

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 711 – HOUSING

Transport – Interchanges/bus termini

82TI – Public Transport Interchange at Northwest Kowloon Reclamation Site 6, Sham Shui Po

Members are invited to recommend to the Finance Committee the upgrading of **82TI** to Category A at an estimated cost of \$174.0 million in money-of-the-day prices.

PROBLEM

We need to provide a public transport interchange (PTI) and conduct associated works to support the public housing development at Northwest Kowloon Reclamation (NWKR) Site 6, Sham Shui Po.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport and Housing, proposes to upgrade **82TI** to Category (Cat) A at an estimated cost of \$174.0 million in money-of-the-day (MOD) prices for the construction of a PTI and associated works.

PROJECT SCOPE AND NATURE

3. The proposed scope of works under the project includes –
- (a) construction of a covered PTI with 10 bays for franchised buses and green minibuses, and its access road; and
 - (b) associated works for the PTI including drainage, public lighting facilities, fire services, ventilation, electrical and mechanical systems and environmental mitigation measures.

————— A location plan, a site plan and artist's impression drawings of the proposed works are at Enclosures 1 to 4.

4. Subject to the funding approval of the Finance Committee, we plan to commence the construction of the proposed works in late 2016 for completion in mid-2021 to tie in with the works programme of the public housing development at NWKR Site 6.

JUSTIFICATION

5. Site 6 of NWKR has been earmarked for public housing development providing about 3 310 domestic units for a population of about 9 600. To support this housing development, we need to provide the essential transport facilities, which form an integral part of the housing development.

6. At present, there is an open-air PTI at the eastern portion of Site 6. To optimise land resources, we will vacate the open-air PTI for the construction of a residential block providing about 1 000 units as part of the public housing development. A new PTI will be provided in-situ¹ underneath the residential block to continue to provide public transport services.

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¹ The existing PTI is scheduled for closure in late 2016. Before the new PTI comes into operation, temporary public transport facilities will be provided along Sham Mong Road to maintain public transport services.

7. The PTI to be provided under the project will form an integral part to the public housing development at NWKR Site 6. The proposed works has to be implemented in conjunction with the public housing development. To allow better coordination and ensure timely completion of the proposed works, we plan to entrust the design and construction of the proposed works to the Hong Kong Housing Authority (HA). Upon completion of the construction of the PTI, the facilities will be handed over to relevant government departments for management and maintenance.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the project to be \$174.0 million in MOD prices (please see paragraph 9 below), broken down as follows –

		\$ million	
(a)	Construction works	108.0	
	(i) roadworks	21.3	
	(ii) drainage works	12.9	
	(iii) public lighting, fire services, ventilation and E&M works ²	55.3	
	(iv) other associated works (including finishing and fittings)	16.8	
	(v) environmental mitigation measures	1.7	
(b)	On-cost payable to HA ³	13.5	
(c)	Contingencies	12.1	
	Sub-total	133.6	(in September 2015 prices)
(d)	Provision for price adjustment	40.4	
	Total	174.0	(in MOD prices)

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² Including the provision of mechanical ventilation system, which comprises fans and air ductworks. The ventilation system consists of supply air and exhaust air sides. For the supply air side, fresh air from the ambient background will be introduced, and supplied to the lower level of the PTI through air ducts and fans. For the exhaust air side, exhaust points will be located at the higher level of the PTI, and air will be exhausted through exhaust ducts and fans.

³ This is the estimated cost (an assumed rate of 12.5% of the estimated construction cost) to be charged by HA for the design and construction of the project.

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

Year	\$ million (Sept 2015)	Price adjustment factor	\$ million (MOD)
2016 – 2017	1.7	1.05775	1.8
2017 – 2018	19.2	1.12122	21.5
2018 – 2019	37.5	1.18849	44.6
2019 – 2020	22.3	1.25980	28.1
2020 – 2021	7.5	1.33539	10.0
2021 – 2022	5.3	1.40549	7.4
2022 – 2023	24.3	1.47577	35.9
2023 – 2024	13.3	1.54956	20.6
2024 – 2025	2.5	1.62122	4.1
	<hr/> 133.6 <hr/>		<hr/> 174.0 <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 2016 to 2025. Subject to funding approval, HA will deliver the proposed works under a standard lump sum contract. The contract will provide for price adjustments.

