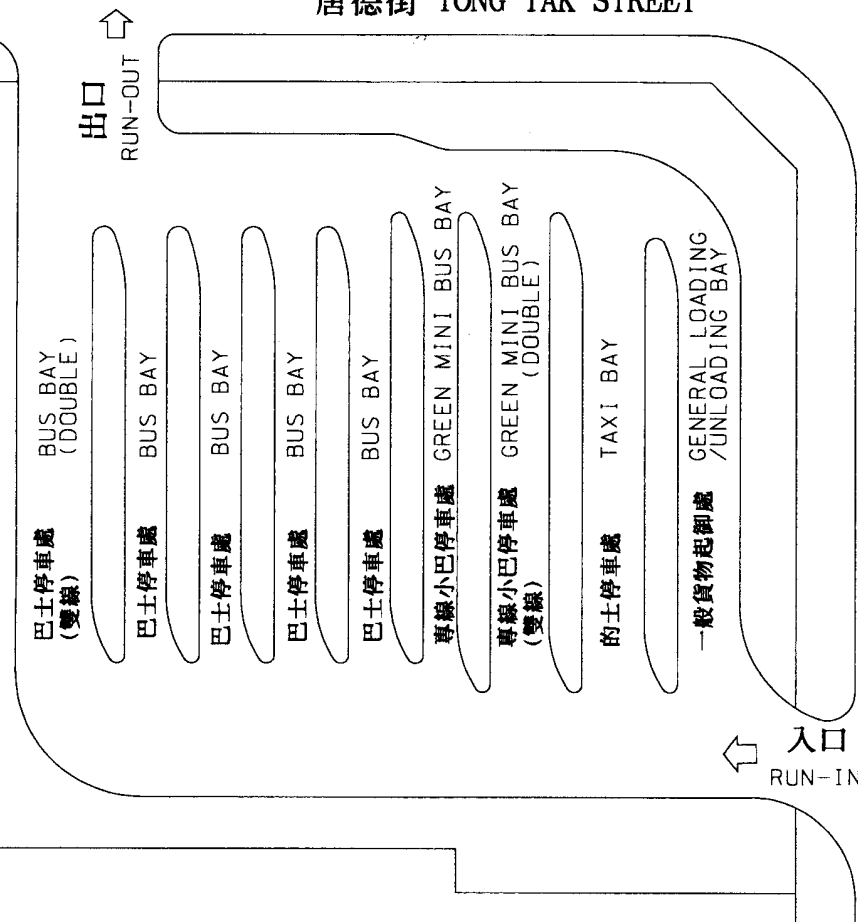
圖則名稱 title 位於地鐵將軍澳支線 將軍澳站及調景嶺站的公共運輸交匯處 PUBLIC TRANSPORT INTERCHANGES AT TSEUNG KWAN O STATION AND TIU KENG LENG STATION OF THE MTR TSEUNG KWAN O EXTENSION	繪圖 drawn	簽署 initial	日期 date	比例 scale 1 : 10000	辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE
	M K LEE	<i>MKL</i>	19.10.2000		
	核對 checked	簽署 initial	日期 date	圖則編號 drawing no. TK2276A	 拓展署 TERRITORY DEVELOPMENT DEPARTMENT
	F C LUI	<i>de</i>	20.10.2000		
核准 approved	簽署 initial	日期 date			
L Y HO	<i>lyh</i>	20.10.2000			



