

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 711 – HOUSING

Transport – Interchanges and bus termini

79TI – Public Transport Interchange at Area 13, Hung Shui Kiu

Members are invited to recommend to Finance Committee the upgrading of **79TI** to Category A at an estimated cost of \$37.8 million in money-of-the-day prices for the design and construction of a public transport interchange at Area 13, Hung Shui Kiu.

PROBLEM

We need to provide a public transport interchange (PTI) to meet the transport demand arising from the new public housing development at Area 13, Hung Shui Kiu.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport and Housing, proposes to upgrade **79TI** to Category A at an estimated cost of \$37.8 million in money-of-the-day (MOD) prices for the design and construction of a PTI at Area 13, Hung Shui Kiu.

PROJECT SCOPE AND NATURE

3. The scope of **79TI** comprises the design and construction of –
- (a) a PTI with three covered bays for franchised buses and one lay-by for green minibuses/franchised buses; and
 - (b) associated works including shelters for the pedestrian footpath adjacent to the PTI, lighting, fire services, electrical and mechanical systems, drainage and landscaping for the proposed PTI.

———— A site plan showing the proposed works is at Enclosure 1 and artist's impression
———— drawings showing the proposed PTI are at Enclosures 2 to 4.

4. Subject to funding approval of the Finance Committee, the construction works for the PTI are scheduled to commence in August 2013 for completion by November 2014 to tie in with the scheduled completion of the adjoining public housing development in early 2015.

JUSTIFICATION

5. The public housing development in Area 13, Hung Shiu Kiu is being constructed by the Hong Kong Housing Authority (HKHA) to provide about 4 900 flats for a population of about 13 700. Construction works for the public housing development commenced in December 2012 for target completion in early 2015.

6. To meet the demand for public transport services arising from the new public housing development and the commercial centre in the vicinity, there is an urgent need to provide a PTI adjacent to the public housing development to provide facilities for franchised buses and green minibuses. The nearest Light Rail (LR) stop is the Hung Shui Kiu LR Stop at Castle Peak Road which is about 400 metres away from the new public housing development (or a 8-minute walk). The nearest West Rail station is the Tin Shui Wai West Rail Station which is about 1.5 kilometres away from the new public housing development (or a 5-minute ride). Although the Hung Shui Kiu LR Stop is not far away from the new public housing development, given the future increase in population of the area, there is a need to provide convenient alternative means of transportation.

7. To tie in with the population intake of the public housing development at Area 13, Hung Shui Kiu in early 2015, there is a need to complete the construction of PTI by November 2014. The PTI will be in close proximity to the new public housing development. As such, the construction of the PTI and the new public housing development will have significant interface. Also considering that there will be limited vehicular access and congested works areas for the works sites of both the PTI and the adjoining public housing development, we consider it desirable for safety and environmental reasons to entrust the design and construction of the PTI to the HKHA for implementation. This arrangement will also allow better coordination of the PTI project and the adjoining public housing development to ensure timely completion of the PTI for public use. Upon completion of the PTI, HKHA will hand over the facilities to the Transport Department, Highways Department and other relevant departments for management and maintenance.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the project to be \$37.8 million in MOD prices (please see paragraph 9 below), broken down as follows –

	\$ million
(a) Construction cost	27.1
(i) covers to bus bays	17.8
(ii) drainage works	3.9
(iii) civil works	2.6
(iv) lighting, fire services, electrical and mechanical works	1.8
(v) other associated works (including shelters for the pedestrian footpath adjacent to the PTI and landscaping works)	1.0
(b) Environmental mitigation measures	0.5
(c) On-cost payable to HKHA ¹	3.5
(d) Contingencies	3.0

/ \$ million.....

¹ On-cost payable to HA for the entrusted works will be 12.5% of the estimated construction cost.

	\$ million
Sub-total	34.1 (in September 2012 prices)
(e) Provision for price adjustment	3.7
Total	37.8 (in MOD prices)

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

Year	\$ million (Sept 2012)	Price adjustment factor	\$ million (MOD)
2013 – 2014	11.7	1.06250	12.4
2014 – 2015	20.9	1.12625	23.5
2015 – 2016	1.3	1.19383	1.6
2016 – 2017	0.2	1.26545	0.3
	<hr/> 34.1 <hr/>		<hr/> 37.8 <hr/>

10. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period 2013 to 2017. Subject to funding approval, HKHA will deliver the works for the PTI under a standard re-measurement contract because the quantities of works may vary depending on actual site conditions. The contract will provide for price adjustments.

