

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT
Civil Engineering – Land Development
754CL – Infrastructure Works for West Kowloon Cultural District, phase 1

Members are invited to recommend to the Finance Committee –

- (a) the upgrading of part of **754CL**, entitled “Infrastructure Works for West Kowloon Cultural District, phase 1 – second construction package”, to Category A at an estimated cost of \$192.0 million in money-of-the-day prices; and
- (b) the retention of the remainder of **754CL** in Category B.

PROBLEM

We need to carry out the second package of the construction of public infrastructure works (PIW) to dovetail with the phased implementation of the West Kowloon Cultural District (WKCD) and support its early phases of development especially the commissioning of the Xiqu Centre.

/PROPOSAL

PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Home Affairs, proposes to upgrade part of **754CL** to Category A, at an estimated cost of \$192.0 million in money-of-the-day (MOD) prices, for implementing the second package of the construction of PIW in WKCD.

PROJECT SCOPE AND NATURE

3. The part of **754CL** which we propose to upgrade to Category A (the proposed works) comprises –

- (a) Austin Road Pedestrian Linkage System linking WKCD with Mass Transit Railway (MTR) Austin Station of about 40 metres long and a clear width about 7 metres, with one lift, two escalators and two staircases;
- (b) beautification works for the existing pedestrian subway across the junction of Austin Road West and Canton Road; and
- (c) ancillary works to (a) and (b) above, including footpaths, drainage, utilities and landscaping works; and environmental mitigation measures, as well as related monitoring and auditing works.

—— Plans and artist impressions of the proposed works are at Enclosures 1 and 2.

4. Subject to funding approval of the Finance Committee (FC), we plan to commence the proposed works in the first quarter of 2018 for completion in phases from the first quarter of 2019 to the third quarter of 2020.

5. We will retain the remainder of **754CL** in Category B and seek funding for the works according to the phased implementation programme of WKCD. The scope of the remainder mainly comprises –

- (a) a 2-lane flyover (including approaching roads) across the toll plaza of Western Harbour Crossing;

/(b)

- (b) three pedestrian linkage systems linking WKCD with MTR Kowloon Station and Kowloon Park;
- (c) berthing/landing facilities for vessels and modification of existing seawall;
- (d) remaining underground drainage, sewerage and water supply systems; and
- (e) associated footpaths, lighting, ventilation, traffic system, landscaping, as well as related engineering and ancillary works.

JUSTIFICATION

Progress Update

6. In July 2008, FC approved a one-off upfront endowment for the West Kowloon Cultural District Authority (WKCD) to implement the WKCD development covering the arts and cultural facilities, retail/dining/entertainment facilities, public open space and certain transport facilities. As stated in the funding application approved by FC (vide PWSC(2008-09)31) in 2008, other communal and government facilities and related engineering works, such as roads, drainage, fire station, public pier and other ancillary facilities to support the whole WKCD (including residential, commercial and hotel developments) would be undertaken by the Government with funding approval for such works to be sought separately.

7. Members of the Legislative Council Joint Subcommittee to Monitor the Implementation of the WKCD Project (Joint Subcommittee) were previously informed that WKCD would, in view of its latest financial situation, adopt a pragmatic approach to implement the WKCD project in a timely and cost-effective manner with its facilities to be delivered in batches.

First Construction Package of PIW

8. To tie in with the phased development of WKCD, the Government is in the process of implementing the PIW through different construction packages. The funding application for the first construction package of PIW which comprises, among others, an at-grade road, two lay-bys, associated drainage, sewerage and water supply systems as well as ancillary works to support the

/commissioning

commissioning of the Art Park, Xiqu Centre, M+ and other facilities in Artist Square Development Area (ASDA), was approved by FC in July 2015. The construction works were entrusted to WKCD in October 2015 for completion in stages by the end of 2018.

