

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

政府總部
運輸及房屋局
香港九龍何文田佛光街 33 號



Government Secretariat
Transport and Housing Bureau
33 Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong

11 March 2013

本局檔號 Our Ref.

來函檔號 Your Ref.

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn: Ms Annette LAM)

Dear Ms Lam,

Public Works Subcommittee
Follow-up to meeting on 5 February 2013

Item PWSC(2012-13)55

At the meeting of the Public Works Subcommittee on 5 February 2013, the Administration was requested to revisit the suitability of providing two double-width bus bays (雙坑) instead of one double-width bus bay and two single-width bus bays (單坑) in the proposed Public Transport Interchange (PTI) at Area 13, Hung Shui Kiu; to review the effectiveness of the design of the PTI in respect of air ventilation and sun shading; and to consider the possibility of providing seats/stand bench for passengers while waiting for buses. The supplementary information requested by the Members at the meeting is enclosed at Annex for Members' reference.

Yours sincerely,

A handwritten signature in black ink, appearing to be "K. Wong", written in a cursive style.

(Kenneth WONG)
for Secretary for Transport and Housing

**Public Works Subcommittee
Meeting on 5 February 2013 – Follow-up Action**

- A) **To maximize the number of bus routes that can terminate at the future Public Transport Interchange (PTI) at Area 13, Hung Shui Kiu and to enhance flexibility for the future operation of the PTI, the Administration agreed to revisit the suitability of providing two double-width bus bays (雙坑) instead of one double-width bus bay and two single-width bus bays (單坑) in the PTI as proposed in the paper.**

In connection with the public housing development at Area 13, the Administration proposes to provide one double-width and two single-width bus bays at the PTI. The design will be able to accommodate four terminating bus routes. On the other hand, lay-bys will be provided on Hung Shui Kiu Tin Sam Road at the southern edge of the PTI, Hung Tin Road northbound and Hung Yuen Road southbound (located at both sides of the development). These additional lay-bys will provide reserved areas as potential terminal points for bus or green minibus services in case of future service enhancement. **Enclosure 1** shows the location of the bus bays and lay-bys.

The Administration has revisited the suitability of providing two double-width bus bays. According to current design standard, a double-width bus bay of 40 metres in length can only accommodate the operation of two bus routes (with bus of 12 metres in length) at the same time since a clearance of 13 metres between two bus routes share-using the same bus bay should be provided to enable the bus at the rear to pull out and overtake the bus ahead safely when leaving the bus bay. Hence, if the design of the PTI is revised to two double-width bus bays of 40 metres in length, it can only accommodate at most four terminating bus routes, same as the design proposed by the Administration.

