

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 707 - NEW TOWNS AND URBAN AREA DEVELOPMENT Recreation, Culture and Amenities - Open spaces 414RO - Improvement works at Mui Wo**

Members are invited to recommend to the Finance Committee -

- (a) the upgrading of part of **414RO**, entitled “Improvement works at Mui Wo, phase 2 stage 1”, to Category A at an estimated cost of \$72.3 million in money-of-the-day prices; and
- (b) the retention of the remainder of **414RO** in Category B.

### **PROBLEM**

We need to provide additional vehicular parking spaces to alleviate the problem of inadequate parking spaces at Mui Wo.

### **PROPOSAL**

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade part of **414RO** to Category A at an estimated cost of \$72.3 million in money-of-the-day (MOD) prices for the extension of an existing carpark at Mui Wo, including improvement works to the access to the carpark and associated landscaping and ancillary works.

**/PROJECT.....**

## PROJECT SCOPE AND NATURE

3. The part of **414RO** which we propose to upgrade to Category A (the proposed works) comprises -

- (a) extension of an existing at-grade carpark adjacent to the Mui Wo Ferry Pier Road by increasing its capacity from 70 parking spaces to 188 spaces (i.e. a total increase of 118 parking spaces, of which 90 parking spaces are for private vehicles and 28 parking spaces are for other types of vehicle such as goods vehicles and coaches, etc.) with necessary modification works to the existing carpark and slope improvement works;
- (b) construction of a new single two-lane carriageway with footpath of approximately 55 metres (m) long and realignment of a section of access road of approximately 80 m long adjacent to Mui Wo Ferry Pier Road leading to the carpark; and
- (c) landscaping and other ancillary works.

———— A layout plan of the proposed works is at Enclosure 1.

4. Subject to funding approval of the Finance Committee (FC), we plan to commence the proposed works in mid-2016 for completion in early 2019. To meet the programme, the Civil Engineering and Development Department invited tenders on 22 January 2016 but the contract will only be awarded upon obtaining FC's funding approval.

5. We will retain the remainder of **414RO**<sup>1</sup> in Category B, which mainly covers works for enhancing the attractiveness of Mui Wo. Funding for the remainder of **414RO** will be sought at a later stage.

**/JUSTIFICATION.....**

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<sup>1</sup> The remaining works of **414RO** comprise (i) improvement to south waterfront and re-provisioning of cargo loading and unloading area; (ii) construction of an entrance plaza near ferry pier; (iii) re-provisioning of a cooked food market and covered cycle parking area; and (iv) provisioning of a cycle track network and heritage trail in Mui Wo.

## JUSTIFICATION

6. Currently there are 220 private car parking spaces in Mui Wo. According to a parking survey conducted by Transport Department in December 2015, the estimated demand for private car parking space in Mui Wo is around 350. Illegal parking is observed in Mui Wo which has caused inconvenience and safety concerns to road users. As most of the illegal parking involves private cars, we propose to extend the existing at-grade carpark adjacent to Mui Wo Ferry Pier Road under the proposed works to provide 90 additional private car parking spaces to alleviate this problem, in addition to 28 parking spaces for other types of vehicles such as goods vehicles and coaches. The Government would continue to explore other measures to increase the number of car parking spaces at Mui Wo to meet the prevailing demand.

7. Apart from increasing the capacity of the carpark, we also propose to improve the access to the carpark. Currently all vehicles have to make use of Mui Wo Ferry Pier Road to enter the carpark. By providing a more direct route via the proposed new access road and the proposed realigned carriageway, the revised access will reduce traffic using Mui Wo Ferry Pier Road along the south waterfront. It will improve the living environment of residents in the vicinity and facilitate the beautification and enhancement of the south waterfront promenade under the remaining phases of **414RO**.

## FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the proposed works to be \$72.3 million in MOD prices (please see paragraph 9 below), broken down as follows –

	<b>\$ million</b>
(a) Construction of	47.7
(i) a carpark	24.8
(ii) carriageway	5.3
(iii) slope improvement works	10.8
(iv) landscaping works and other ancillary works	6.8
(b) Environmental mitigation measures	1.6

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		<b>\$ million</b>
(c)	Consultants' fees for	0.4
	(i) contract administration	0.2
	(ii) management of resident site staff	0.2
(d)	Remuneration of resident site staff	6.9
(e)	Contingencies	5.6
	Sub-total	<u>62.2</u> (in September 2015 prices)
(f)	Provision for price adjustment	10.1
	Total	<u>72.3</u> (in MOD prices)

Due to insufficient in-house resources, we propose to engage consultants to undertake contract administration and site supervision of the proposed works. A breakdown of the estimate for consultants' fees and resident site staff costs by man-months is at Enclosure 2.

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

<b>Year</b>	<b>\$ million (Sept 2015)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2016 - 2017	6.2	1.05775	6.6
2017 - 2018	21.4	1.12122	24.0
2018 - 2019	27.4	1.18849	32.6
2019 - 2020	7.2	1.25980	9.1
	<u>62.2</u>		<u>72.3</u>

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 from 2016 to 2020. Subject to funding approval, we will deliver the proposed works under a re-measurement contract because the quantity of works described in paragraph 8(a) may vary depending on the actual ground conditions. The contract will provide for price adjustments.

11. We estimate the annual recurrent expenditure arising from the proposed works to be about \$0.53 million.

## **PUBLIC CONSULTATION**

12. We consulted the Mui Wo Rural Committee (MWRC) on 23 September and 31 October 2014 on the proposed works. The MWRC supported the proposed works and urged the Government to implement the proposed works as soon as practicable.

13. We also consulted the Islands District Council (IsDC) on 20 October 2014. Members of the IsDC had no objection to the proposed works.

14. We gazetted the proposed improvement works of the existing carpark and its access road (the proposed road scheme) under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 24 December 2014 and 2 January 2015. During the objection lodging period, two objections were received. The objectors expressed that car parking spaces at Mui Wo would still be insufficient after implementation of the proposed works and urged the Government to look for further improvements, as well as an early implementation of the reconstruction of the cooked food market under the remaining phase of **414RO**. They also raised concerns on the alignment of the proposed roadworks. After discussions with the objectors, the objections were withdrawn unconditionally. The proposed road scheme was subsequently authorised in September 2015 and the notice of authorisation was gazetted on 2 October 2015 and 9 October 2015.

15. We consulted the Legislative Council Panel on Development on 22 December 2015 on the proposed works. Members supported the proposed works.

## ENVIRONMENTAL IMPLICATIONS

16. This is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed a Preliminary Environmental Review (PER) in April 2009 and the Director of Environmental Protection agreed to its findings. The PER concluded that with implementation of the recommended monitoring and mitigation measures, the proposed works will not cause long-term environmental impacts. We have included in the project estimate the cost of \$1.6 million to implement suitable monitoring and mitigation measures to control short-term environmental impacts.

17. During construction, we will control potential noise, dust and site run-off nuisances arising from the construction works to within established standards and guidelines through implementation of monitoring and mitigation measures. These measures include use of silenced construction plant, frequent cleaning and watering of the site, covering of materials on trucks and provision of wheel-washing facilities, and noise monitoring.

18. At the planning and design stages, we have considered the design and construction sequence of the proposed works to reduce, where possible, the generation of construction waste. In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated material for filling within the site) 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 facilities<sup>2</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further reduce generation of construction waste.

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

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<sup>2</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

20. We estimate that the proposed works will generate in total about 15 950 tonnes of construction waste. Of these, we will reuse about 5 910 tonnes (37%) of inert construction waste on site and deliver 8 750 tonnes (55%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of the remaining 1 290 tonnes (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 about \$0.4 million for the proposed works (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).

## **HERITAGE IMPLICATIONS**

21. The proposed works 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.

## **TRAFFIC IMPLICATIONS**

22. During construction, the proposed works will only affect the existing traffic flow in localised area. The number of parking spaces provided for all types of vehicles in the existing carpark will not be reduced during the construction period. Suitable temporary traffic arrangements (TTAs) will be implemented to minimise traffic impact during construction. A traffic management liaison group comprising representatives of the Police, the Transport Department and other government departments will be set up to endorse the TTAs.