Xiqu Centre

9. Located at the junction of Canton Road and Austin Road, the Xiqu Centre serves as the eastern entrance to WKCD. It will be the first major performing arts venue to be completed in WKCD and is scheduled for opening in late 2018. The Xiqu Centre is designed to be a world-class platform for the conservation, promotion and development of Cantonese opera and other genres of xiqu (Chinese traditional theatre). The prime objective of the Xiqu Centre is to encourage robust development of all forms of Chinese opera in Hong Kong, with a particular focus on Cantonese opera. It is crucial to develop a locally-rooted Xiqu Centre that has a regional impact and plays a role in international arts development.

Second Construction Package of PIW

Austin Road Pedestrian Linkage System (with respect to paragraph 3(a) and part of paragraph 3(c) above)

10. The existing pedestrian subway across the junction of Austin Road West and Canton Road (the existing subway) is currently the main pedestrian link connecting MTR Austin Station, the Xiqu Centre under construction and the existing developments in the vicinity of the road junction. The capacity of the existing subway, of 3.6 metres to 6.5 metres wide, will be inadequate to cope with the estimated peak two-way pedestrian flow of about 5 200 pedestrians per hour in 2022.

11. To meet the forecast demand of pedestrian flow, we propose to provide a pedestrian linkage system (the proposed pedestrian link) between Exit F of the MTR Austin Station and the B2 level of the Xiqu Centre as shown in Enclosure 1. Upon its completion, the total capacity of the proposed pedestrian link and the existing subway will be able to cope with the estimated peak two-way pedestrian flow of about 6 900 pedestrians per hour in 2031. In addition, the proposed pedestrian link will provide a more direct and convenient linkage between WKCD and MTR Austin Station, thereby enhancing the connectivity of WKCD. It will also facilitate pedestrian movement to/from other Tsim Sha Tsui areas.

/12.

12. To provide a pleasant walking environment, the proposed pedestrian link will be air-conditioned during its opening hours which will tally with those of the MTR Austin Station and the Xiqu Centre. The works comprise mainly the construction of a passenger lift, two escalators, two staircases, access ramp, partitions, lighting, fire services installations, security shutter, ventilation, system-wide facilities¹ and other associated electrical and mechanical (E&M) works.

13. The Government will bear the capital cost of the proposed pedestrian link which is part of the PIW to support the WKCD development. In view of the high degree of integration with the Xiqu Centre and the MTR Austin Station operated by the MTR Corporation Limited (MTRCL), WKCD and MTRCL have agreed to share the responsibility and the associated costs in respect of the management, operation and maintenance (MOM) of the proposed pedestrian link. The proposed pedestrian link is partly located within the MTR Austin Station and the Xiqu Centre which are the facilities under the ownership of Kowloon-Canton Railway Corporation (KCRC) and WKCD respectively. To enable effective management of these facilities, KCRC and WKCD have agreed to take up the MOM responsibilities and ownership of the respective portions of the proposed pedestrian link.

14. Subject to FC's funding approval, construction of the proposed pedestrian link will commence in the first quarter of 2018 for completion in the third quarter of 2020. To minimise impact on the normal operation of the Xiqu Centre, it is necessary to commence the construction of the proposed pedestrian link in the first quarter of 2018 such that construction activities with potential noise and vibration nuisances will be completed before the opening of the Xiqu Centre in late 2018.

/Beautification

¹ System-wide facilities for the proposed pedestrian link include electrical system, control and communication systems, fire service installations, environmental control system, signages, other railways systems and necessary modifications to the relevant existing monitoring and controlling systems of the MTR Austin Station. To minimise impact to the normal operation of the MTR Austin Station, the MTR Corporation Limited (MTRCL) will undertake the design, contract administration and site supervision of the system-wide facilities.

Beautification Works for Existing Pedestrian Subway (with respect to paragraph 3(b) and part of paragraph 3(c) above)

15. The existing pedestrian subway linking Austin Road and Canton Road was constructed in 2001. To provide a more pleasant experience for visitors to WKCD, we propose to carry out beautification works for the existing subway to enhance the walking environment to match the ambience of WKCD as a vibrant cultural quarter in Hong Kong, which includes refurbishment of the finishing works, upgrading of the lighting, improved way-finding and removal of an existing subway cover. Subject to FC's funding approval, the proposed beautification works will commence in the first quarter of 2018 for completion in the first quarter of 2019.