11. We estimate the annual recurrent expenditure arising from the proposed works to be about \$5.8 million.

PUBLIC CONSULTATION

12. On 5 November 2013, we consulted Sham Shui Po District Council on the development proposal of NWKR Site 6, including the construction of the proposed PTI. Members had no objection to the proposal.

13. We consulted the Legislative Council Panel on Housing on the proposed works on 7 December 2015. Members supported submitting the funding proposal to the Public Works Subcommittee for consideration. The supplementary information requested by Panel Members has been submitted to the Panel on 5 April 2016.

ENVIRONMENTAL IMPLICATIONS

14. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We have completed the Preliminary Environmental Review (PER) for the project. The proposed PTI will be covered to mitigate noise impacts to the noise sensitive receivers in the vicinity as recommended in the PER. The PER has concluded and the Director of Environmental Protection agreed that the project would not have any long-term environmental impacts.

15. HA will incorporate into the relevant works contracts mitigation measures recommended in the PER to control environmental impacts arising from the construction works to within established standards and guidelines. These measures include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site. We have included in the project estimate the cost for the implementation of the environmental mitigation measures.

16. HA 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 minimise the disposal of inert construction waste at public fill reception facilities⁴. HA will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

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⁴ 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.

17. HA will also 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. HA will ensure the day-to-day operations on site comply with the approved plan. HA will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. HA 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.

18. HA estimates that the project will generate 900 tonnes of construction waste in total. Of these, HA will reuse 130 tonnes (14.4%) of inert construction waste on site and deliver 70 tonnes (7.8%) of inert construction waste to public fill reception facilities for subsequent reuse. HA will dispose of the remaining 700 tonnes (77.8%) 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 \$89,500 for this project (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