11. We estimate the annual recurrent expenditure arising from the proposed works to be about \$0.9 million.

PUBLIC CONSULTATION

12. We consulted the Traffic and Transport Committee of Yuen Long District Council on the proposed works on 24 May 2012. Members supported the project and urged for its early implementation.

/ 13.

13. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures² on 19 June 2012 and 15 January 2013. The Committee had no further comments on the submission on 15 January 2013 and considered it acceptable.

14. We gazetted the proposed works for PTI under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 28 September 2012 and received no objection. The Secretary for Transport and Housing authorised the proposed works for PTI without modification under the Ordinance on 10 December 2012 and the notice of authorisation was gazetted on 14 December 2012.

15. We consulted the Legislative Council Panel on Housing on the proposed works on 7 January 2013. Members did not raise any objection to the proposed works. Taking into account Members' suggestion of extending the PTI cover over the pedestrian footpath adjacent to the lay-by for green minibuses/franchised buses, we will provide separate shelters for the footpath adjacent to the concerned lay-by for shielding passengers from sunlight and rainfall. The shelters are illustrated on the artist's impression drawing at Enclosure 2.

ENVIRONMENTAL IMPLICATIONS

16. This is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). The PTI will be covered to avoid any noise nuisance to the noise sensitive receivers in the vicinity. HKHA completed an Environmental Assessment Study (EAS) in September 2011. The EAS concluded that the project would not cause long-term environmental impacts. HKHA will implement the standard pollution control measures during construction of the PTI, as promulgated by the Director of Environmental Protection.

17. We have included in the project estimate the cost to implement suitable mitigation measures to control short-term environmental impacts during construction. HKHA will specify in the relevant contract the requirement for the

/ contractor

² The Advisory Committee on the Appearance of Bridges and Associated Structures, which comprises representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institution of Planners, an academic institution, Architectural Services Department, Highways Department, Housing Department and Civil Engineering and Development Department, is responsible for vetting the design of bridges and other structures associated with the public highway system, including noise barriers and semi-enclosures, from aesthetic and visual impact points of view.

contractor to implement mitigation measures to control noise, dust, and site run-off nuisances during construction within the level specified under the published standards and guidelines. These include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site.

18. At the planning and design stages, HKHA has considered the disposition of PTI to reduce the generation of construction waste where possible. In addition, HKHA will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at public fill reception facilities³. HKHA will encourage the contractor to maximize the use of recycled / recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of waste.

19. At the construction stage, HKHA will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. HKHA will ensure that the day-to-day operations on site comply with the approved plan. HKHA will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. HKHA will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

20. HKHA estimates that the project will generate in total about 2 500 tonnes of construction waste. Of these, HKHA will reuse about 50 tonnes (2%) of inert construction waste on site and deliver 2 375 tonnes (95%) of inert construction waste to public fill reception facilities for subsequent reuse. HKHA will dispose of the remaining 75 tonnes (3%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$73 500 for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁴ at landfills).

/ **HERITAGE**

³ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

⁴ 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 per m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

