

**For discussion
on 26 April 2016**

Legislative Council Panel on Development

417RO – Improvement works at Tai O

PURPOSE

This paper seeks Members' support for the proposal to upgrade part of **417RO**, entitled "Improvement works at Tai O, phase 2 stage 1" ("the Project") to Category A, at an estimated cost of \$124.0 million in money-of-the-day (MOD) prices, for the construction of an entrance plaza, a public transport terminus (PTT), a public car park, a loading and unloading area and a cycle parking area, provision of on-street parking spaces, and associated roadworks, landscaping and ancillary works at Tai O.

PROJECT SCOPE AND NATURE

2. The scope of the Project which we propose to upgrade to Category A comprises –

- (a) construction of an entrance plaza, a PTT, a public car park with about 100 parking spaces for private cars, a loading and unloading area, a cycle parking area capable of holding about 100 bicycles and associated roadworks at the western end of Tai O Road;
- (b) provision of 26 on-street parking spaces for coaches and goods vehicles at Lung Shing Street in Yim Tin; and
- (c) landscaping and ancillary works.

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Layout plans of the Project are at **Enclosure 1**. The artist's impression of the proposed entrance plaza is at **Enclosure 2**.

3. Subject to funding approval of the Finance Committee (FC) within this legislative session, we plan to commence the proposed works in the third quarter of 2016 for completion by the third quarter of 2019. To meet the programme, we plan to invite tender in May 2016, but the contract will only be awarded upon obtaining FC's funding approval.

JUSTIFICATION

4. Given its history as a fishing village and natural attributes, Tai O is a popular attraction in Lantau. The majority of visitors travel to and from Tai O by buses and coaches. At present, the Tai O bus terminus and public car park (layout plans of the existing arrangement are at **Enclosure 3**) for coaches, lorries and private cars are co-located in a small area at the western end of Tai O Road, right next to the entrance of Tai O town centre which is very narrow. It is often overcrowded during weekends and public holidays. In the peak periods, this small area is crowded with private cars, lorries, buses and coaches as well as pedestrians. As the existing footways are narrow, passengers often choose to walk on the carriageway, leading to conflicts between pedestrians and vehicles, causing inconvenience and safety concerns to road users. The traffic and pedestrian circulation is not smooth. Further, there are no designated public parking spaces for bicycles and inadequate parking spaces for private cars.

5. To address the problem, we propose to rebuild the existing Tai O bus terminus and public car park into an entrance plaza, a PTT, a loading and unloading area and a cycle parking area. We also propose to build a larger car park for private cars next to the proposed PTT and re-provide parking spaces for coaches and goods vehicles affected by the re-construction of the public car park at Lung Shing Street in Yim Tin. Upon completion of the Project, traffic and pedestrian circulation outside the entrance of Tai O town centre will be improved, more parking spaces will be provided, and pedestrians and vehicles will be segregated. We will also take the opportunity to raise the ground level of the area adjacent to the entrance of Tai O town centre to reduce the risk of flooding.

6. The provision of an entrance plaza located outside the entrance of Tai O town centre aims to provide an area with soft landscape, benches, etc. which will serve as a public open space and a buffer zone with the PTT and the loading and unloading area.

7. The existing bus terminus only has two pick-up/drop-off bays shared by three bus routes¹. After relocation to the PTT, it will provide two additional bus bays to better serve passengers while the area to the west of the PTT will be dedicated for loading and unloading of passengers and goods for all types of vehicles (except buses). The segregated accesses for buses and other vehicles will enhance road safety and operational efficiency of the PTT.

¹ The three bus routes are No. 11 between Tai O and Tung Chung; No. 1 between Tai O and Mui Wo; and No. 21 between Tai O and Ngong Ping.