Implementation Agents

Austin Road Pedestrian Linkage System

16. As mentioned in paragraph 11 above, the proposed pedestrian link serves to provide a direct underground link between MTR Austin Station and Xiqu Centre. In view of the high degree of integration with these two structures, we propose to entrust the construction of the proposed pedestrian link to WKCD. Moreover, given the severe site constraints such as limited working space and difficult accessibility where construction access to the site can only be provided through the Xiqu Centre, it will significantly increase the cost and time required for implementing the proposed pedestrian link, and create serious interfacing problems if the construction of the proposed pedestrian link is carried out by the Government's contractors separately. We therefore consider it necessary and cost-effective to entrust to WKCD the construction of the proposed pedestrian link for implementation in conjunction with the construction of the Xiqu Centre.

17. We propose to reimburse WKCD for the actual costs incurred in relation to the management, supervision and construction of the proposed entrustment works. We also propose to reimburse WKCD for their actual in-house management cost incurred which will be capped at about \$3.0 million (in MOD prices), being about 2.1% of the total estimated cost of the proposed pedestrian link, mainly based on the estimated resources to be deployed by WKCD in relation to the proposed pedestrian link as mentioned in paragraph 3(a) and part of paragraph 3(c) above. A breakdown of the estimated in-house staff resources of WKCD to manage the proposed entrustment works is at Enclosure 3.

/Beautification

Beautification works of existing subway

18. The proposed beautification works mentioned in paragraph 3(b) and part of paragraph 3(c) above will be undertaken by the Government departments. The Civil Engineering and Development Department (CEDD), with technical support from the Architectural Services Department (ArchSD), has completed the design of the proposed beautification works. CEDD will implement the works with supervision by ArchSD's in-house resources.

FINANCIAL IMPLICATIONS

19. We estimate the cost of the proposed works, as set out in paragraph 3 above, to be \$192.0 million in MOD prices (please see paragraph 20 below), broken down as follows –

| | | \$ million (MOD price) |
|-----|---|-----------------------------------|
| (a) | Austin Road Pedestrian Linkage System | 103.4 |
| | (i) E&M works | 17.2 |
| | (ii) Building works | 68.0 |
| | (iii) System-wide facilities ² | 18.2 |
| (b) | Beautification works for existing subway | 37.1 |
| (c) | Ancillary works including footpaths, drainage, utilities and landscaping works for items (a) and (b) above | 8.9 |
| (d) | Associated environmental mitigation measures, and related environmental monitoring and auditing (EM&A) works for items (a) to (c) above | 0.8 |
| (e) | Fees for consultants engaged by CEDD/WKCDA for the proposed pedestrian link – | 3.8 |
| | (i) contract administration | 2.1 |
| | (ii) management of resident site staff (RSS) | 0.9 |
| | (iii) EM&A programme | 0.3 |
| | (iv) monitoring and auditing on entrusted works | 0.5 |
| | | /(f) |

² Contract administration and site supervision of system-wide facilities are to be undertaken by MTRCL with associated cost given in item 19(h).

| | | \$ million (MOD price) |
|-------|---|---------------------------|
| (f) | Fees for consultants engaged by ArchSD for the proposed beautification works ³ | 1.1 |
| (g) | Remuneration of RSS ⁴ for the proposed pedestrian link | 11.3 |
| (h) | Reimbursement to MTRCL for cost incurred by MTRCL for the proposed pedestrian link – | 3.4 |
| (i) | contract administration and site supervision of system-wide facilities | 2.7 |
| (ii) | provision of Competent Person in compliance with statutory requirement ⁵ | 0.7 |
| (i) | In-house management cost payable to WKCDA for the proposed entrusted works ⁶ in relation to the proposed pedestrian link | 3.0 |
| (j) | Contingencies | 19.2 |
| Total | | 192.0 |

A detailed breakdown of the estimates for consultants' fees and RSS costs by man-months is at Enclosure 4.