HERITAGE IMPLICATIONS

21. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

22. The proposed works do not require any land acquisition and clearance.

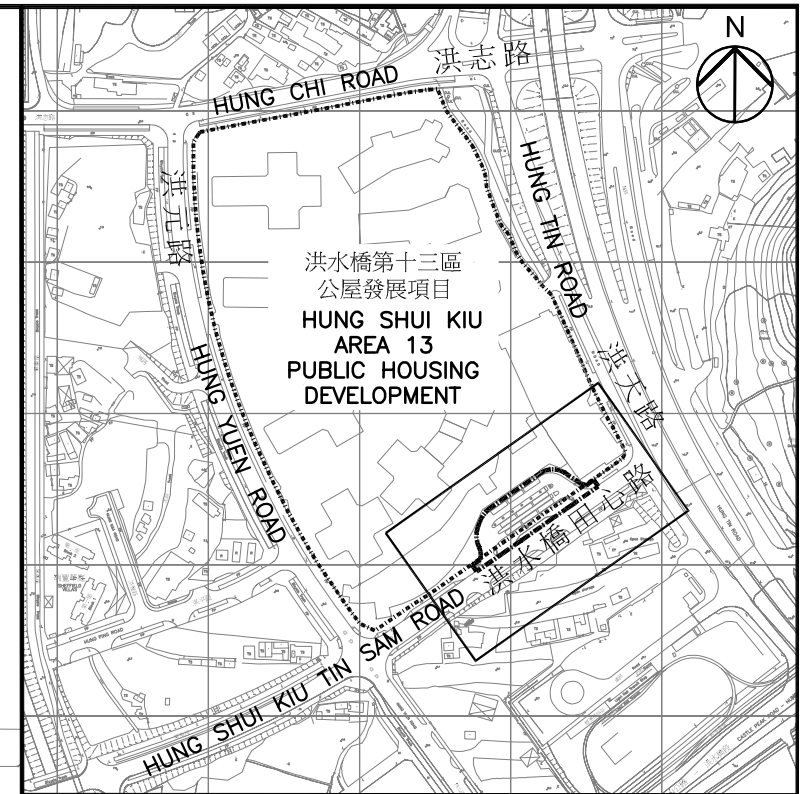
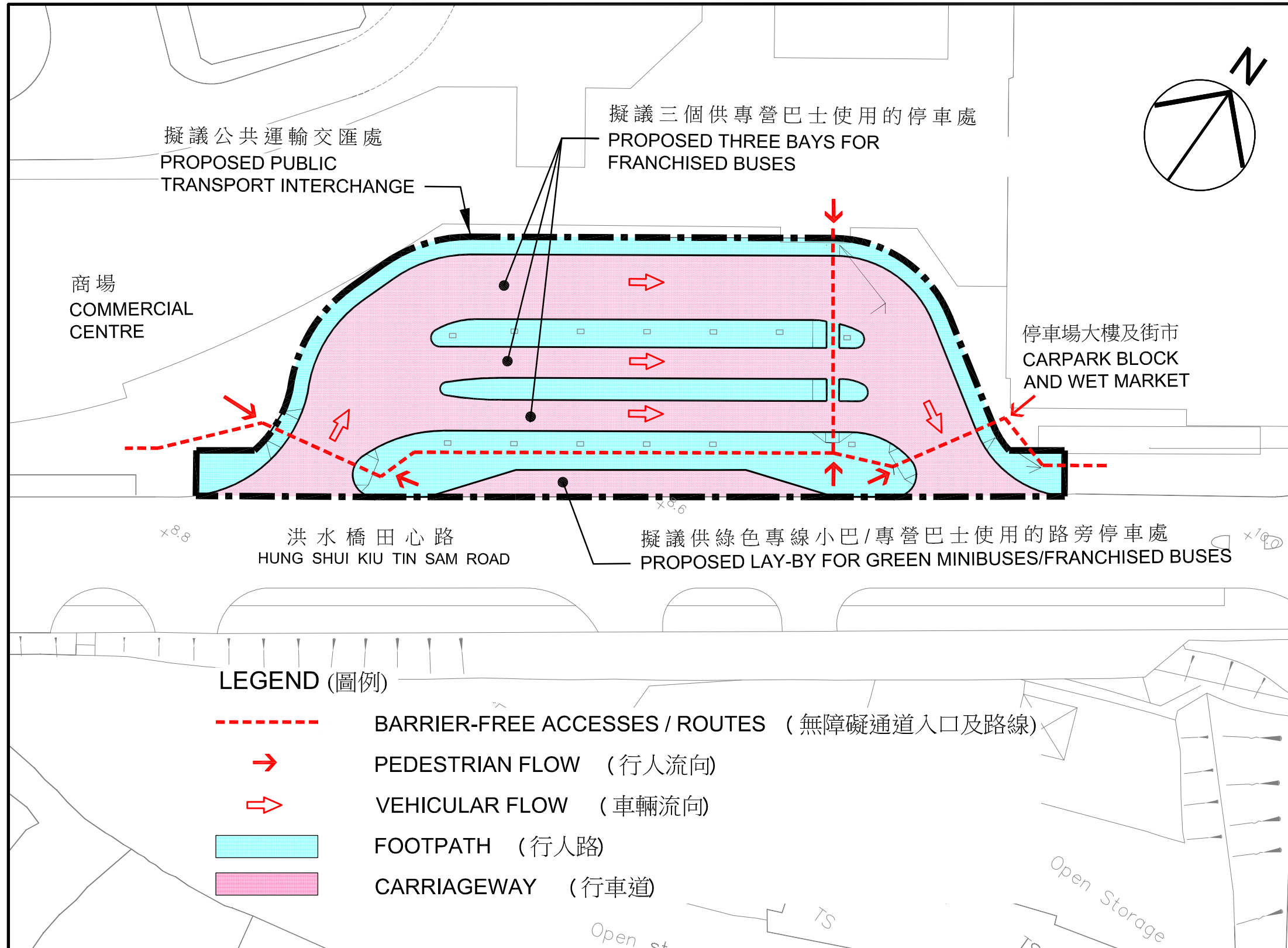
BACKGROUND INFORMATION

23. We upgraded **79TI** to Category B in September 2011.

24. The proposed works will not involve any tree removal or planting proposal.

25. We estimate that the works will create about 39 jobs (34 for labourers and another 5 for professional/technical staff) providing a total employment of 530 man-months.

