

**Legislative Council Public Works Subcommittee
meeting on 29 February 2016**

83TI - Public Transport Interchange at Pak Wan Street, Sham Shui Po

Supplementary Information

PURPOSE

On 29 February 2016, the Public Works Subcommittee (PWSC) recommended **83TI** be submitted to the Finance Committee (FC) for consideration. Members requested that the following supplementary information be provided –

- (a) the number of parking spaces for emergency ambulance service vehicles and shuttle buses to be provided above the proposed public transport interchange ("PTI") to accommodate the transportation needs of the users of welfare facilities;
- (b) details about the four trees to be felled and the planting proposal;
- (c) whether passenger seating facilities will be provided in the proposed PTI;
- (d) details about the air ventilation in the proposed PTI; and
- (e) information on whether permanent toilets will be provided for the public transport operators and those in need in the proposed PTI.

GOVERNMENT RESPONSES

2. Please find below the Government's responses to the matters set out in paragraph 1 above –

- (a) The proposed PTI will be built underneath the public housing domestic blocks, as part of the composite development. The composite housing development is accessible via two separate vehicular accesses at different levels, to make the best use of the site topography to segregate the road traffic and minimise nuisance. The access of the proposed PTI at the lower level of Pak Wan Street will be used by public transport only. Along the vehicular access at the upper level of Pak Wan Street which will be used by other traffic to the topside development (including the public housing development and welfare facilities), Hong Kong Housing Authority will provide seven loading/unloading bays and parking spaces for use by emergency vehicles and shuttle buses to accommodate the transportation needs of the residents and users of the welfare facilities.
- (b) There are four existing trees locating at the proposed ingress/egress of the PTI. To allow for the construction of the PTI ingress/egress and to fulfill the drivers' sight line requirements, they are required to be felled. The affected trees include 3 nos. *Podocarpus nagi* and 1 no. *Bombax ceiba*. They are common species and are not important trees¹. All of these affected trees are estimated of an age of less than 10 years. We will plant four trees, namely *Lagerstroemia speciosa* along Pak Wan Street, as part of the proposed works.
- (c) Passenger seating facilities will be provided, managed and

¹ "important trees" refer to trees on 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 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 trunk diameter equal or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.

maintained by individual bus operator(s) within the proposed PTI for use by the passengers.

- (d) We have given due consideration to allow natural air ventilation in the planning and design of the proposed PTI. There are openings at all four sides of the PTI to allow cross ventilation of natural air. In view of the prevailing wind directions at the PTI is south-southwest in the summer and east-northeast in the winter, the main openings are facing at these directions to maximise natural ventilation and minimise the accumulation of air pollutants. Please refer to **Enclosure 1** for illustration of natural ventilation at the proposed PTI.

A mechanical ventilation system will also be installed in the proposed PTI to ensure adequate ventilation under all weather conditions. The mechanical ventilation system will consist of fans and air ductworks in segregated air supply and air exhaust sub-systems. When supplying fresh air, natural air will be drawn from the ambient background outside the composite development by fans and supplied to the inside of PTI at low level through air ducts. For air exhaust, air inside the PTI will be drawn from the high level of the PTI by fans, and discharged through exhaust air ducts to the outside.

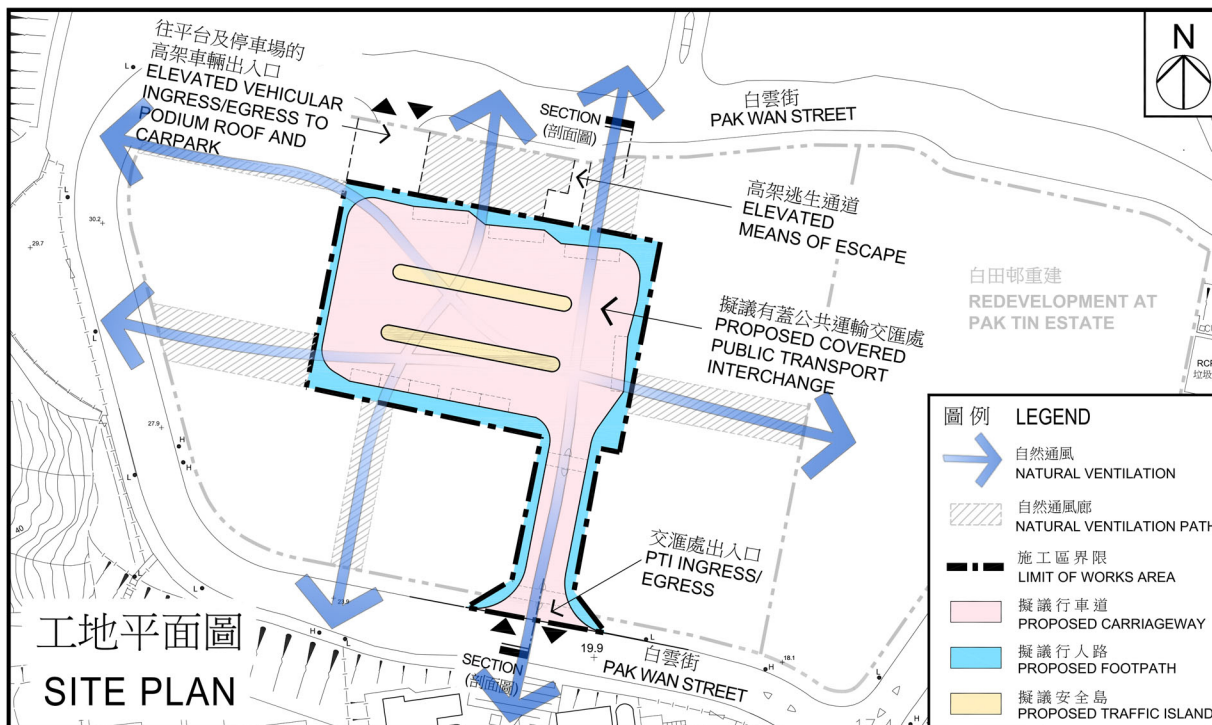
The air quality inside PTIs is mainly affected by carbon monoxide, sulphur dioxide and nitrogen dioxide emitted from the vehicles in the PTI. We have designed the mechanical ventilation system to ensure that the levels of the pollutants in the proposed PTI are within the requirements stipulated under the Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 1/98 “Control of Air Pollution in Semi-Confined Public Transport Interchanges” (the Practice Note).

