

## **Legislative Council Panel on Transport**

### **Sha Tin New Town, stage II – detailed design and site investigation for Road T3**

#### **PURPOSE**

This paper seeks Members' views on the proposed increase in the approved project estimate "APE" of the project "475CL – Sha Tin New Town, Stage II – detailed design and site investigation for Road T3" by \$29.5 million from \$51 million to \$80.5 million.

#### **BACKGROUND**

2. The proposed Road T3 is a strategic road linking Route 9 Sha Tin section with Ma On Shan, Tai Po and North District. It comprises approximately 2 km of dual 2-lane elevated road, with slip roads leading to and from Mei Tin Road and Tai Po Road. Without Road T3, traffic using Route 9 would have to use the existing Che Kung Miu Road which would cause traffic congestion in the local road network. This would substantially undermine the function of Route 9.

3. Site plans showing the project are at Enclosure 1 and 2.

#### **PROPOSED INCREASE IN THE APPROVED PROJECT ESTIMATE**

4. We upgraded 475CL to Category A in July 1996 at an estimated cost of \$51 million in MOD prices. The scope of works under 475CL comprises site investigation works and consultancy services at the pre-contract stage for detailed design, preparation of tender documents and assessment of tenders for Road T3.

5. We prepared the original estimate of consultants' fees based on the highway layout proposed in the Traffic and Transport Review (TTR) for Road T3 completed in September 1994 and the result of the Environmental Impact Assessment (EIA) Study completed in 1996. We started the consultancy for detailed design and site investigation in August 1996 and the original planned completion date was August 1999.

6. Transport Department completed the Sha Tin and Ma On Shan District Traffic Study (STMOSDTS) in March 1996, which recommended additional road works in Tai Wai to improve the traffic circulation in the area. As the detailed design of Road T3 proceeded, we found that some of the additional road works in the Mei Tin Road corridor, recommended by the STMOSDTS, should be constructed in conjunction with Road T3 and form part of the Road T3 project in order to avoid future interface problems and abortive works, and to minimize traffic impacts to the public. In this connection, we have incorporated the design of these road works into the detailed design of Road T3. These works include a second road bridge over Shing Mun river channel at Heung Fan Liu, a footbridge across Mei Tin Road near Mei Lam Estate, a slip road extension to Chik Wan Street with associated pedestrian subway and an extension of the proposed footbridge adjoining the Kowloon-Canton Railway Tai Wai Station.

7. During the course of the detailed design for Road T3, we also identified the following additional items of work that need to be constructed as part of Road T3 –

- (a) connection to the Sha Tin section of Route 9. The adopted alignment of Route 9 requires an underpass be constructed underneath Road T3 at the connection of Route 9 to Tai Po Road;
- (b) an elevated road linking Tai Po Road (Sha Tin Heights) to Lower Shing Mun Road to improve fire engine response time to this section of Tai Po Road;
- (c) stabilization of some natural and man-made slopes along Tai Po Road (Sha Tin Heights) required by local road widening works to improve traffic safety in the light of increased traffic volume brought about by Road T3; and
- (d) reconstruction of the westbound carriageway of the Tai Po Road Bridge over the existing KCR tracks to improve the structural form of the Road T3 viaduct for enhancing the long-term serviceability of the viaduct and providing more headroom for track maintenance.

## FINANCIAL IMPLICATIONS

8. The increased amount of works for the Road T3 project has resulted in the corresponding increases in the site investigation works and consultants' fees for detailed design. Following a review of the financial position of the project, DTD considers it necessary to increase the approved project estimate of **475CL** from \$51 million by \$29.4 million to \$80.4 million in MOD prices in order to complete the works. A summary of the reasons for the proposed increase of \$29.4 million is as follows –

Factor	Amount in MOD Prices (\$ million)	% of total increased amount
(a) Site investigation works	3.1	10.7
(b) Consultants' fees	27.6	94.8
(c) Contingencies	<u>(1.6)</u>	<u>(5.5)</u>
Total	<u>29.1</u>	<u>100</u>

## PUBLIC CONSULTATION

9. As the proposed increase in the estimated cost is in respect of the consultancy fees and site investigations for Road T3, we have not carried out any further public consultation.

## ENVIRONMENTAL IMPLICATIONS

10. The proposed increase in the APE for the consultancy and site investigations does not result in any environmental implications. As for the project itself, it is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). The environmental impact of the project, including the additional road works, has been adequately assessed in an updated EIA report, approved in March 1998 and placed on the Register established under the EIA Ordinance. We shall implement all of the measures recommended by the updated EIA report. The key measures are noise barriers, enclosures, and quiet road

surfacing, to control the traffic noise impact to within established standards. Before construction of the project, we shall apply for the environmental permit, covering the latest scope of works, as required by the EIA Ordinance.

