

## ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

### HEAD 706 – HIGHWAYS

#### Transport – Roads

#### 777TH – Improvements to San Tin Interchange

Members are invited to recommend to Finance Committee the upgrading of **777TH** to Category A at an estimated cost of \$486.3 million in money-of-the-day prices for the improvements to San Tin Interchange.

### PROBLEM

The capacity of the existing San Tin Interchange (the Interchange) is insufficient to cope with the growing demand in cross-boundary traffic at Lok Ma Chau (LMC) Boundary Crossing.

### PROPOSAL

2. The Director of Highways, with the support of the Secretary for the Environment, Transport and Works, proposes to upgrade **777TH** to Category A at an estimated cost of \$486.3 million in money-of-the day (MOD) prices for the improvements to the Interchange.

### PROJECT SCOPE AND NATURE

3. The scope of **777TH** comprises –

/(a) .....

- (a) construction of a single two-lane road of 1.5-kilometre in length for the westbound traffic from Fanling Highway (FH) to the vehicle holding area (VHA) in LMC including 800 metres (m) of elevated highway structures;
- (b) construction of a single two-lane road of 850 m in length for the eastbound traffic from San Tin Highway (STH) to the VHA in LMC including 450 m of elevated highway structures;
- (c) construction of a single two-lane road of 50 m in length connecting Kwu Tung Road (KTR) to the road mentioned in paragraph 3(a) above;
- (d) construction of a single two-lane road of about 250 m between Castle Peak Road (CPR) and San Sham Road (SSR);
- (e) modification of the junction of STH / CPR / Tun Yu Road (TYR) including signalisation of the junction of CPR and slip roads from STH, and widening of a 300-m section of CPR from a single two-lane to a dual two-lane road;
- (f) construction of a single-lane road bridge of 70 m in length across the San Tin Eastern Main Drainage Channel (STEMDC) connecting an existing unnamed road along the eastern side of STEMDC near the VHA and TYR;
- (g) installation of noise barriers of 120 m in length and 1.5 m in height at STH near Wing Ping Tsuen;
- (h) provision of a traffic control and surveillance system (TCSS); and
- (i) associated works on junction improvements, landscaping, slopeworks, drainage, traffic management measures and street lighting.

---

A site plan and road sections of the proposed works are at Enclosure 1.

4. We plan to commence the construction works in April 2005 for completion in March 2007.

## JUSTIFICATION

5. LMC Boundary Crossing is the most heavily used boundary crossing<sup>1</sup>, with about 70% of the cross-boundary traffic being goods vehicles. Most of the cross-boundary vehicles use the strategic STH in the west and FH in the east which meet at the San Tin roundabout (the roundabout) and then travel through SSR, the only connecting road, to the LMC Boundary Crossing.

6. At present, the cross-boundary vehicles have to queue at the VHA that has 350 vehicle holding spaces for cross-border inspection. As a result of the limited capacity as well as the heavy utilisation of the Interchange and the roads in the vicinity, the cross-boundary traffic queue often tails back from the VHA to the roundabout, and consequentially spills over to STH and FH. In view of the increasing cross-boundary traffic, which is expected to grow at an average rate of 7% per annum in the coming years, we expect that the Interchange would suffer from capacity deficiency if no improvements were made to cope with the anticipated traffic growth. The Interchange will become a bottleneck along the cross-boundary corridor.

7. To meet the cross-boundary traffic demand and to relieve traffic congestion, we will construct a pair of elevated roads from STH and FH approaches of the Interchange as bypasses to the VHA. We will designate the roads for use by cross-boundary goods vehicles only so as to segregate these vehicles from the other vehicles using the Interchange. Upon completion of the improvement works, the projected design flow to capacity<sup>2</sup> (DFC) ratios of the roundabout during peak hours would be brought down from 0.89 to 0.5 and from 1.02 to 0.56 in 2007<sup>3</sup> and 2011 respectively.

/8. ....

---

<sup>1</sup> The average daily number of vehicles using the boundary crossings from January to September 2004 was 38 321, of which 28 675, 7 428 and 2 218 used the Lok Ma Chau, Man Kam To and Sha Tau Kok Boundary Crossings respectively.

<sup>2</sup> DFC ratio is a design parameter which measures the degree of saturation of traffic at a priority junction. A DFC ratio above 1.0 indicates the presence of traffic queues. A DFC ratio of 0.85 is generally used in junction design where situation permits.