/20.

³ Estimated consultants' fees of Quantity Surveying services to be procured by ArchSD to assist administration of the proposed beautification works contract.

⁴ Remuneration of RSS for items 19(a)(i) and 19(a)(ii) above. Site supervision of item 19(b) is to be undertaken by in-house resources of ArchSD.

⁵ MTRCL will provide Competent Person for item 19(a) and part of item 19(c) above. A Competent Person is a person appointed by MTRCL for works in connection with the MTR railway in strict compliance with standards in accordance with or equivalent to those required under the Buildings Ordinance and Regulations, recognising the special requirements for railways.

⁶ In-house management cost payable to WKCDA is not applicable to the system-wide facilities to be carried out by MTRCL's contractors and the associated contract administration and site supervision as well as provision of Competent Person by MTRCL.

20. Subject to funding approval, we plan to phase the expenditure as follows –

| Year | \$ million (MOD) |
|-------------|-----------------------------|
| 2018 – 2019 | 37.9 |
| 2019 – 2020 | 118.0 |
| 2020 – 2021 | 20.4 |
| 2021 – 2022 | 6.5 |
| 2022 – 2023 | 4.6 |
| 2023 – 2024 | 4.6 |
| | <hr/> |
| | 192.0 |
| | <hr/> |

21. We have derived the MOD estimates on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output from 2018 to 2024.

22. We estimate the annual recurrent expenditure arising from the proposed beautification works with respect to the paragraph 3(b) and part of paragraph 3(c) above to be \$0.3 million.

PUBLIC CONSULTATION

23. We consulted the Food, Environmental Hygiene and Public Works Committee of Yau Tsim Mong District Council on the proposed pedestrian link and the proposed beautification works on 21 July 2016 and 16 March 2017 respectively. Members supported the proposed works.

24. At various Joint Subcommittee meetings when integration and connectivity of WKCD with the neighbouring districts was discussed, Members urged the Government to enhance the connectivity of WKCD as soon as possible including the provision of a direct pedestrian link between WKCD and MTR Austin Station, and enhancing the existing subway at Austin Road West.

25. The Government consulted the Joint Subcommittee on 21 April 2017 on the funding proposal to upgrade part of **754CL** entitled “Infrastructure Works for West Kowloon Cultural District, phase 1” to Category A. The proposal comprised the proposed Artist Square Bridge (ASB) linking the ASDA and The Elements, as well as the proposed beautification works for the existing subway across the junction of Austin Road West and Canton Road (i.e the proposal in paragraph 3(b) above). At the meeting, Members raised concerns about the design and estimated cost of the proposed ASB. The Joint Subcommittee did not support submission of the funding proposal to the Public Works Subcommittee (PWSC) pending a review of the ASB project. While we are reviewing the ASB project with WKCD, to avoid delaying the beautification works of the existing subway, we propose to separate the two projects and seek FC’s approval for the beautification works first together with the proposed pedestrian link (paragraph 3(a) above). We will consult the Joint Subcommittee on the revised funding proposal for the ASB in 2018, so that it will tie in with the implementation of the ASDA scheduled for completion in around 2022.

26. We have consulted the Advisory Committee on the Appearance of Bridges and Associated Structures⁷ on the aesthetic design of the proposed beautification works. The Committee accepted the aesthetic design.

27. We consulted the Joint Subcommittee on the current funding proposal of the project on 21 November 2017. Members had no objection to submitting the funding proposal to PWSC for consideration.