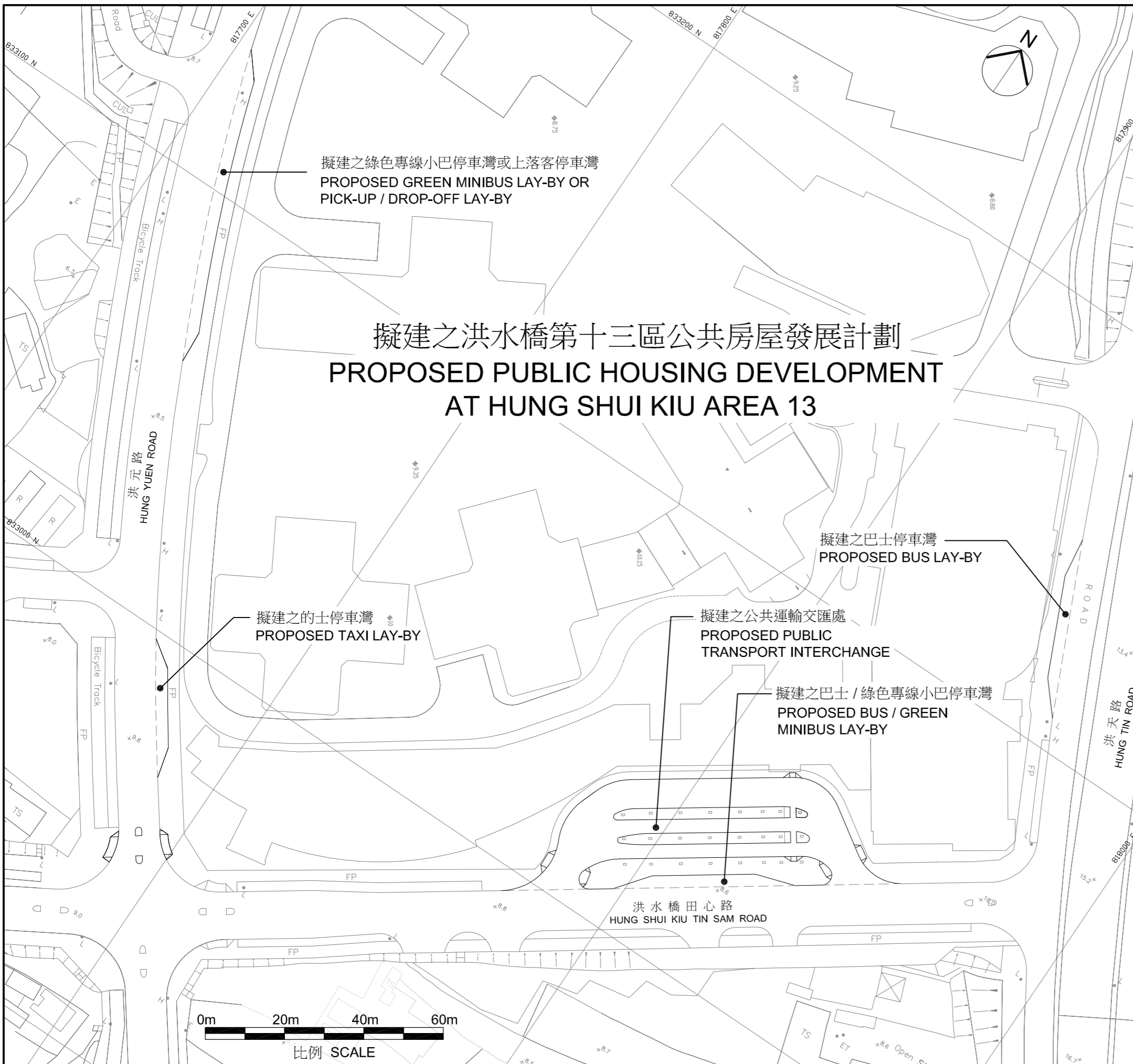
With the provision of single-width bus bay, a clearer and more orderly queuing arrangement can be provided for passengers. This arrangement may also facilitate bus company outdoor staff to better manage the order of passengers. In addition, the Administration's proposed PTI can allow more space for brief layover of buses at the PTI. A 40-metre single-width bus bay is sufficient for three 12 metres long buses to layover at the same time. When the first bus is engaged in picking up passengers, two other buses covering the same route may stay at the remaining space for brief layover purpose, without causing any obstruction to the normal bus operations. No such space can be provided for brief layover of buses if two double-width bays are provided at the PTI. In light of the above, the

PTI design proposed by the Administration is considered more suitable than a design using two double-width bus bays.

- B) The Administration was requested to review the effectiveness of the design of the PTI in air ventilation and sun shading, and to consider the possibility of providing seats/stand bench for passengers while waiting for buses.**

The Administration would like to highlight that the PTI is open on all four sides, has a high headroom and is also partially open at the roof to encourage natural ventilation. The main purpose of PTI cover is to serve as noise barrier to nearby residents. According to the simulation results of the microclimate study by environmental consultant, the wind environment at PTI area is satisfactory for pedestrian comfort, with wind speed of 2.5m/s and 3.0m/s under summer and annual prevailing wind condition respectively, which is more satisfactory than the generally acceptable wind speed of 1.0m/s under normal circumstances.

In order to provide adequate sun shading and natural lighting for the PTI, the zig-zag roofing structure is to be clad in aluminum roof panels with insulation and translucent panel to reduce heat and radiation. In addition, some stainless steel leaning benches will be provided for passengers queuing at the PTI. An artist's impression of the design elements for the PTI is attached at **Enclosure 2**.