<sup>3</sup> The DFC ratios have taken into account the cross-boundary traffic from the Hong Kong-Shenzhen Western Corridor / Deep Bay Link to be commissioned in 2006.

8. We will modify the layout of the junction of STH/CPR/TYR by realigning the existing slip roads between STH and CPR; signalling the junction of CPR and the realigned slip roads in order to improve the traffic flow capacity at this modified road junction; and widening a section of CPR from a single two-lane to a dual two-lane road. The capacity indices of this junction during peak hours in 2004, 2007 and 2011, with and without the proposed signalisation and widening of CPR, are as follows –

Junction of the CPR and slip roads from STH	Type of Capacity Index	Year		
		2004	2007	2011
Without the signalisation and CPR widening	DFC	1.40	2.40	2.40
With the signalisation and CPR widening	RC <sup>4</sup>	–	28%	28%

9. We will construct two roads connecting KTR to FH westbound and CPR to SSR northbound. The former will divert the existing cross-boundary goods vehicles from KTR to the road mentioned in paragraph 3(a) above. The latter will divert the existing cross-boundary goods vehicles from CPR to SSR direct. We will also construct a road bridge across STEMDC to link TYR to the existing unnamed road to reprovide local access to and from CPR.

10. For monitoring and controlling of traffic flows, we will install a TCSS comprising one closed circuit television camera with associated communication and installation equipment, and a traffic signal system at the LMC Boundary Crossing, and two full variable message signs at STH and SSR.

## FINANCIAL IMPLICATIONS

11. We estimate the cost of this project to be \$486.3 million in MOD prices (see paragraph 13 below), made up as follows –

/\$ million .....

---

<sup>4</sup> The performance of a traffic signal junction is indicated by its reserve capacity (RC). A positive RC indicates that the junction is operating with spare capacity. A negative RC indicates that the junction is overloaded, resulting in traffic queues and longer delay time.

	<b>\$ million</b>
(a) Road and drainage	131.6
(b) Elevated highway structures	161.8
(c) Road bridge	12.4
(d) Slope works	47.9
(e) TCSS and traffic management measures	14.0
(f) Landscaping works	15.3
(g) Noise barrier	1.5
(h) Consultants' fees	67.6
(i) construction supervision and contract administration	5.0
(ii) resident site staff costs	58.2
(iii) environmental monitoring and audit (EM&A) programme <sup>5</sup>	3.9
(iv) Electrical and Mechanical Services Trading Fund (EMSTF) charges <sup>6</sup>	0.5

/(i) .....

---

<sup>5</sup> We will engage consultants to implement an EM&A programme at an estimated cost of \$4.0 million to ensure timely and effective implementation of the recommended mitigation measures for the project.

<sup>6</sup> Since the establishment on 1 August 1996 under the Trading Fund Ordinance, the EMSTF charges government departments for design and technical consultancy services for electrical and mechanical (E&M) installations provided by the Electrical and Mechanical Services Department. The services rendered for this project include checking consultants' submission on all E&M installations and providing technical advice to the Government on all E&M works and their impacts on the project from maintenance and general operation points of view.

(i) Contingencies	39.4	
	491.5	(in September 2004 prices)
(j) Provision for price adjustment	(5.2)	
	486.3	(in MOD prices)

12. Item 11(a) includes the road reconstruction, waterworks, pedestrian subway extension and road signage. Item 11(b) includes the detailed design and construction of the elevated highway structures. A breakdown of the estimates for item 11(h) above on consultants' fees is at Enclosure 2.

13. Subject to approval, we will phase the expenditure as follows –

Year	\$ million (Sep 2004)	Price Adjustment Factor	\$ million (MOD)
2005 – 2006	229.4	0.99000	227.1
2006 – 2007	188.1	0.98753	185.8
2007 – 2008	64.0	0.99123	63.4
2008 – 2009	10.0	0.99990	10.0
	491.5		486.3

14. We have derived the MOD estimate on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2005 to 2009. We have invited tenders under a remeasurement contract with lump sum items for design-and-build of the elevated highway structures in order to minimise the time required for the detailed design and construction, and to enable the contractor to come up with a cost-effective design for the elevated highway structures. We will allow for price adjustments in the contract as the contract period exceeds 21 months.