Transport and Housing Bureau
January 2013

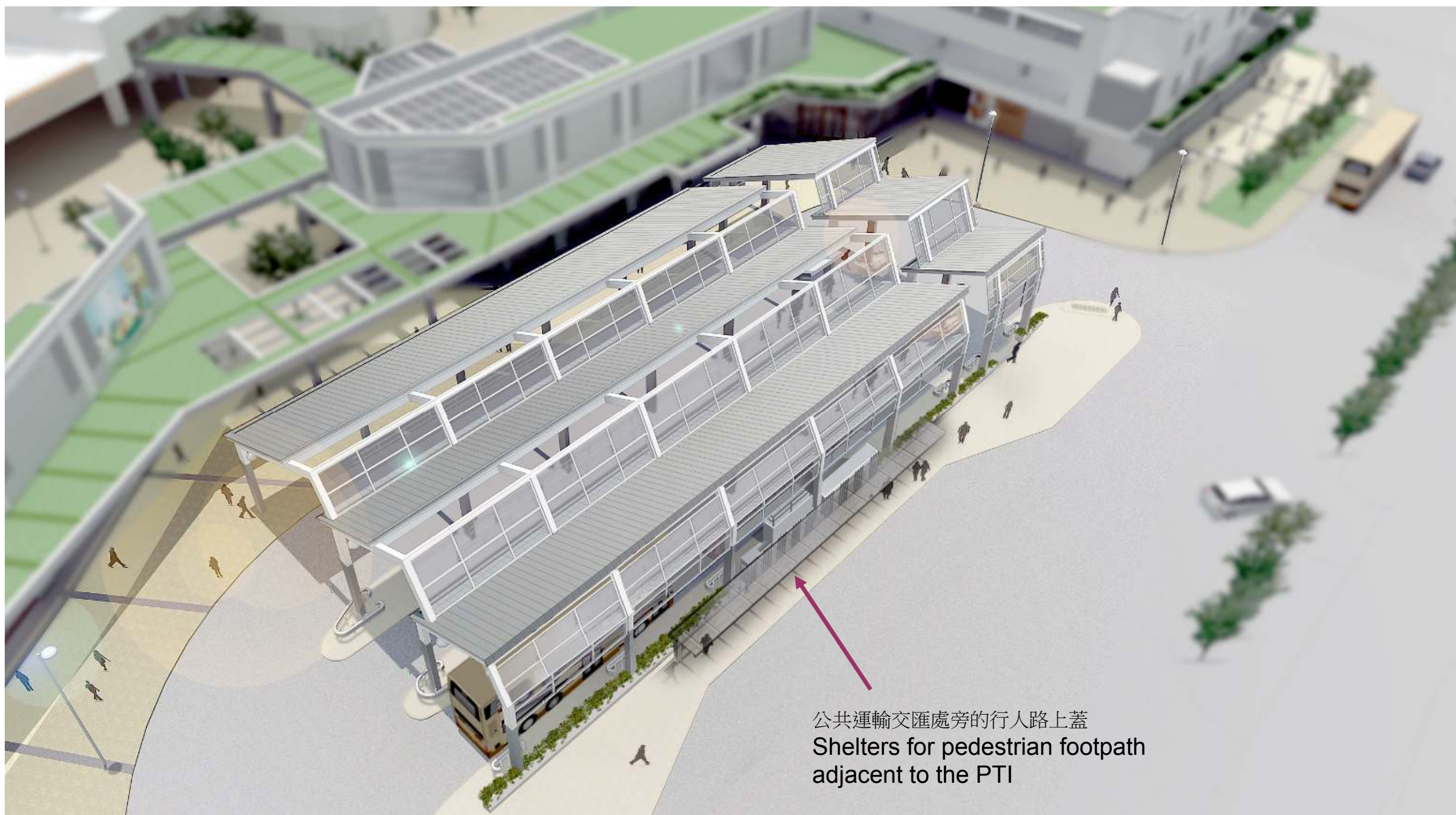


索引圖 KEY PLAN
比例 SCALE 1:5000

工務計劃項目第 79TI 號
擬議洪水橋第十三區的公共運輸交匯處
PWP ITEM No. 79TI
PROPOSED PUBLIC TRANSPORT INTERCHANGE
AT AREA 13, HUNG SHUI KIU