位置圖
LOCATION PLAN

擬建之洪水橋第十三區公共房屋發展計劃
PROPOSED PUBLIC HOUSING DEVELOPMENT
AT HUNG SHUI KIU AREA 13

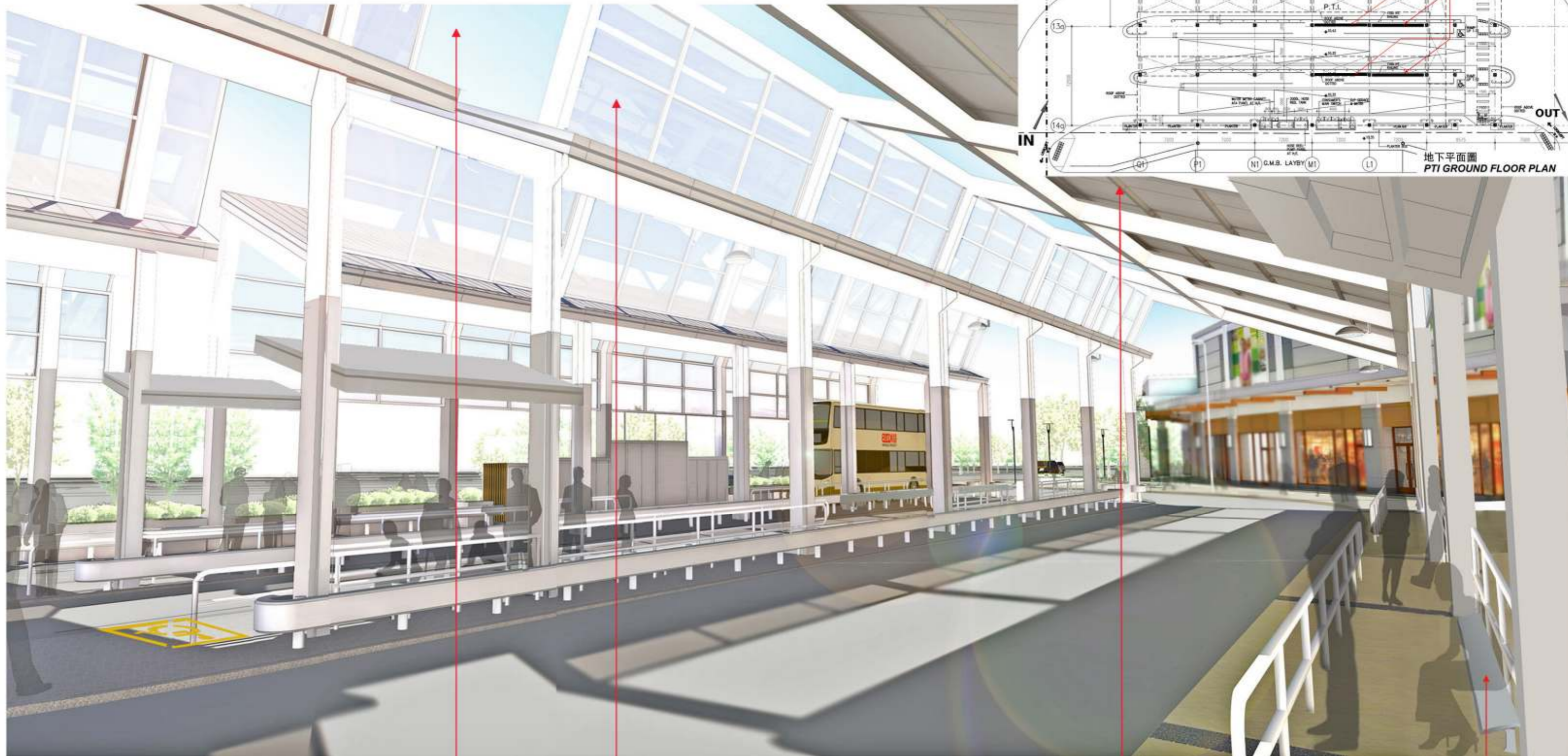
工程名稱 PROJECT TITLE
工務計劃項目第 79TI 號
擬議洪水橋第十三區的
公共運輸交匯處
PWP ITEM No. 79TI
PROPOSED PUBLIC
TRANSPORT INTERCHANGE
AT AREA 13, HUNG SHUI KIU

圖則名稱 PLAN TITLE
擬建之公共運輸交匯處
及鄰近停車灣
PROPOSED PUBLIC TRANSPORT
INTERCHANGE AND ADJACENT
LAY-BYS

圖則編號 PLAN NO. :

設計師效果圖
ARTIST'S IMPRESSION DRAWING

附圖二
ENCLOSURE 2



建議之傾斜長凳
PROPOSED LEANING BENCHES

地下平面圖
PTI GROUND FLOOR PLAN

ROOF OPENING TO
ENCOURAGE NATURAL VENTILATION
頂部開口促進自然通風

TRANSLUCENT NOISE BARRIER PANELS
WITH SOLAR TRANSMISSION
REDUCTION PROPERTIES
半透明及能減低陽光熱量的隔音屏障

ALUMINIUM ROOF PANEL
WITH INSULATION
鋁製面板及隔熱物料

PROPOSED STAINLESS STEEL LEANING BENCH
不銹鋼傾斜長凳