15. The annual recurrent expenditure for the existing roads under the project is about \$300,000. We estimate that the annual recurrent expenditure for those roads upon completion of the project will be \$4.0 million.

## **PUBLIC CONSULTATION**

16. We consulted the San Tin Rural Committee and the Traffic and Transport Committee of the Yuen Long District Council on 16 and 22 July 2003 respectively. Both Committees supported the project.

17. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 12 December 2003. We received 11 objections and all of them remained unresolved. Details of the unresolved objections<sup>7</sup> are as follows –

- (a) six objectors objected to the resumption of land as a result of the implementation of the proposed works. They considered that their businesses would be affected adversely. Upon re-examination of the works area, we proposed to reduce the resumption area. The objectors agreed to withdraw their objections subject to the proposed modification;
- (b) three objectors who were the land owner, the tenant and the sub-tenant of two lots, objected to the proposed resumption of the lots. The sub-tenant was concerned that the operation of his carparks on the lots would be adversely affected, whilst the land owner and the tenant objected on the ground that the proposed resumption would adversely affect their income and would cause legal disputes among the objectors. We explained to them that the resumption was required for the proposed road works. To address their concerns, we proposed to provide temporary run-in for the carparks and allow the handing-over of the affected land by phases to minimise the impact on the operation of the carparks. Despite the proposed modification and site clearance arrangements, the objectors maintained their objections;

---

<sup>7</sup> Under the Ordinance, an objection that is withdrawn unconditionally is treated as if the objector has not lodged the objection. An objection which is not withdrawn or withdrawn with conditions is treated as an unresolved objection and will be submitted to the Chief Executive-in-Council for consideration.

/(c).....

- (c) one objector, whose land was let out for car parking and storage purposes, objected to the road works which necessitated the resumption of part of his land (about 36%). He considered that the remaining portion of his land would be too small for any practical open storage purpose. Therefore, the works would affect the opportunity to lease his land, thereby leading to financial loss. We advised him that the major part of the existing carpark would remain unaffected and could continue to operate. He was also entitled to compensation for the land resumed. However, the objector maintained his objection; and
- (d) one objector requested the Administration to realign the slip road connecting KTR to the westbound FH to avoid resumption of his lot. We explained that due to technical constraints, it was not feasible to relocate the slip road. The objector maintained his objection.

18. Having considered the unresolved objections and the proposed modifications, the Chief Executive-in-Council authorised the proposed works under the Ordinance on 2 November 2004 and the notice of authorisation was gazetted on 19 November 2004.

19. We circulated an information paper for the meeting of the Legislative Council Panel on Transport on 26 November 2004. Members raised no comment.

## **ENVIRONMENTAL IMPLICATIONS**

20. The project is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an environmental permit is required for the construction and operation of the project. The key environmental concerns are traffic noise and tree felling. A statutory EIA was conducted in 2003 and the EIA report concluded that the environmental impacts of the project could be controlled to within the criteria under the EIA Ordinance and the Technical Memorandum on EIA Process. The Director of Environmental Protection approved the EIA report on 3 May 2004 and issued an environmental permit for the designated project on 15 June 2004.

21. In respect of traffic noise mitigation measures, we will provide transparent reflective plain barriers of 120 m in length and 1.5 m in height along



/the .....

the northbound STH to mitigate traffic noise impact on the domestic premises in Wing Ping Tsuen. We estimate that about 10 dwellings will benefit from the provision of the noise barriers. The barriers will reduce noise level arising from the new road from about 74 dB(A) to 69 dB(A)<sup>8</sup>.

22. For short term impacts during construction, we will control noise, dust and site run-off nuisance to within established standards and guidelines through the implementation of appropriate mitigation measures in the works contract. We will also implement an EM&A programme to ensure timely and effective implementation of the recommended mitigation measures.

23. We will require the contractor to submit a waste management plan (WMP) for approval. The WMP will include appropriate mitigation measures to avoid, reuse and recycle C&D materials. We will require the contractor to ensure that the day-to-day operations on site comply with the approved WMP. We will record the disposal, reuse and recycling of C&D materials for monitoring purposes. To further minimise the generation of C&D materials, we will encourage the contractor to use non-timber formwork and recyclable materials for temporary works. We will control the disposal of the C&D materials to designated public filling facilities and landfills through a trip ticket system. We will require the contractor to separate public fill from C&D waste for disposal at appropriate facilities.