8. The proposed car park will increase the number of parking spaces for private cars from 49 to around 100 at the western end of Tai O Road. On the other hand, the parking spaces for coaches and goods vehicles at the existing public car park at the western end of Tai O Road will be re-provided at Lung Shing Street as on-street parking spaces under the Project. The new cycle parking area aims to provide about 100 designated parking spaces for bicycles and to improve the streetscape. The works will bring convenience to visitors, improve the local community and the livelihood of the locals.

9. We will retain the remainder of **417RO** in Category B, which comprises the remaining works to improve local connectivity, and facilities to help preserving the heritage and enhancing visitor appeal of natural attributes of Tai O. Funding for the remainder of **417RO** will be sought at a later stage.

FINANCIAL IMPLICATIONS

10. We estimate the capital cost of the proposed works to be \$124.0 million in MOD prices, broken down as follows –

	\$ million	
(a) Construction works	91.0	
(b) Consultants' fees and remuneration of resident site staff	6.8	
(c) Contingencies and provision for price adjustment	26.2	
Total	<u>124.0</u>	(in MOD prices)

PUBLIC CONSULTATION

11. As part of the “Improvement Works for Tai O Facelift – Feasibility Study” (Feasibility Study), two public forums were conducted in 2007 and 2009 to collect views of the public on Tai O improvement works. Afterwards, the improvement works were planned to be implemented in phases. Construction of “Improvement works at Tai O, phase 1” covering a riverwall at Yat Chung and the temple garden in front of Kwan Tai Temple commenced in August 2010 and was completed in March 2013.

12. We consulted the Tai O Rural Committee (TORC) on the Project on 4 December 2014, and the Traffic and Transport Committee of the Islands District Council (IsDC) and the IsDC on 17 November and 15 December 2014 respectively. TORC and IsDC supported the Project and local communities including TORC have written to us urging for early implementation of the Project.

13. We gazetted the proposed road scheme of the Project under the Roads (Works, Use and Compensation) Ordinance (Cap 370) on 27 March and 2 April 2015. We received a total of 1 499 objections to the proposed road scheme within the objection lodging period, in which 57 were duplicated. Out of the remaining 1 442 valid objections, all except five were lodged by using a proforma. The objectors' major concerns were related to the need of the proposed entrance plaza, the impact on the culture and natural environment of Tai O, the way public consultation was conducted and the tourist reception capacity of Tai O.

14. With a view to resolving the objections, we held seven objection resolution meetings with objectors to discuss their concerns. Altogether 56 objectors attended the objection resolution meetings in person or through representatives. Other objectors either declined the invitation or did not respond. We explained to the objectors that the Project aimed to bring improvement to local facilities with a view to addressing traffic problems. The entrance plaza would facilitate the access to and from Tai O town centre which would benefit Tai O residents and visitors. It was not expected that the Project would give rise to an influx of additional visitors. We also explained to the objectors the public consultation processes carried out for the Project. Ten objectors withdrew their objections unconditionally after receiving responses from the Civil Engineering and Development Department. The Transport and Housing Bureau submitted the road scheme as well as the unresolved objections to the Chief Executive in Council for consideration. The Chief Executive in Council authorised the road scheme of the Project on 5 April 2016 without modification.

ENVIRONMENTAL IMPLICATIONS

15. The Project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed a Preliminary Environmental Review (PER) for the Project under the Feasibility Study. The PER concluded that the Project will not have long-term environmental impacts. We have included in the project estimate the cost of implementing appropriate monitoring and mitigation measures during construction.

16. We will control potential noise, dust and site runoff 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, provision of wheel-washing facilities and noise monitoring.

17. At the planning and design stages, we have considered the design and construction sequence of the proposed works to reduce generation of construction waste where possible. 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 facilities². 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 the generation of construction waste.

18. 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.

19. We estimate that the Project will generate in total about 16 400 tonnes of construction waste. Of these, we will reuse about 1 500 tonnes (9%) of inert construction waste on site and deliver 14 800 tonnes (90%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 100 tonnes (1%) 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 \$412,100 for this Project (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne for disposal at landfills as stipulated in the Waste Disposal (Charge for Disposal of Construction Waste) Regulation).