/ENVIRONMENTAL

⁷ Advisory Committee on the Appearance of Bridges and Associated Structures comprises representatives of the Hong Kong Institute of Architects, Hong Kong Institute of Engineers, Hong Kong Institute of Planners, academic institutions, Architectural Services Department, Highways Department, Housing Department, and Civil Engineering and Development Department. It is responsible for vetting the design of bridges and other structures associated with the highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

ENVIRONMENTAL IMPLICATION

28. The engineering feasibility study of the WKCD development is a designated project under Schedule 3 of the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO), requiring an Environmental Impact Assessment (EIA) report to be approved under the EIAO. The proposed works are not designated projects under Schedule 2 of the EIAO but form part of the WKCD development. In November 2013, the EIA report for the WKCD development (which includes the proposed works) was approved under the EIAO. The EIA report has concluded that the environmental impact of the proposed works can be controlled to within the criteria under the EIAO and the Technical Memorandum on EIA Process. We shall implement the mitigation measures as recommended in the approved EIA report. The mitigation measures recommended for the construction phase mainly include adoption of quieter equipment and movable noise barriers or noise insulating fabric to minimise construction noise impact, and regular watering of the site and provision of wheel-washing facilities for dust control. We have allowed a total of \$0.8 million in the project estimate for implementing the necessary environmental mitigation measures, and related EM&A works.

29. At the planning and design stages, we have considered the design and construction method of the proposed works to reduce generation of construction waste where possible. In addition, we will require the contractors to reuse inert construction waste (e.g. excavated soil and broken concrete) 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 facilities⁸. We will encourage the contractors 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.

30. At the construction stage, we will require the contractors to submit for approval plans setting out the waste management measures, which will include appropriate mitigation 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 plans. We will require the contractors 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 at public fill reception facilities and landfills respectively through a trip-ticket system.

/31.

⁸ 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 licence issued by the Director of Civil Engineering and Development.

31. We estimate that the proposed works will generate in total 3 680 tonnes of construction waste. Of these, we will reuse about 1 600 tonnes (43%) of inert construction waste on-site and deliver 1 860 tonnes (51%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 220 tonnes (6%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfill sites is estimated to be \$0.2 million for this project (based on a unit charge rate of \$71 per tonne for disposal at public fill reception facilities, and \$200 per tonne for disposal at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

32. The proposed works will not affect any heritage sites, 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

33. The proposed works do not require any private land acquisition.

BACKGROUND INFORMATION

34. The WKCD development is one of the ten major infrastructure projects included in the Chief Executive's 2007-08 Policy Address for promoting the long-term development of arts and culture, and supporting Hong Kong as a creative economy and Asia's World City.

35. In January 2013, FC approved the upgrading of **753CL**, entitled "Infrastructure Works for West Kowloon Cultural District, phase 1 – design and site investigation" to Category A at an estimated cost of \$478.0 million in MOD prices. We have entrusted to WKCD the design and site investigation of part of the PIW, including among others the design and site investigation of the proposed pedestrian link. The entrusted design and site investigation is proceeding in stages to suit the phased implementation of WKCD.