24. We will minimise the generation of construction and demolition (C&D) materials by reusing them as fill in the same project as far as possible. We estimate that the project will generate about 28 500 cubic metres (m<sup>3</sup>) of C&D materials. Of these, we will reuse about 11 000 m<sup>3</sup> (38.6%) on site, 10 200 m<sup>3</sup> (35.8%) as fill in public filling areas<sup>9</sup>, and dispose of 7 300 m<sup>3</sup> (25.6%) at landfills. The notional cost of accommodating C&D waste at landfill sites is estimated to be \$912,500 for this project (based on a notional unit cost<sup>10</sup> of \$125/m<sup>3</sup>).

---

<sup>8</sup> The road traffic noise standard for domestic premises set out in the EIA Ordinance Technical Memorandum is 70 dB(A).

<sup>9</sup> A public filling area is a designated part of a development project that accepts public fill for reclamation purpose. Disposal of public fill in a public filling area requires a licence issued by the Director of Civil Engineering and Development.

<sup>10</sup> This estimate has taken into account the cost for 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/m<sup>3</sup>), nor the cost to provide 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.

/LAND.....

**LAND ACQUISITION**

25. We will resume about 6 300 square metres (m<sup>2</sup>) of private land for the proposed works. Land acquisition and clearance will affect 89 structures and three families. We will charge the land acquisition and clearance costs, estimated to be \$12.7 million, to **Head 701** “Land Acquisition” **Subhead 1100CA** “Compensation and ex-gratia allowances in respect of projects in the Public Works Programme”.

**BACKGROUND INFORMATION**

26. We upgraded **777TH** to Category B in April 2002.

27. In September 2002, we engaged consultants to carry out the investigation and preliminary design of the project at an estimated cost of \$2.9 million in MOD prices under **Subhead 6100TX** “Highway works, studies and investigations for items in Category D of the Public Works Programme”. The consultants completed the investigation and preliminary design in December 2003.

28. In November 2003, we engaged consultants to carry out the detailed design and site investigation of the project at an estimated cost of \$5.4 million in MOD prices under **Subhead 6100TX**. The consultants completed the detailed design for the proposed works (except for the elevated highway structures which will be covered by the design-and-build elements under the contract as mentioned in paragraph 14) and the associated site investigation in September 2004.

29. The proposed road improvement works may involve removal of 339 trees including 230 trees to be felled and 109 trees to be transplanted elsewhere within the project site. All trees to be removed are not important trees<sup>10</sup>. We will incorporate planting proposals as part of the project, including estimated quantities of 990 trees, 27 240 shrubs and 159 m<sup>2</sup> of grassed area.

---

<sup>10</sup> Important trees include trees on the Register of Old and Valuable Trees, and any other trees which meet one or more of the following criteria –