位置圖 LOCATION PLAN
比例 1 : 15 000 SCALE



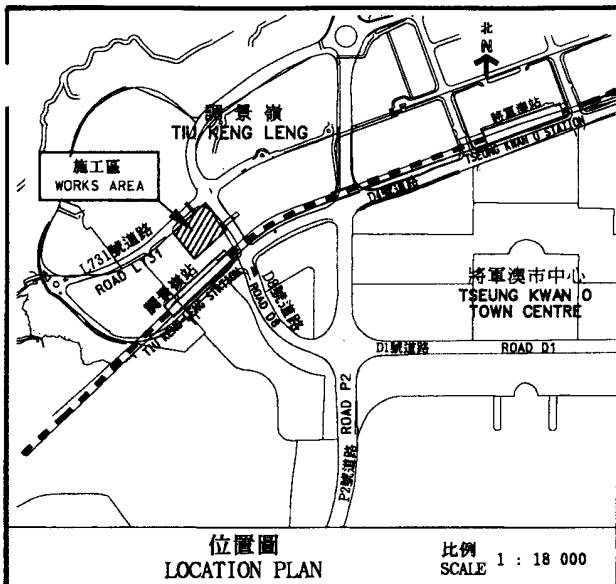
唐德街 TONG TAK STREET



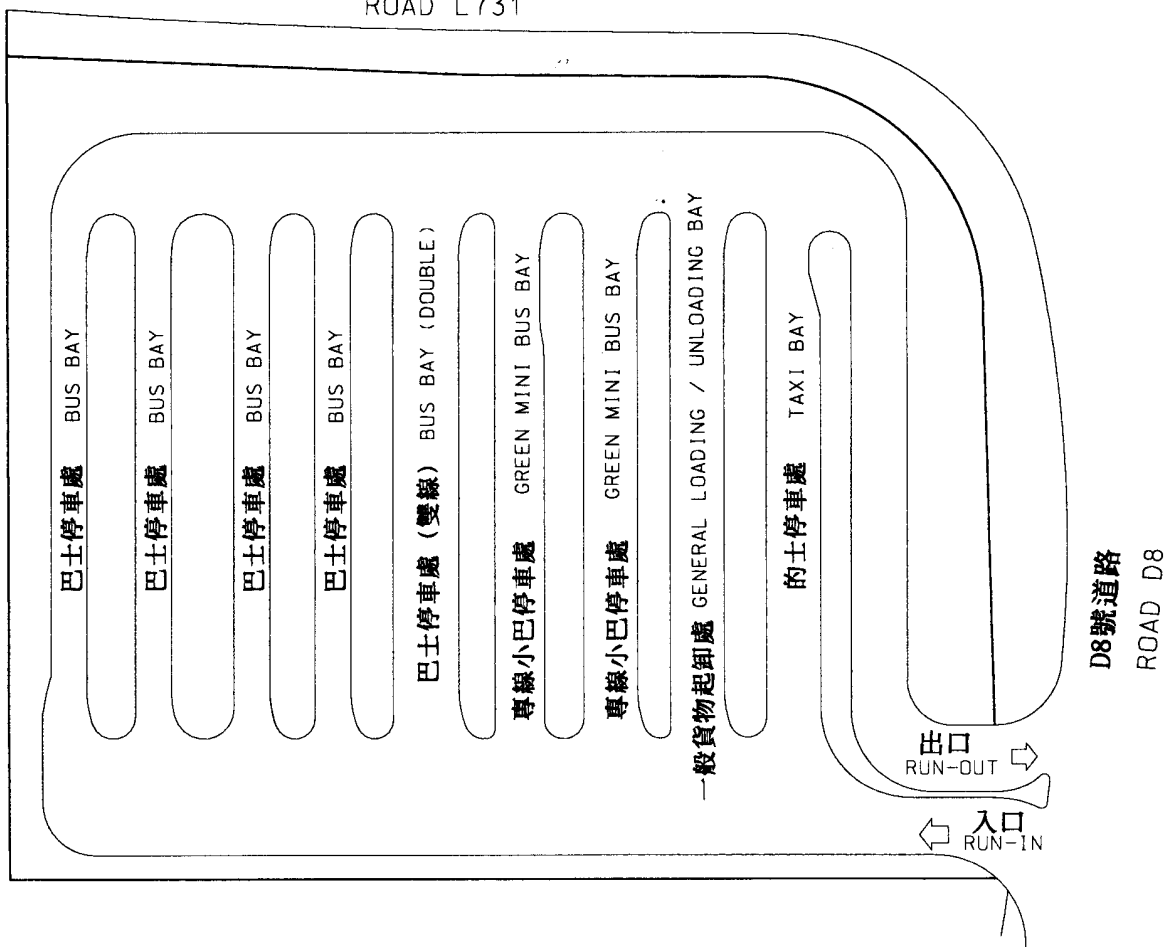
唐俊街 TONG CHUN STREET

A	26-3-01	增加街名 SHEET NAME ADDED		
編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				

二〇〇一年至二〇〇二年度工務小組委員會文件 P.W.S.C. SUBMISSION 2001-2002		項目編號 ITEM No. 72TI		
圖則名稱 drawing title 位於地鐵將軍澳支線 將軍澳站的公共運輸交匯處 - 規劃設計圖則 PUBLIC TRANSPORT INTERCHANGE AT TSEUNG KWAN O STATION OF THE MTR TSEUNG KWAN O EXTENSION - LAYOUT PLAN	繪圖 drawn	簽署 initial	日期 date	比例 scale 1 : 350
	核對 checked	簽署 initial	日期 date	
	核准 approved	簽署 initial	日期 date	
		圖則編號 drawing no. TK2278A		辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE



L731號道路
ROAD L731



編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				

二〇〇一年至二〇〇二年度工務小組委員會文件		P.W.S.C. SUBMISSION 2001-2002		項目編號 ITEM No. 72TI	
圖則名稱 drawing title 位於地鐵將軍澳支線 調景嶺站的公共運輸交匯處 - 規劃設計圖則 PUBLIC TRANSPORT INTERCHANGE AT TIU KENG LENG STATION OF THE MTR TSEUNG KWAN O EXTENSION - LAYOUT PLAN		繪圖 drawn	簽署 initial	日期 date	比例 scale 1 : 400
		核對 checked	簽署 initial	日期 date	
		核准 approved	簽署 initial	日期 date	圖則編號 drawing no. TK2279
辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE					