

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 706 – HIGHWAYS

Transport – Interchanges/bus termini

67TI – Public transport interchange at Hung Hom Bay Reclamation

Members are invited to recommend to Finance Committee the upgrading of **67TI** to Category A at an estimated cost of \$47.4 million in money-of-the-day prices.

PROBLEM

We need to replace the temporary public transport interchange (PTI) adjacent to Hung Hom Ferry Pier with a permanent one to meet demand arising from residential and commercial developments in the area.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport, proposes to upgrade **67TI** to Category A at an estimated cost of \$47.4 million in money-of-the-day (MOD) prices for the design and construction of a PTI on the ground level of a commercial development on the Hung Hom Bay Reclamation (HHBR) Kowloon Inland Lot (KIL) 11111.

PROJECT SCOPE AND NATURE

3. The scope of **67TI** comprises –
- (a) detailed design and construction of a PTI of about 18 000 square metres containing –

- (i) one bus terminus with 10 sawtooth bus bays and 20 bus stacking spaces;
 - (ii) one green mini-bus bay;
 - (iii) one taxi bay;
 - (iv) one general loading and unloading bay; and
- (b) associated works on drainage, fire, ventilation, lighting and electrical and mechanical systems.

————— A site plan is at the Enclosure.

JUSTIFICATION

4. At present, there is an open-air PTI adjacent to Hung Hom Ferry Pier comprising 11 parallel loading and unloading bays, including eight for bus, one for taxi, one for green mini-bus, and one for general loading and unloading. This PTI was constructed in 1990 to serve the users of the Hung Hom Ferry Pier on a temporary basis. In this regard, we need a new permanent PTI to replace the existing temporary one, which can meet the demand for public transport arising from various residential and commercial developments in HHBR. These developments include one existing private residential development and future developments including one private residential and one public housing developments, four commercial developments with hotels or service apartments and a student hostel. Upon the completion and occupation of the future developments in the next six to seven years, the population in the area will increase by 15 600 to a total of about 20 000. With the new PTI in place, we will surrender the site of the existing temporary one for other development. The site is currently identified for provision of district open space subject to further study.

5. The proposed permanent PTI will accommodate all the eight bus routes and one green mini-bus route now terminating at the existing temporary PTI, and two more bus routes under consideration. These public transport routes will serve the existing developments in Hung Hom, such as Whampoa Garden, Harbour Plaza Hotel and Harbourfront office blocks, as well as the developments in HHBR. To enhance passenger safety, we will adopt a sawtooth bus platform layout to segregate bus and passenger movements. We will incorporate the latest standards on headroom, ventilation and lighting to provide a better environment in the PTI.

6. The earliest land sale date of this site for commercial development is October 2002. We expect that the developer will commence works in six months' time in April 2003 for completion by the end of 2006.

/FINANCIAL

FINANCIAL IMPLICATIONS

7. We estimate the cost of the project to be \$47.4 million in MOD prices, made up as follows –

	\$ million	
(a) Construction cost	40.6	
(b) Design and supervision cost	6.7	
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Sub-total	47.3	
(c) Electrical and Mechanical Services Trading Fund (EMSTF) charges	0.1	
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Sub-total	0.1	(in September 2001 prices)
(d) Provision for price adjustment for (c)	0.0	
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Total	47.4	(in MOD prices)
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8. We intend to stipulate in the Conditions of Sale for KIL 11111 the requirement for the developer to provide the PTI at a ceiling cost of \$47.3 million. Upon completion of the works, the Government will reimburse the developer the actual construction, design and supervision cost of the completed works, or the ceiling figure, whichever is the less.

9. Payment to the developer for items (a) and (b) in paragraph 7 would be made in the 2006-07 financial year upon completion of the project. We will require the service of Electrical and Mechanical Services Department in checking the submission from the developer's consultants on all electrical and mechanical (E&M) installations and providing technical advice to the Government on all E&M works and their impacts on the project. We will phase the expenditure for the EMSTF charges (paragraph 7(c)) in four years.

10. We estimate the annual recurrent expenditure arising from this project to be \$6.0 million.

/PUBLIC

PUBLIC CONSULTATION

11. We consulted the Traffic and Transport Committee (T&TC) of the then Kowloon City District Board on 3 August 1995 on the proposed project. The Committee supported the proposed project. At that time, Transport Department (TD) was considering the need to provide additional cross boundary coach terminal facilities in Kowloon, and a proposal to provide a new cross boundary coach terminus (CBCT) was included in the proposed project. Subsequently, TD completed a review in 2001 taking into account the existing CBCT facilities at Austin Road as well as new facilities under planning in Kowloon¹, and concluded that the provision of a CBCT in HHBR was no longer necessary. We have accordingly revised the layout deleting the requirement for a CBCT and circulated a paper to the T&TC of the Kowloon City District Council on 2 April 2002. The Committee endorsed the revised proposal.

ENVIRONMENTAL IMPLICATIONS

12. We completed a Preliminary Environmental Review (PER) on the project in December 1995. The Director of Environmental Protection agreed that an Environmental Impact Assessment would not be necessary. To mitigate the operational noise impact, the ingress and the egress of the PTI would avoid directly facing any noise sensitive receivers wherever possible. In addition, the PTI will adopt a suitable internal building design to minimise the noise disturbance to commuters within the PTI.

13. We will require the developer to provide a mechanical ventilation system to maintain the air quality inside the PTI during operation in accordance with established standards, guidelines and requirements stipulated in Environmental Protection Department (EPD)'s Practice Note for Professional Persons : "Control of Air Pollution in Semi-confined Public Transport Interchanges", and to give due regard in the building design to minimise noise disturbance.

14. Regarding short-term environmental impact during construction, we will require the developer to control noise, dust and site run-off nuisances to comply with established standards through the implementation of appropriate mitigation measures specified in relevant contracts for the entrusted works. These measures include frequent cleaning and watering of the site, wheel washing facilities, the use of silenced plant and noise screening and other procedures as

/recommended

¹ There will be altogether four CBCTs in Kowloon by early 2005, namely, the existing Austin Road CBCT, the proposed Airport Railway Kowloon Station CBCT, Kowloon Tong PTI and Yau Tong PTI, providing a total of 27 loading and unloading bays.

recommended in EPD's Recommended Pollution Control clauses. We will require the developer to provide and carry out a comprehensive environmental monitoring and audit programme for the construction works.

15. During the planning stage, we have considered optimising the formation level of the PTI so as to reduce the generation of construction and demolition (C&D) materials as much as possible. The developer shall require the contractors to submit Waste Management Plans (WMPs) for approval before commencement of construction. The WMPs will set out appropriate mitigation measures including the allocation of an area for waste segregation. We shall specify in the Conditions of Sale to require the developer to submit their approved WMPs for our record and to ensure that the day-to-day operations on site comply with the approved WMPs. Similarly, the developer shall control the disposal of public fill and C&D waste to designated public filling facilities and landfills respectively through a trip-ticket system. We estimate that the project will generate about 5 470 cubic metres (m³) of C&D materials. Of these, we will reuse about 1 750 m³ (32%) on site, 3 610 m³ (66%) as fill in public filling areas² and dispose of 110 m³ (2%) at landfills. The notional cost of accommodating C&D waste at landfill sites is estimated to be \$13,750 for this project (based on a notional³ unit cost of \$125/m³). We shall require the developer to record the disposal, reuse and recycling of C&D materials for monitoring and auditing purposes.

LAND ACQUISITION

16. The project does not require any land acquisition.

BACKGROUND INFORMATION

17. The Central Kowloon Traffic Study, which was completed in 1990, recommended the provision of the proposed PTI and a CBCT at the eastern part of HHBR. We upgraded 67TI to Category B on 4 October 1996 for the construction of a PTI and a CBCT. A recent review indicated that with four other CBCTs in place in Kowloon by early 2005, there is no need to proceed with the original proposal to provide CBCT facilities on this development site.

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² A public filling area is a designated part of a development project that accepts public fill for reclamation purposes. Disposal of public fill in a public filling area requires a licence issued by the Director of Civil Engineering.

³ This estimate has taken into account the cost of developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/cubic metres), nor the cost of providing new landfills (which are likely to be more expensive) when the existing ones are filled. The notional cost estimate is for reference only and does not form part of this project estimate.

18. The Director of Lands intends to execute the land sale for KIL 11111 in October 2002 the earliest. The developer will design and construct the proposed PTI for handing over to the Government by end of 2006 upon completion. We will then close the existing temporary PTI.

19. We estimate that the proposed works will create some 32 jobs comprising six professional/technical staff and 26 labourers totalling 1 210 man-months.

Transport Bureau
May 2002