

Legislative Council Panel on Transport

Ma On Shan to Tai Wai Rail Link **Essential Public Infrastructure Works**

Introduction

This note informs Members of the remaining part of the essential public infrastructure works (EPIW) required for the Ma On Shan to Tai Wai Rail Link (MOS Rail) and the cost of these works.

Background

2. The railway scheme of the MOS Rail, together with a package of EPIW, have been authorised by the Chief Executive in Council under the Railways Ordinance. The notice of the authorisation was gazetted on 27 October 2000. The project is targeted for completion in end 2004.

3. On 9 March 2001, the Finance Committee of the Legislative Council approved the funding of \$117.9 million in money-of-the-day (MOD) prices for the construction of part of the EPIW for MOS Rail, comprising four pedestrian subways at Tai Wai Station, Che Kung Temple Station, Tai Shui Hang Station and Heng On Station respectively, and one footbridge connecting to City One Station. As regards the remaining part of the EPIW (comprising two public transport interchanges (PTIs)), it was the Administration's plan to upgrade them to Category A at a later stage when the detailed layouts are finalised. Now that the detailed layouts have been finalised, the Administration intends to submit the funding proposal to the Finance Committee in May 2002.

Scope of Works

4. The scope of the remaining part of the EPIW for the MOS Rail comprises –

- (a) a PTI to serve the future integrated Tai Wai Station of the existing East Rail and the MOS Rail; and
- (b) a PTI to serve the Wu Kai Sha Station of the MOS Rail.

The layout plans of the PTIs at Tai Wai Station and Wu Kai Sha Station are at *Annexes A* and *B* respectively.

Justification

5. It is our transport strategy to develop railways as the backbone of Hong Kong's transport system. It is also our policy to coordinate public transport services to maximise efficiency. In this connection, convenient PTI facilities will be provided at railway stations where necessary to facilitate the provision of feeder services for passengers.

6. To tie in with the commissioning of the MOS Rail, we need to construct the two proposed PTIs to provide interchange facilities for buses, green minibuses, taxis and other general vehicles. The PTIs will serve as major transit points for commuters to interchange between road-based transport and the railway.

7. The new PTI at Tai Wai Station would replace the existing bus terminus which could not cope with the expected increase in the demand for transport interchange after the commissioning of MOS Rail. With further population growth in Tai Wai area, new feeder services will also need to be provided to link up with the railway station in the future. The new PTI at Wu Kai Sha Station would provide interchange facilities which are not available at present. Such facilities are necessary for the ride-in demand from the hinterland of Wu Kai Sha Station, including Sai Kung, Sai Sha Road and the future new developments in Whitehead.

8. The alignment of MOS Rail is drawn along areas with large population, the majority of which live within walking distance of the stations. There is no substantial need for new interchange facilities at the other seven stations of MOS Rail.

Financial Implications

9. The estimated costs of the proposed works for the PTIs at Tai Wai Station and Wu Kai Sha Station are \$40.5 million and \$51.6 million respectively in MOD prices. A breakdown of the cost for the two PTIs is at *Annex C*.

Construction Programme

10. To enhance interface and coordination between the railway and the PTI projects and to ensure the timely completion of the proposed PTIs to tie in with the commissioning of MOS Rail, the design and construction of the PTIs will be entrusted to KCRC.

11. Subject to the funding approval of the Finance Committee, we plan to commence the construction in January 2003 for completion at the end of 2004 to tie in with the commissioning of the MOS Rail.

Public Consultation

Tai Wai Station PTI

12. We have consulted the Sha Tin District Council (STDC) and its Traffic and Transport Committee (T&TC) on the proposed Tai Wai Station PTI. Taking into account the STDC members' comments, we have revised the layout of the PTI to increase the number of loading/unloading bays for green minibuses and for general loading/unloading activities, to widen the ingress to the PTI and to provide an additional ingress taper-lane and emergency exits to the PTI. In addition, the number of public parking spaces at the development above the Tai Wai Station will be increased from 170 to a range of 250 to 300. Moreover, 330 bicycle parking spaces will be provided next to the station. The public parking spaces and the bicycle parking spaces are not under the scope of the PTI and will be provided separately by KCRC as part of the land grant conditions. The design of the PTI was endorsed by the STDC at the meeting on 13 December 2001.

Wu Kai Sha Station PTI

13. We have consulted the T&TC of the STDC and the Owners' Committee of Monte Vista on the design of the proposed Wu Kai Sha Station PTI. The proposed PTI was endorsed by the former on 11 September 2001 with minor layout revisions, including an additional vehicular access point for emergency vehicles to gain access to Sha On Street, shifting the egress for buses away from the entrance of Monte Vista and revisions to road layout and junction design. In addition, in response to the requests from the Owners' Committee of Monte Vista for a footbridge connecting the podium level of Monte Vista to the Wu Kai Sha Station, we proposed to provide an at-grade crossing at Sha On Street under a separate project to be carried out by KCRC as part of the land grant conditions. No further comments have been received from the residents of Monte Vista.

Environmental Implications

14. The proposed project is not a designated project under the Environmental Impact Assessment Ordinance. A Preliminary Environmental Review has been conducted which concluded that the operation of the PTIs

would not cause insurmountable environmental impact. We will maintain adequate noise control measures and provide mechanical ventilation systems to maintain the air quality inside the PTIs, in accordance with the relevant guidelines and requirements stipulated in the Environmental Protection Department's Practice Notes for Professional Persons on "Control of Air Pollution in Semi-Confined Public Transport Interchanges".

Funding Arrangement

15. We plan to submit to the Finance Committee for the upgrading of the remaining part of the EPIW for the MOS Rail, viz. the Tai Wai Station and Wu Kai Sha Station PTIs, to Category A in May 2002. Members are invited to comment on the contents of the paper.

Transport Bureau
April 2002



Breakdown of the cost of PTIs at Tai Wai and Wu Kai Sha Stations

PTI at Tai Wai Station	\$ million	
(a) Construction cost	33.9	
(b) Design and supervision cost	5.6	
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Sub-total (a) and (b)	39.5	
(c) Electrical and Mechanical Services Trading Fund (EMSTF) charges ¹	0.2	
(d) Provision for Closed Circuit Television (CCTV) Electrical & Mechanical (E&M) equipment	0.8	
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Sub-total (c) and (d)	1.0	(in September 2001 prices)
(e) Provision for price adjustment for (c) and (d)	0.0	
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(f) Total cost of PTI at Tai Wai Station	40.5	(in MOD prices)
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¹ Upon its establishment from 1 August 1996 under the Trading Funds Ordinance, the EMSTF charges government departments for design and technical consultancy services for electrical and mechanical (E&M) installation. The services rendered for this project include checking consultants' submissions on all E&M installations and providing technical advice to the Government on all E&M works and their impacts on the project. The figure above is based on estimates provided by EMSD.

PTI at Wu Kai Sha Station	\$ million	
(g) Construction cost	43.6	
(h) Design and supervision cost	7.2	
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Sub-total (g) and (h)	50.8	
(i) EMSTF charges ¹	0.2	
(j) Provision for CCTV E&M equipment	0.6	
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Sub-total (i) and (j)	0.8	(in September 2001 prices)
(k) Provision for price adjustment for (i) and (j)	0.0	
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(l) Total cost of PTI at Wu Kai Sha Station	51.6	(in MOD prices)
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Total (f) and (l)	92.1	(in MOD prices)
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