HERITAGE IMPLICATIONS

20. The proposed works will not affect any declared monuments, proposed monuments, graded historic sites or buildings and government historic sites identified

² 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.

by the Antiquities and Monuments Office (AMO). In constructing the proposed cycle parking area, we need to repave the adjacent footpath. About 10 square metres (m²) of this area for footpath reconstruction falls within the fringe of Tai O Site of Archaeological Interest. As only repaving of existing footpath is involved, there will be no adverse archaeological impact. AMO would be informed in case of discovery of antiquities or supposed antiquities in the course of footpath reconstruction.

TRAFFIC IMPLICATIONS

21. During construction, the Project will affect the existing traffic flow in localised area only. Suitable temporary traffic arrangements (TTAs) will be implemented to minimise the impact on traffic 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

22. The Project does not require any land acquisition.

BACKGROUND INFORMATION

23. With the upgrading of **417RO** in Category B in October 2006, we engaged consultants in June 2007 to carry out the Feasibility Study at a cost of about \$9.9 million charged under block allocation of **Subhead 7100CX** “New towns and urban area works, studies and investigation for items in Category D of the Public Works Programme”.

24. In 2008, we launched the “Design Competition for the Revitalisation of Tai O” (Design Competition) to encourage the public to provide active input to the development proposals of Tai O improvement works. Based on the design concepts collected through the Design Competition, we prepared the Tai O Improvement Works Concept Plan (Concept Plan). We then briefed Legislative Council Members on the Concept Plan on 28 July 2009, and completed the Feasibility Study based on the Concept Plan in December 2009.

25. To identify the best way forward for planning a better local environment for Tai O while aiming at preserving its local and natural characteristics, we have conducted a series of public consultations to seek the views of the relevant stakeholders, including the residents of Tai O, the TORC, the IsDC, professional institutes, green groups and other concern groups, on the Concept Plan. There is general support for Government to proceed as soon as practicable with those improvement proposals that would improve the livelihood

of the locals of Tai O, and to undertake other improvements in a gradual and incremental manner.

26. We engaged consultants in December 2009 to undertake detailed design of the proposed improvement works under the Concept Plan for phased implementation at an estimated cost of about \$9.6 million in MOD prices under block allocation of **Subhead 7100CX**. We have completed the detailed design of the proposed works as set out in paragraph 2 above.

27. We have planned to implement various local improvement works in Tai O in phases. To address the most pressing needs of Tai O residents, part of the proposed improvement works under the Concept Plan were implemented as phase 1. On 18 June 2010, we upgraded part of **417RO** as **435RO** – “Improvement works at Tai O, phase 1” to Category A, at an estimated cost of \$151.0 million in MOD prices for the construction of a riverwall at Yat Chung and the associated drainage and sewerage improvement works, upgrading of the temple garden in front of Kwan Tai Temple, and improvement to the signage within the inner-core area of Tai O. Construction works started in August 2010 and was completed in March 2013.

28. Of the 73 trees within the site boundary of the proposed works, 16 trees will be preserved. The remaining 57 trees will have to be felled and removed. All the trees to be removed are not important trees³. We would incorporate planting proposals as part of the proposed works, including 57 trees and 220 m² of grassed area.

29. We estimate that the proposed works will create about 85 jobs (70 for labourers and another 15 for professional/technical staff), providing a total employment of 1 800 man-months.