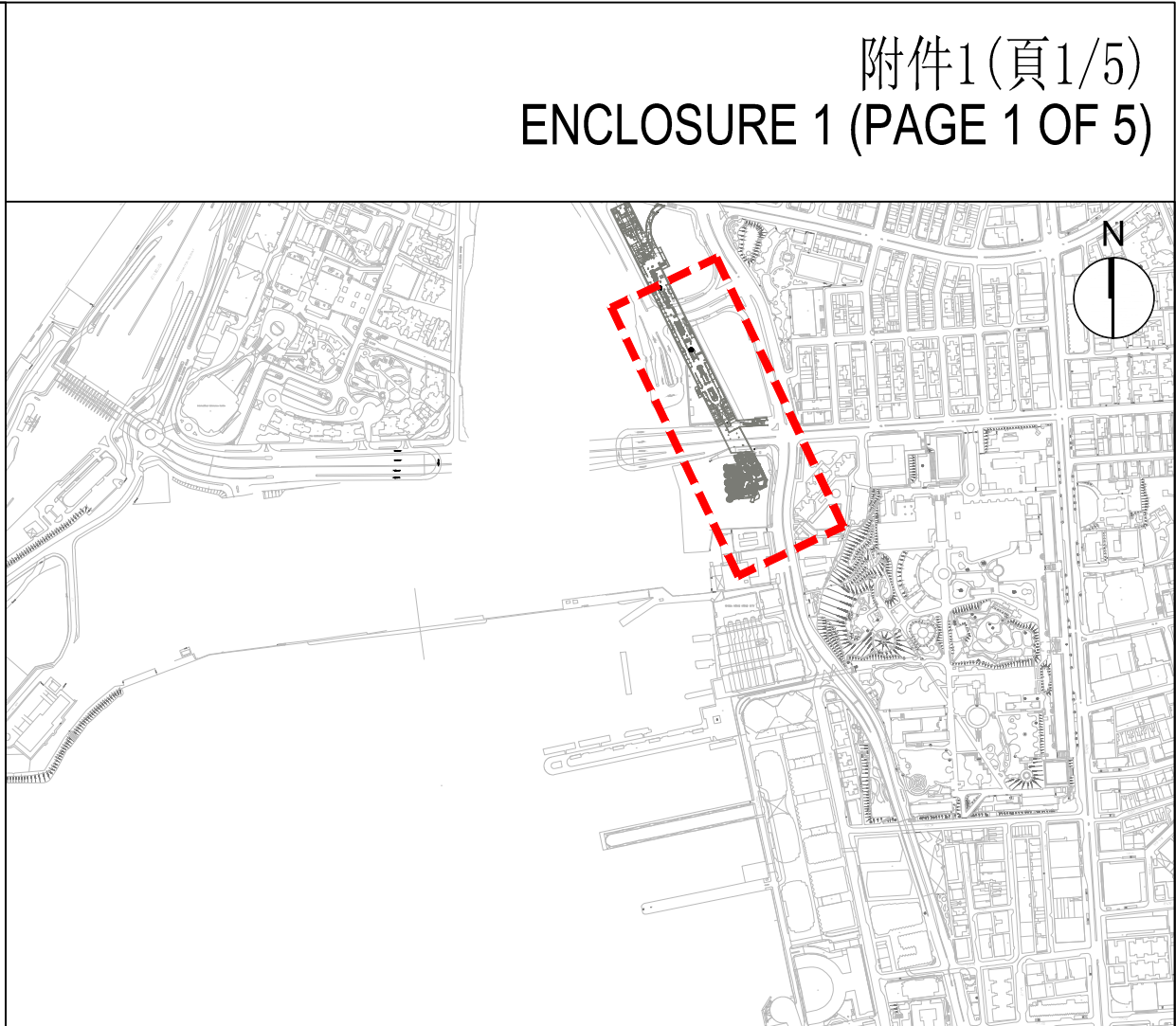
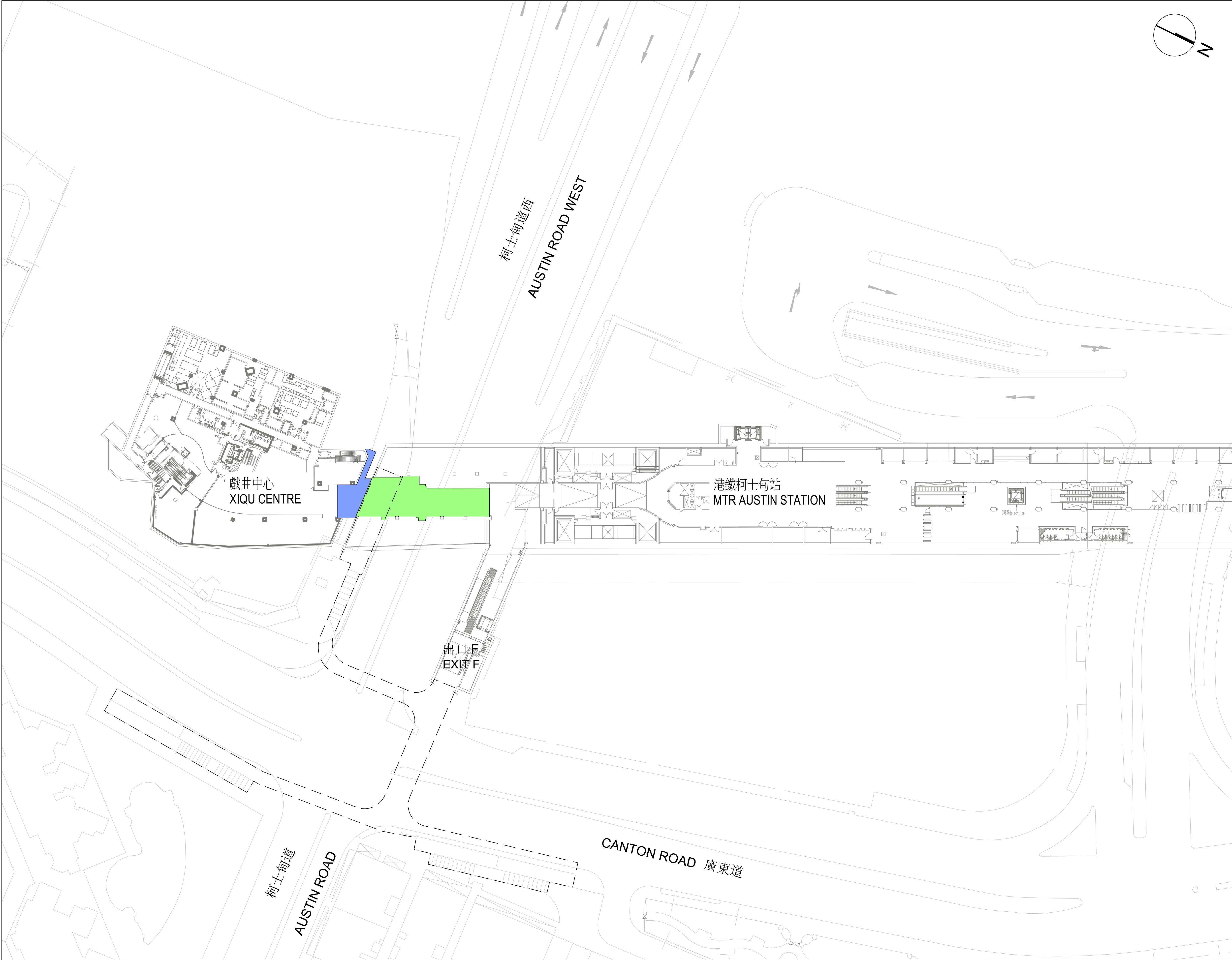
36. We upgraded **754CL** to Category B in September 2013.