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

LAND ACQUISITION

20. The project does not require any land acquisition.

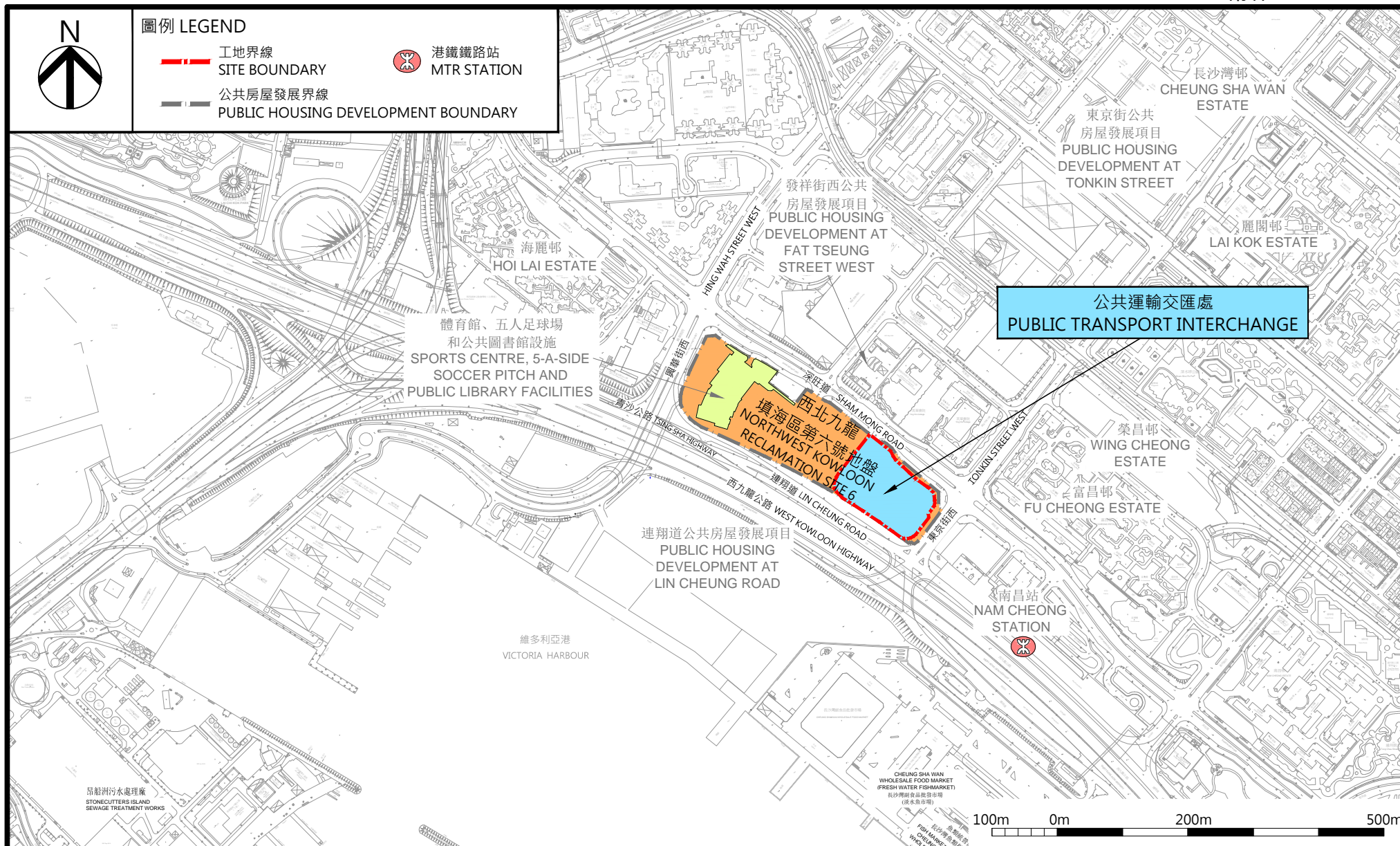
BACKGROUND INFORMATION

21. We upgraded **82TI** to Cat B in September 2014. We have completed the detailed project design in November 2015.

22. No old and valuable trees have been identified in the site. The project will not involve any felling or transplanting of trees.

23. We estimate that the proposed works will create about 40 jobs (32 for labourers and another eight for professional/technical staff), providing a total employment of 1 900 man-months.

Transport and Housing Bureau
April 2016





擬議有蓋公共運輸交匯處
PROPOSED COVERED PUBLIC
TRANSPORT INTERCHANGE






西北九龍填海區第六號的公共房屋發展
PUBLIC HOUSING DEVELOPMENT AT NWKR SITE 6

擬議通道
PROPOSED ACCESS ROAD

註釋 Note

現有的露天公共運輸交匯處將會原址重建為有蓋公共運輸交匯處
EXISTING OPEN-AIR PUBLIC TRANSPORT INTERCHANGE WILL BE RE-CONSTRUCTED INSITU AS A COVERED PUBLIC TRANSPORT INTERCHANGE

圖例 LEGEND

- | | |
|---|--|
|  | 施工區界限
LIMIT OF WORKS AREA |
|  | 擬議行車道
PROPOSED CARRIAGEWAY |
|  | 擬議行人道
PROPOSED FOOTPATH |
|  | 擬議安全島
PROPOSED TRAFFIC ISLAND |
|  | 臨時公共交通設施
TEMPORARY PUBLIC
TRANSPORTATION
FACILITIES |

工務計劃項目編號 82TI

深水埗西北九龍填海區第六號地盤的公共運輸交匯處

PUBLIC WORKS PROGRAMME ITEM NO. 82TI

PUBLIC TRANSPORT INTERCHANGE AT NORTHWEST KOWLOON RECLAMATION SITE 6, SHAM SHUI PO

工地平面圖
SITE PLAN

比例 SCALE : 1:1500

從北面望向交匯處的透視圖

PERSPECTIVE VIEW FROM NORTH DIRECTION



工務計劃項目編號 82TI
深水埗西北九龍填海區第六號地盤的公共運輸交匯處
PUBLIC WORKS PROGRAMME ITEM NO. 82TI

PUBLIC TRANSPORT INTERCHANGE AT NORTHWEST KOWLOON RECLAMATION SITE 6, SHAM SHUI PO

構思圖
ARTIST'S
IMPRESSION
DRAWING

從東北面望向交匯處的透視圖

PERSPECTIVE VIEW FROM NORTH-EAST DIRECTION



工務計劃項目編號 82TI
深水埗西北九龍填海區第六號地盤的公共運輸交匯處

PUBLIC WORKS PROGRAMME ITEM NO. 82TI
PUBLIC TRANSPORT INTERCHANGE AT NORTHWEST KOWLOON RECLAMATION SITE 6, SHAM SHUI PO

構思圖
ARTIST'S
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