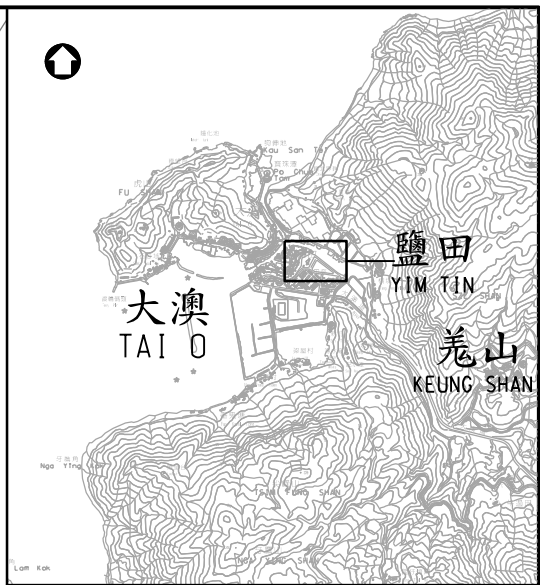
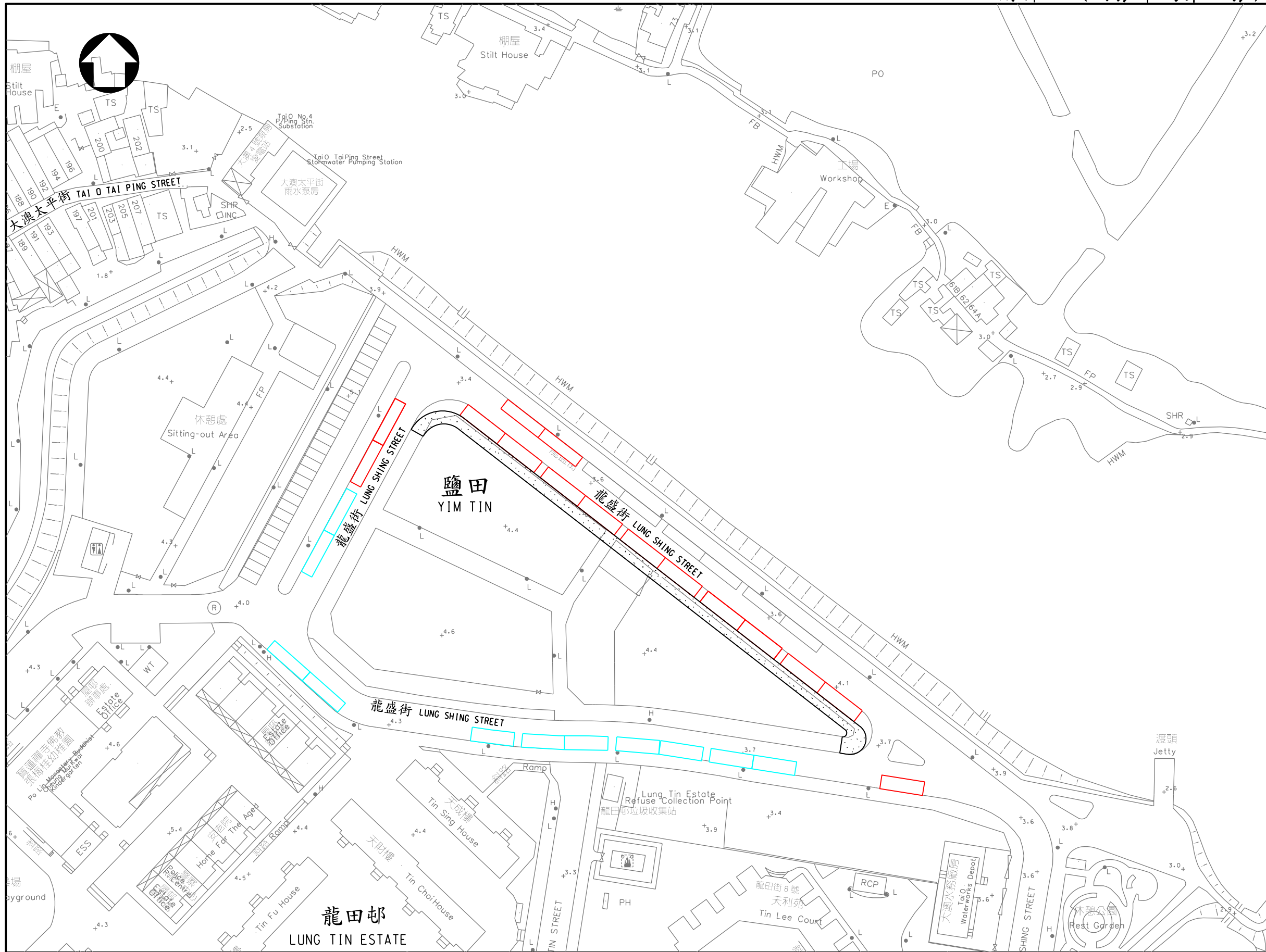
³ “Important trees” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (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.