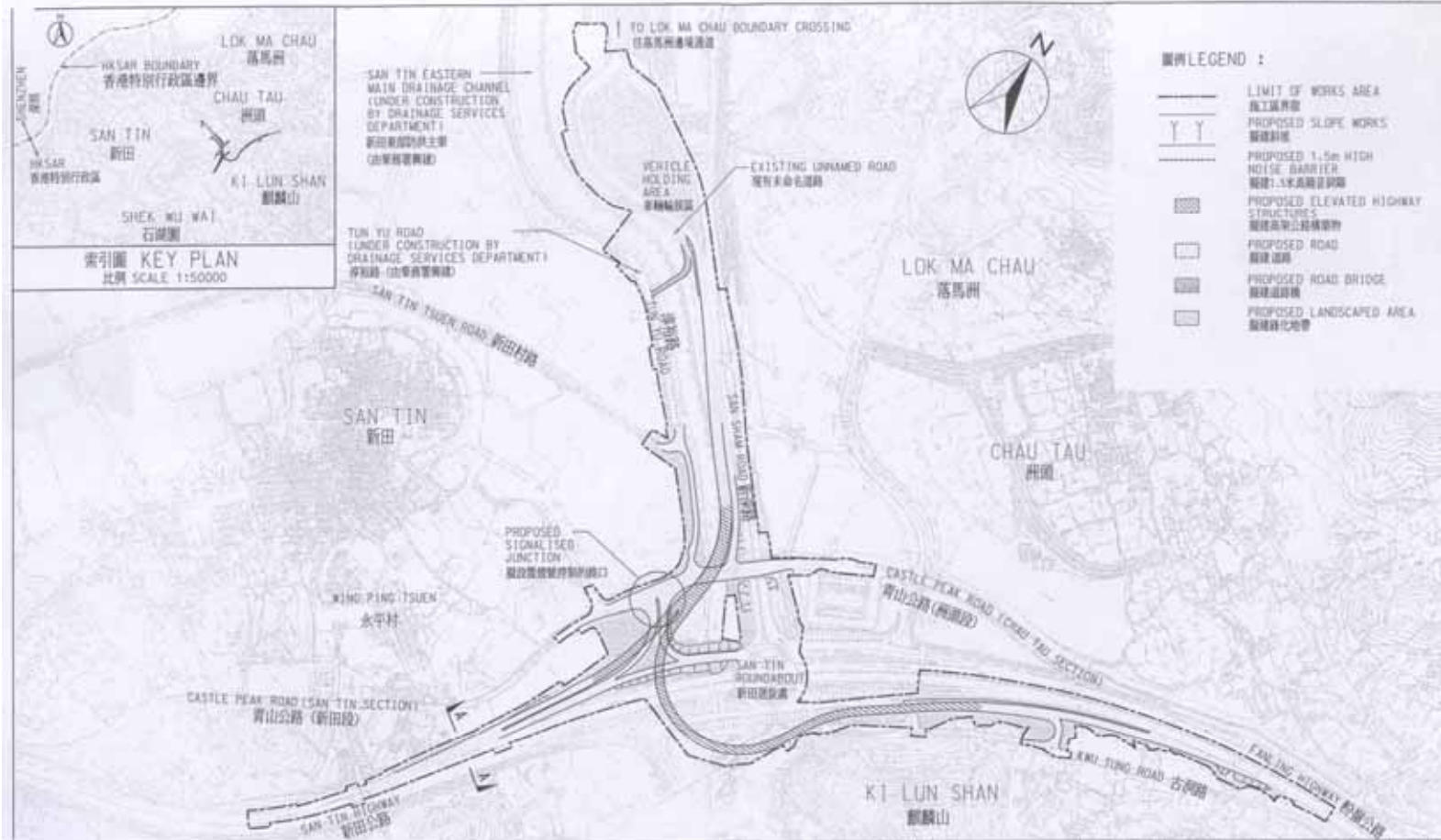
- (a) trees over 100 years old;
- (b) trees of cultural, historical or memorable significance;
- (c) trees of precious or rare species;
- (d) trees of outstanding form; or
- (e) trees with trunk diameter exceeding one metre (measured at one metre above ground level).

/30.....

30. We estimate that the proposed works will create about 500 jobs (395 for labourers and another 105 professional / technical staff) providing a total employment of 9 100 man-months.

-----

Environment, Transport and Works Bureau  
December 2004



drawing title 圖則名稱

PWP ITEM NO. 777TH - IMPROVEMENTS TO SAN TIN INTERCHANGE - SITE PLAN

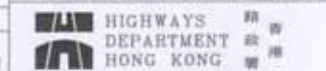
工務計劃項目第777TH號 - 新田交匯處改善工程 - 工地位置圖

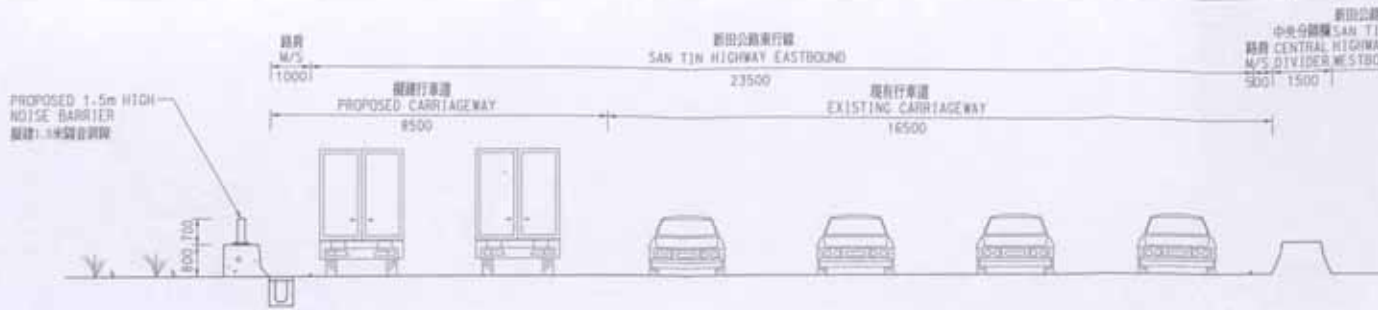
designer 設計 D. WONG	checked 校核 D. WONG	date 日期 10/04
drawn 繪圖 T. Y. T.	checked 校核 D. WONG	date 日期 10/04
checker 核圖 E. LUNA	approved 核准 M. W. CHAN	date 日期 10/04
office 辦事處 路政署 (工程組) HIGHWAYS / WORKS DIVISION		