11. The consultancy and site investigation will generate only a very small quantity of construction and demolition material (C&DM). We shall require the consultant to plan and design the works to minimise the generation of C&DM and to reuse/recycle C&DM as much as possible.

### **LAND ACQUISITION**

12. The proposed increase in the approved project estimate does not require any land acquisition.

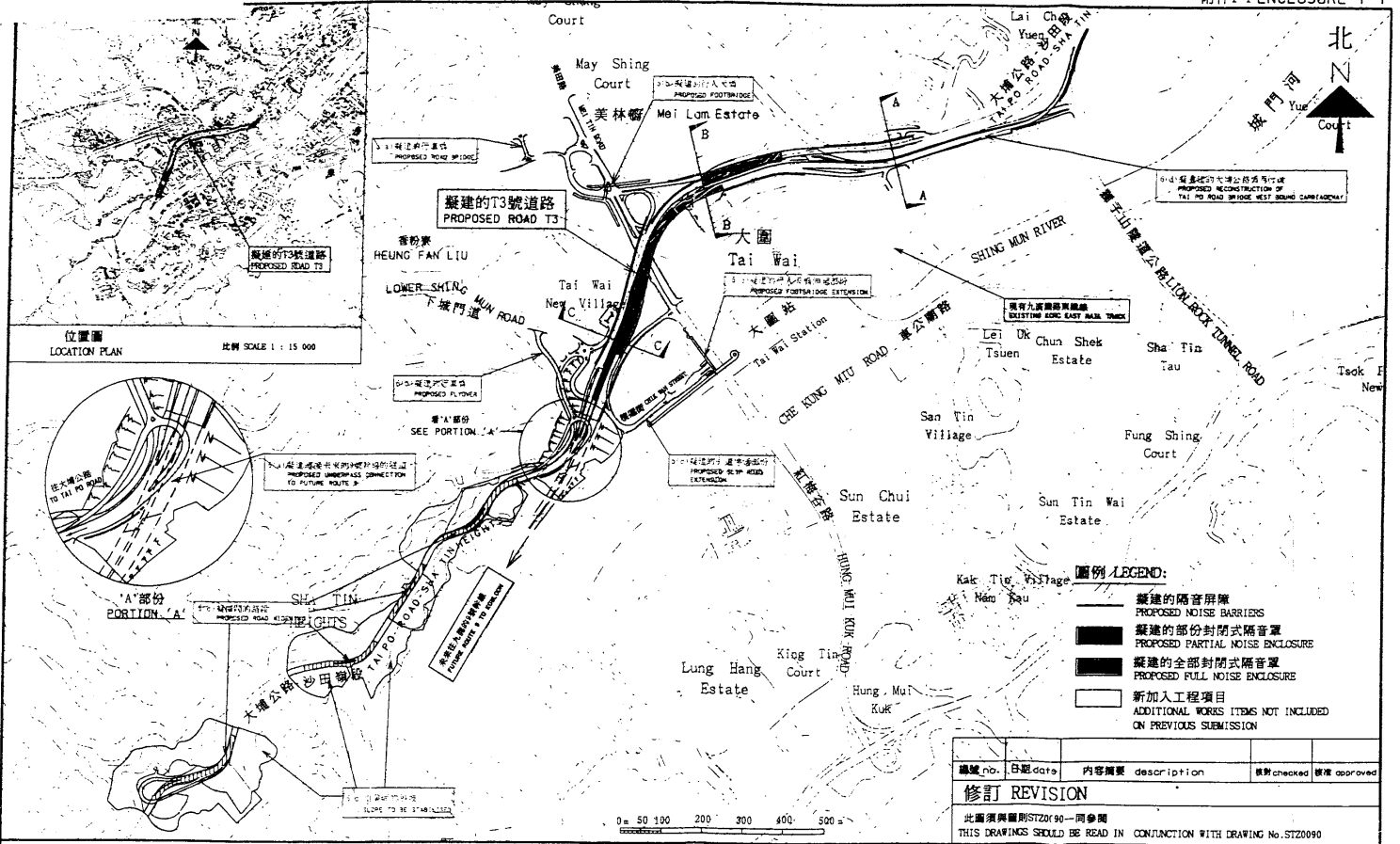
### **THE WAY FORWARD**

13. The detailed design is now scheduled for completion in August 2002. We plan to start the construction works in October 2002 for completion in June 2007. We will seek the approval of the Public Works Sub-Committee of the Finance Committee on 14 February 2001 to increase the APE of the project.