工地平面圖
SITE PLAN

比例 SCALE 1:500



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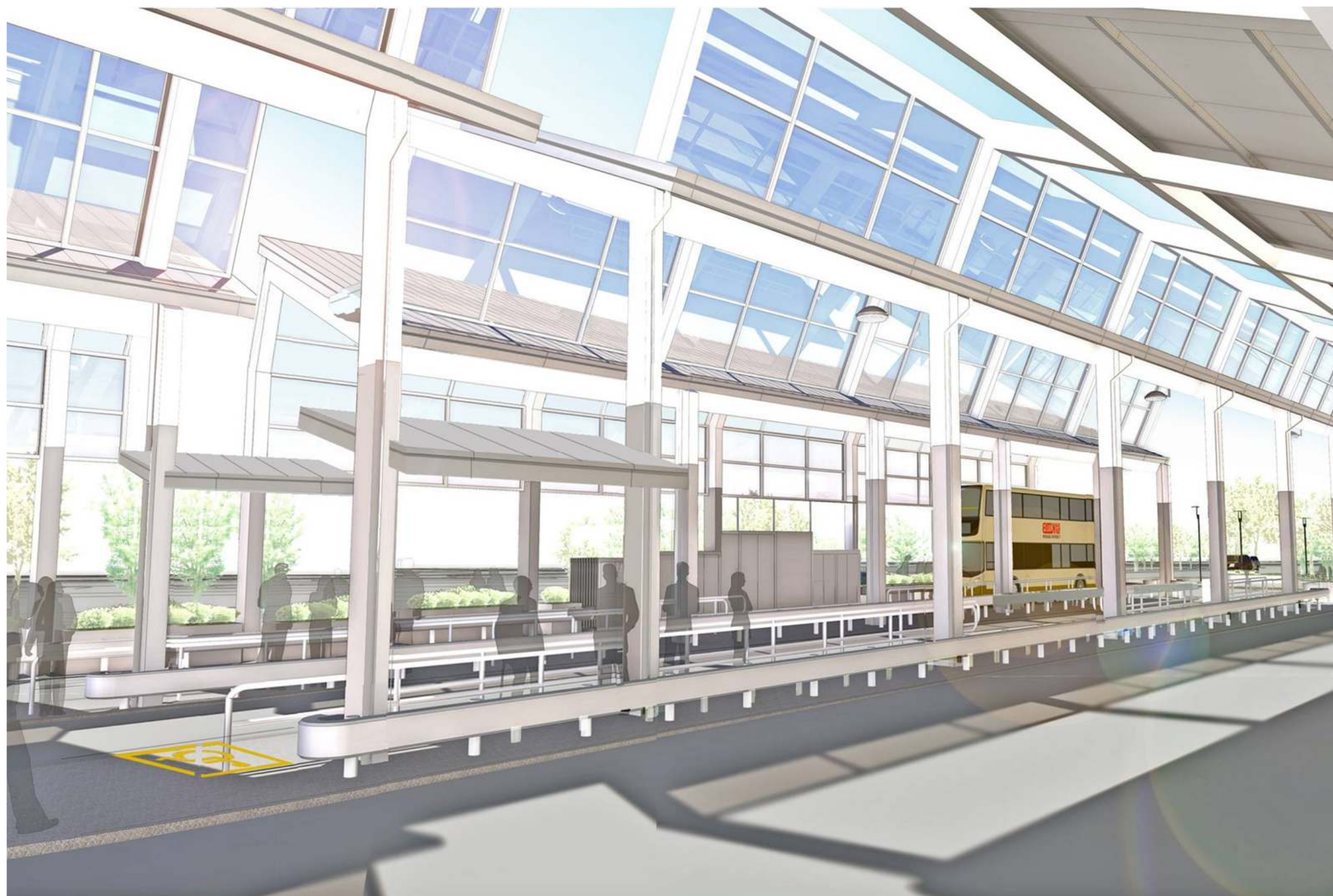
構思圖
Artist's Impression Drawing



公共運輸交匯處旁的
行人路上蓋
Shelters for
pedestrian footpath
adjacent to the PTI

工務計劃項目第 79TI 號
擬議洪水橋第十三區的公共運輸交匯處
PWP ITEM No. 79TI
PROPOSED PUBLIC TRANSPORT INTERCHANGE
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