WAY FORWARD




30. Subject to Members' support, we plan to seek funding approval from the FC for the proposed works under **417RO** after consulting the Public Works Subcommittee.

**Development Bureau
Civil Engineering and Development Department
April 2016**



位置圖 LOCATION PLAN

圖例 LEGEND

-  提供泊車位 (旅遊巴士) (共15個)
PROVISION OF PARKING SPACES (COACH) (TOTAL 15 NOS.)
-  提供泊車位 (貨車) (共11個)
PROVISION OF PARKING SPACES (GOODS VEHICLE) (TOTAL 11 NOS.)
-  擬建行人路
PROPOSED FOOTPATH

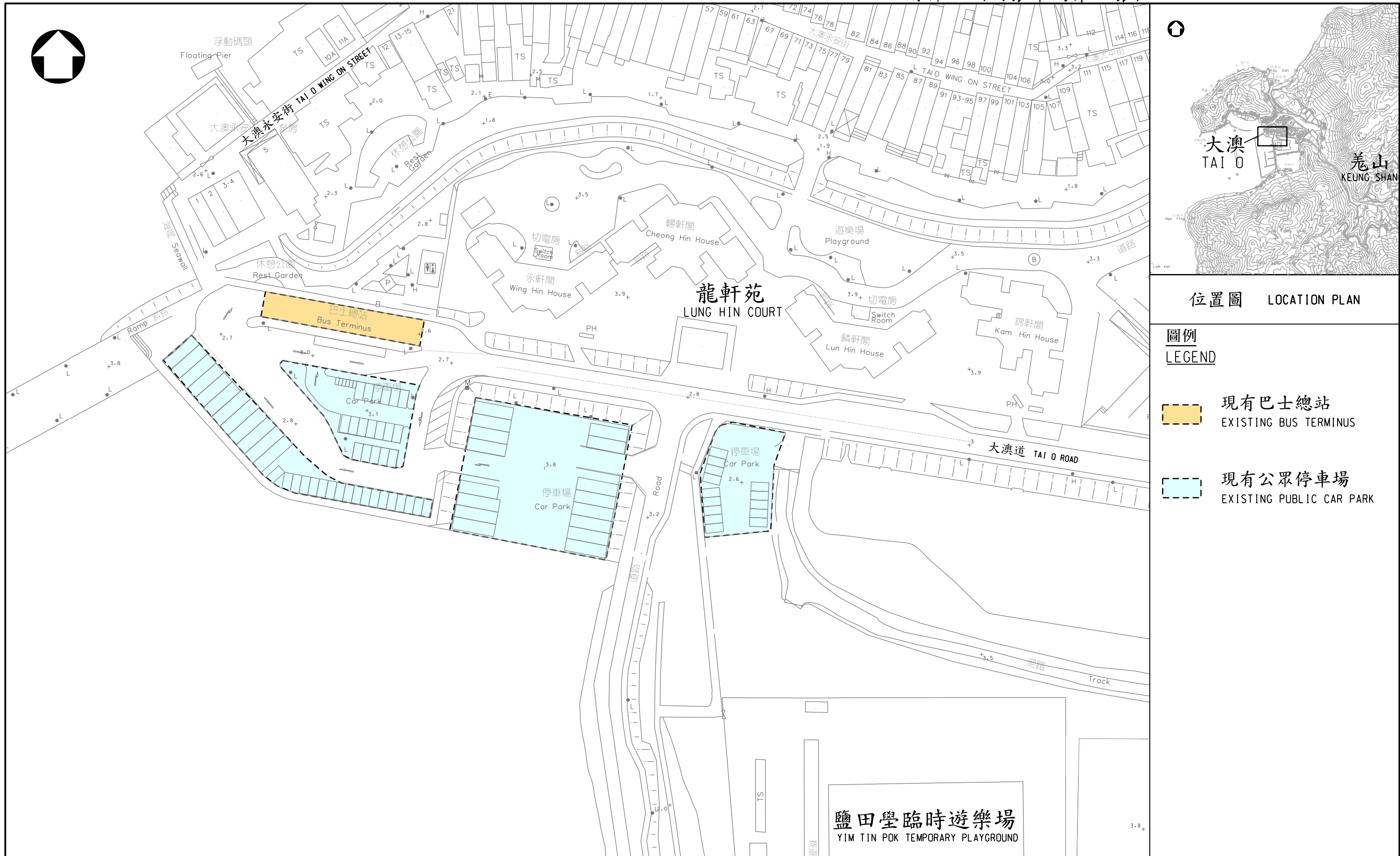
圖則名稱 drawing title

大澳改善工程(第二期第一階段) - 平面圖
IMPROVEMENT WORKS AT TAI O, PHASE 2 STAGE 1 - GENERAL LAYOUT PLAN



圖則名稱 drawing title

大澳改善工程(第二期第一階段) - 入口廣場構想圖
IMPROVEMENT WORKS AT TAI O, PHASE 2 STAGE 1 - ARTIST'S IMPRESSION OF THE ENTRANCE PLAZA