### **ADVICE SOUGHT**

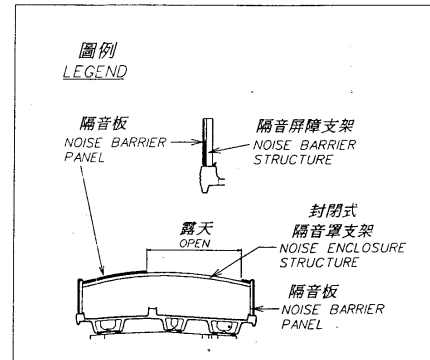
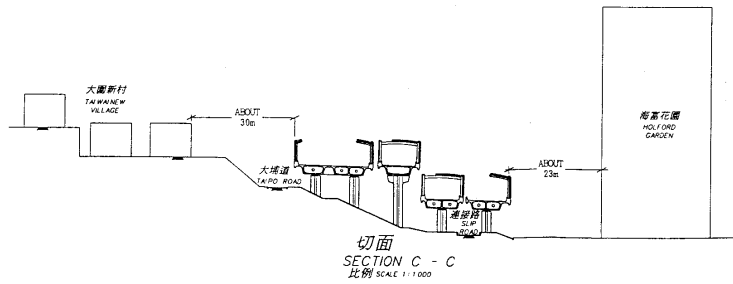
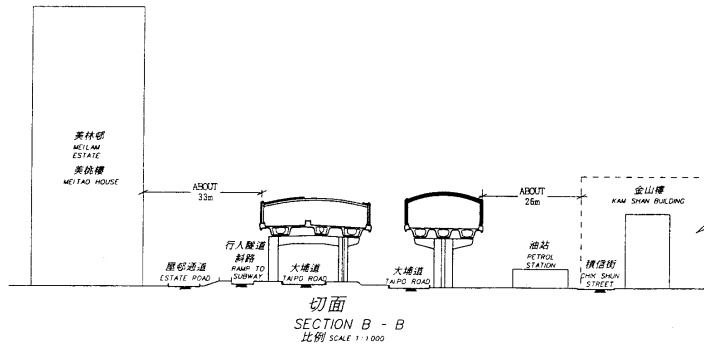
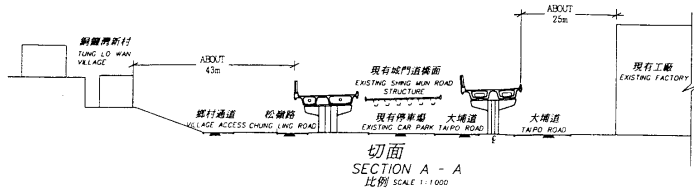
14. Members are invited to provide comments on the project before we seek the approval of the Public Works Sub-Committee.

**Transport Bureau**  
**January 2001**



編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
<b>修訂 REVISION</b>				
此圖須與圖則STZ089一同參閱 THIS DRAWINGS SHOULD BE READ IN CONJUNCTION WITH DRAWING No. STZ089				

圖則名稱 drawing title 沙田新市鎮 - 第 II 階段工程 - T3 號道路的詳細設計和地盤勘察 SHA TIN NEW TOWN - STAGE II - DETAILED DESIGN AND SITE INVESTIGATION FOR ROAD T3	繪圖 drawn M K LEE	核對 checked J WONG	核准 approved W TSUI	日期 date 25.1.2000	日期 date 28.1.2000	日期 date 28.1.2000	比例 As Shown	圖則編號 STZ0089	項目編號 ITEM No. 475CL
	辦事處 Office 新界東拓展處 NT EAST DEVELOPMENT OFFICE			拓展署 TERRITORY DEVELOPMENT DEPARTMENT					



此圖須與圖則STZ0089一同參閱  
THIS DRAWINGS SHOULD BE READ IN CONJUNCTION WITH DRAWING No.STZ0089

圖則名稱 title  
沙田新市鎮 -  
第 II 階段工程 - T3 號道路的詳細設計和地盤勘察 - 切面圖  
SHA TIN NEW TOWN -  
STAGE II - DETAILED DESIGN AND SITE INVESTIGATION FOR ROAD T3 - SECTION PLAN

繪圖 drawn S K WONG	簽署 initial <i>[Signature]</i>	日期 date 5-4-2000	比例 scale 1 : 500	項目編號 ITEM No.475CL
核對 checked T K LEE	簽署 initial <i>[Signature]</i>	日期 date 5-4-2000	圖則編號 drawing no. ST70090	辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE
核准 approved	簽署 initial <i>[Signature]</i>	日期 date		拓展署 TERRITORY DEVELOPMENT