For the purpose of energy saving, the mechanical ventilation system will be equipped with sensors to adjust the air flow to ensure that the air quality level in the PTI is within the requirements of the Practice Note. The system will be able to provide at least 15 air changes per hour when the system is in full operation.

- (e) We have considered the need for toilets when planning the proposed PTI. As part of the composite housing development, there is a commercial centre adjoining the proposed PTI, with toilet facilities on every floor including the floor on the same level of the proposed PTI. These toilet facilities, which are open to the public, will be easily accessible from the adjoining proposed PTI.

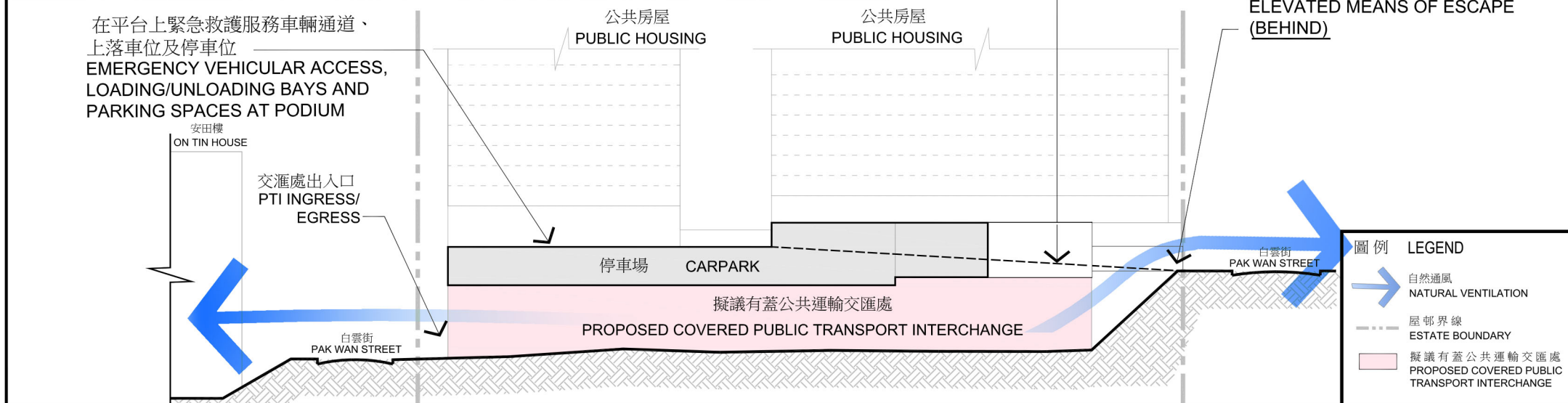
In parallel, we have reviewed the detailed design and confirmed that permanent toilets will also be provided, managed and maintained by individual bus operator(s) within the proposed PTI.

Transport and Housing Bureau
April 2016



往平台停車位的車輛斜道
(在後方)
VEHICULAR RAMP TO PODIUM
PARKING (BEHIND)

往平台及停車場的高架車輛出入口
及
高架逃生通道 (在後方)
ELEVATED VEHICULAR
INGRESS/EGRESS TO PODIUM
ROOF AND CARPARK
AND
ELEVATED MEANS OF ESCAPE
(BEHIND)



工務計劃項目編號 83TI
深水埗白雲街的公共運輸交匯處
PUBLIC WORKS PROGRAMME ITEM NO. 83TI
PUBLIC TRANSPORT INTERCHANGE AT PAK WAN STREET, SHAM SHUI PO

工地剖面圖
SITE SECTION

比例 SCALE : 1:750