drawing no. 圖號  
PW01 A

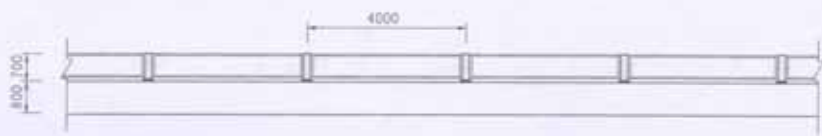
scale 比例  
A3 1:5000

版權所有 © COPYRIGHT RESERVED

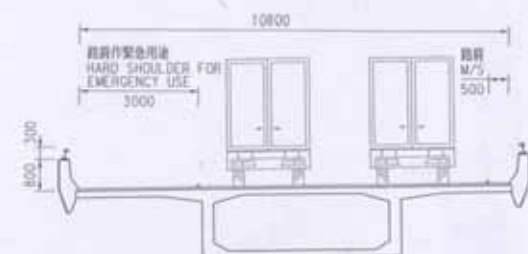




切面 SECTION A - A



擬建聲屏障立面圖 ELEVATION OF NOISE BARRIER



高架公路橋樑物切面  
TYPICAL SECTION OF  
ELEVATED HIGHWAY STRUCTURES

- NOTES: 說明
1. ALL DIMENSIONS IN MILLIMETRES.  
所有尺寸以毫米計算
  2. M/S STANDS FOR MARGINAL STRIP.  
M/S 指邊緣帶

drawing title 圖則名稱  
PWP ITEM NO. 777TH - IMPROVEMENTS TO SAN TIN INTERCHANGE - SECTIONS  
工務計劃項目第777TH號 - 新田交匯處改善工程 - 切面圖

designer 設計 D. KURO	checked 校核 S. YIP	date 日期 01/04	drawing no. 圖號 PW03 A	scale 比例 A3 1:100
approved 核准 J. LOR	checked 校核 S. YIP	date 日期 01/04	所有權利保留 COPYRIGHT RESERVED	
approved 核准 S. YIP	checked 校核 S. YIP	date 日期 01/04	HIGHWAYS DEPARTMENT HONG KONG 路政署 香港	
office 路政署 (工程處) HIGHWAYS / WORKS DIVISION				

**777TH – Improvements to San Tin Interchange**

**Breakdown of estimates for consultants’ fees (in September 2004 prices)**

<b>Consultants’ staff costs</b>		<b>Estimated man-months</b>	<b>Average MPS* salary point</b>	<b>Multiplier (Note 1)</b>	<b>Estimated fee (\$ million)</b>
(a)	Construction Professional	-	-	-	2.2
	supervision and Technical	-	-	-	2.8
contract administration (Note 2)					
(b)	Resident site Professional	228	38	1.6	19.8
	staff Technical	1 334	14	1.6	38.4
(c)	EM&A Professional	24	38	2.0	2.6
	programme Technical	36	14	2.0	1.3
					<hr/> Sub-total
					67.1
(d) EMSTF charges					<hr/> 0.5
					<hr/> Total
					67.6

\* MPS = Master Pay Scale

**Notes**

1. A multiplier of 2.0 is applied to the average MPS point to arrive at the full staff costs including the consultants’ overheads and profit as the staff will be employed in the consultants’ offices. A multiplier of 1.6 is applied to the average MPS point in case of resident site staff supplied by the consultants. (At 1 January 2005, MPS pt. 38 = \$54,255 per month and MPS pt. 14 = \$18,010 per month).
2. The consultants’ fees for construction supervision and contract administration are estimated in accordance with Agreement No. CE 18/2003 (HY) entitled “Improvements to San Tin Interchange – Design and Construction”. The construction phase of the assignment will only be executed subject to Finance Committee’s approval to upgrade **777TH** to Category A.