## **LAND ACQUISITION**

23. The proposed works do not require any land acquisition.

## **BACKGROUND INFORMATION**

24. In late 2004, the Government proposed a Concept Plan for Lantau as the guidelines for a balanced and coordinated approach for the future planning of sustainable developments in Lantau. Mui Wo Facelift forms part of the Concept Plan for Lantau. We upgraded **414RO** – Improvement works at Mui Wo to Category B in October 2006.

25. In view of the public support for Mui Wo Facelift, the Government proposed in the Revised Concept Plan for Lantau issued in May 2007 the improvement works for Mui Wo to rejuvenate local community, boost local economy and in particular enhance road safety for motorists, cyclists and pedestrians. To reach public consensus on how the proposed improvement works should best be carried forward, we launched a series of public consultations since 2007 to seek views from relevant stakeholders, including residents of Mui Wo, MWRC, IsDC, green groups and other concern groups, on the proposed improvement works.

26. We engaged consultants to undertake a feasibility study in July 2007 on Mui Wo Facelift. The feasibility study was completed in December 2009 at a cost of \$3.6 million in MOD prices, which was charged to block allocation Subhead **7100CX** “New towns and urban area works, studies and investigation for items in Category D of the Public Works Programme”.

27. We engaged consultants to undertake the detailed design for Mui Wo Facelift in October 2009 at an estimated cost of about \$6.2 million in MOD prices under block allocation of Subhead **7100CX**. We completed the detailed design of the proposed works as set out in paragraph 3 above in October 2015.

28. We plan to implement various local improvement works at Mui Wo in phases. On 10 May 2013, we upgraded part of **414RO** as **448RO** – “Improvement works at Mui Wo, phase 1” to Category A, at an estimated cost of \$193.1 million in MOD prices for the construction of a civic square, a segregated pedestrian walkway and cycle track along the waterfront between the Mui Wo Cooked Food Market and River Silver, and a footbridge across River Silver. Construction works started in July 2014 and is scheduled for completion in September 2016.

29. Of the 178 trees located within the site boundary of the proposed works, 144 trees will be preserved. The remaining 34 trees will have to be removed, which include 24 trees to be felled and 10 trees to be transplanted within the project site. All trees to be removed are not important trees<sup>3</sup>. We will incorporate planting proposals as part of the proposed improvement works, including estimated quantities of 24 trees and 600 square metres of grassed area.

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<sup>3</sup> “Important trees” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of the overall tree sizes, shape and any special features), e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with a trunk diameter equal to or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with a height or canopy spread equal to or exceeding 25 m.



30. We estimate that the proposed works will create about 35 jobs (28 for labourers and another 7 for professional or technical staff) providing a total employment of 940 man-months.

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Development Bureau  
April 2016



**414RO (Part) – Improvement works at Mui Wo, phase 2 stage 1****Breakdown of the estimates for consultants' fees and resident site staff costs  
(in September 2015 prices)**

			Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$million)
(a)	Consultants' fees for contract administration (Note 2)	Professional	--	--	--	0.1
		Technical	--	--	--	0.1
Sub-total						0.2
(b)	Resident site staff (RSS) cost (Note 3)	Professional	36	38	1.6	4.3
		Technical	69	14	1.6	2.8
Sub-total						7.1
Comprising -						
(i)	Consultants' fees for management of RSS				0.2	
(ii)	Remuneration of RSS				6.9	
Total						7.3

\* MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS point to estimate the cost of RSS supplied by the consultants (as at now, MPS point 38 = \$74,210 per month and MPS point 14 = \$25,505 per month).
2. The consultants' staff cost for contract administration is calculated in accordance with the existing consultancy agreement for the design and construction of **414RO**. The construction phase of the assignment will only be executed subject to the Finance Committee's approval to upgrade part of **414RO** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.