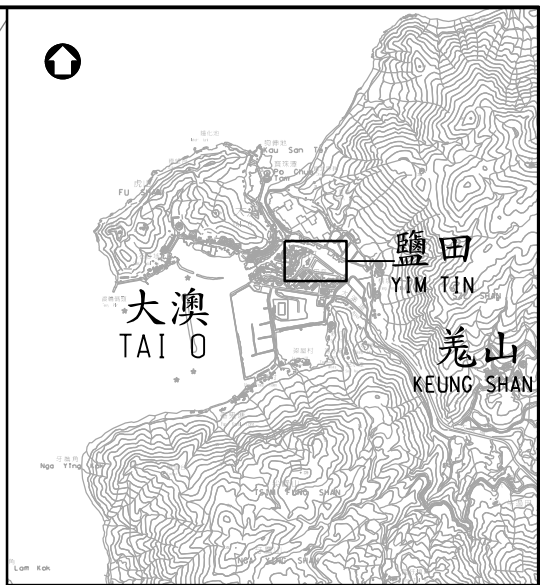
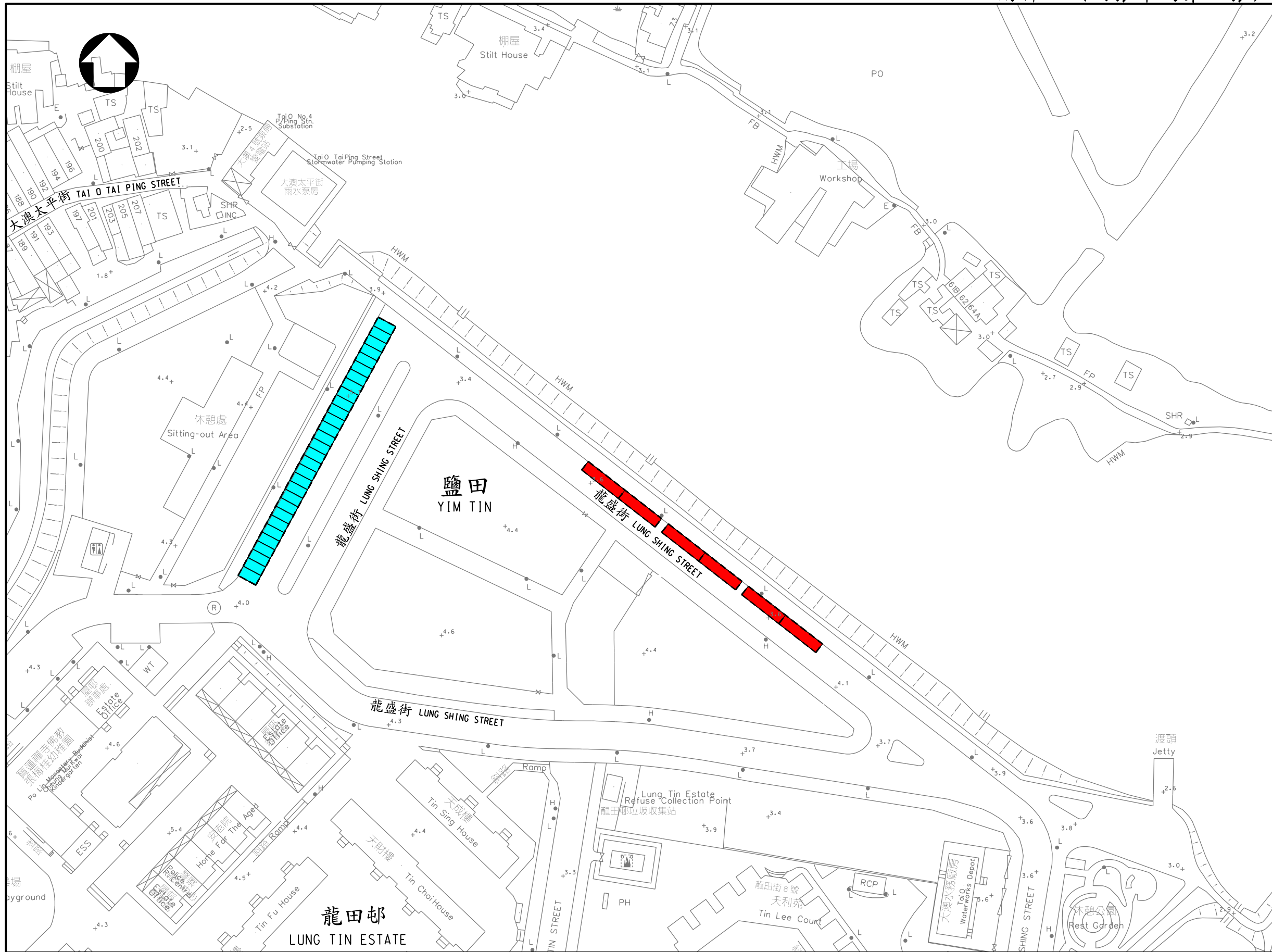
位置圖 LOCATION PLAN

圖例 LEGEND

-  現有巴士總站
EXISTING BUS TERMINUS
-  現有公眾停車場
EXISTING PUBLIC CAR PARK

圖則名稱 drawing title

大澳改善工程(第二期第一階段) - 現有設施平面圖
IMPROVEMENT WORKS AT TAI O, PHASE 2 STAGE 1 - LAYOUT PLAN OF EXISTING FACILITIES



位置圖 LOCATION PLAN

圖例 LEGEND

-  現有旅遊巴士泊位
EXISTING COACH PARKING SPACE
-  現有私家車泊位
EXISTING PRIVATE CAR PARKING SPACE

圖則名稱 drawing title

大澳改善工程(第二期第一階段) - 現有設施平面圖
IMPROVEMENT WORKS AT TAI O, PHASE 2 STAGE 1 - LAYOUT PLAN OF EXISTING FACILITIES