37. In July 2015, FC approved the upgrading of part of **754CL** as **790CL**, entitled “Infrastructure Works for West Kowloon Cultural District, phase 1 – first construction package” to Category A at an estimated cost of \$840.5 million in MOD prices. The construction works were entrusted to WKCDA for completion in stages by the end of 2018.

38. The proposed works will not involve any tree removal.

39. We estimate that the proposed works will create about 110 jobs (95 for labourers and 15 for professional/technical staff) providing a total employment of 2 000 man-months.

Home Affairs Bureau
December 2017



位置圖
KEY PLAN

圖例 LEGEND:

- 連接港鐵柯士甸站大堂的擬議行人通道
PROPOSED PEDESTRIAN LINK
CONNECTING TO MTR AUSTIN STATION
CONCOURSE
- 連接戲曲中心的擬議行人通道
PROPOSED PEDESTRIAN LINK
CONNECTING TO XIQU CENTRE
- 現有橫過柯士甸道西和廣東道
交界處的行人隧道
EXISTING PEDESTRIAN SUBWAY
ACROSS THE JUNCTION OF AUSTIN
ROAD WEST AND CANTON ROAD

項目名稱 PROJECT TITLE

754CL號(部分)-西九文化區基礎建設工程第一期 - 第二組建造工程

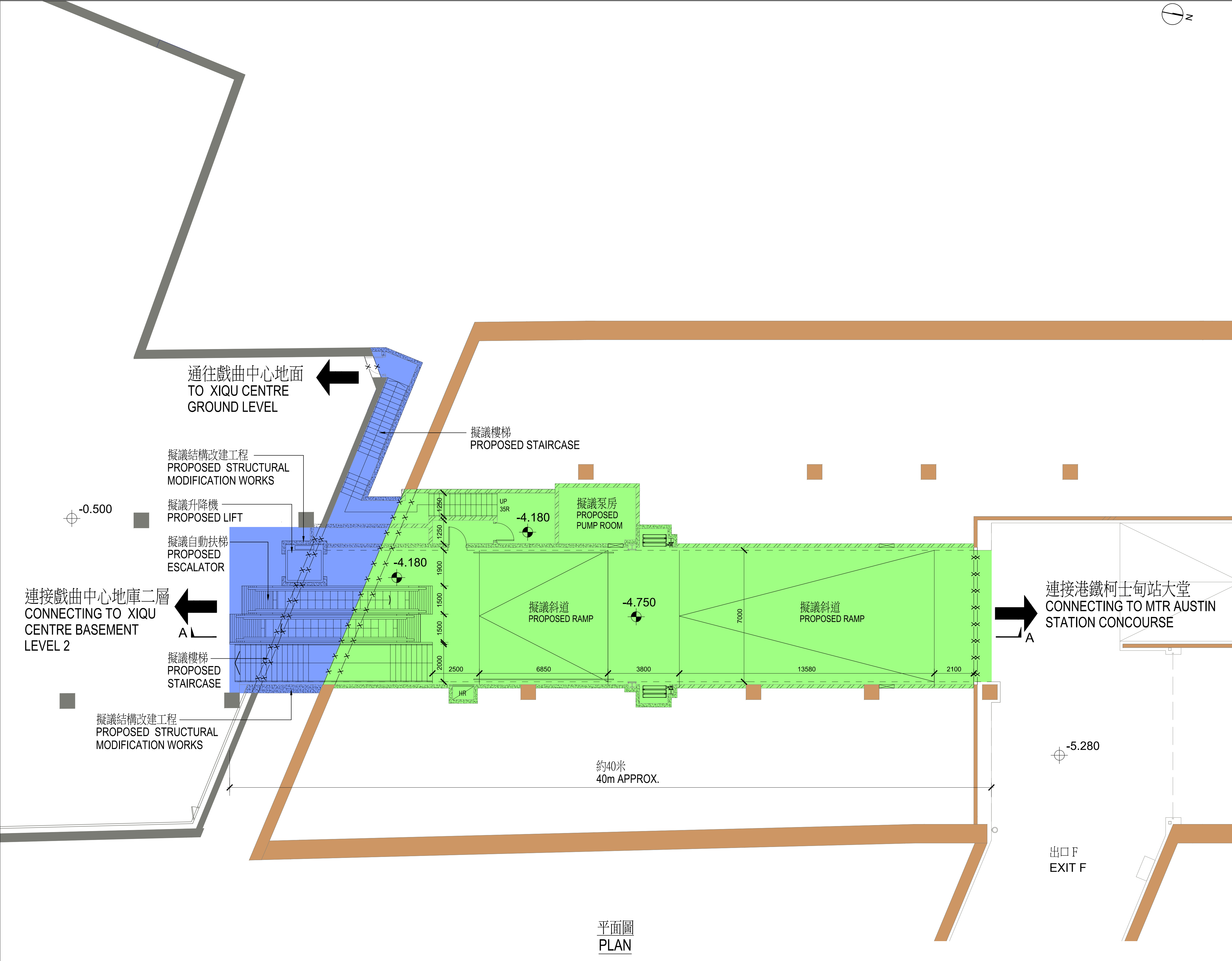
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統

AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM

工地位置圖

LAYOUT PLAN



附件1 (頁2/5)
ENCLOSURE 1 (PAGE 2 OF 5)

圖例

LEGEND:

連接港鐵柯士甸站大堂的擬議行人通道
PROPOSED PEDESTRIAN LINK
CONNECTING TO MTR AUSTIN STATION
CONCOURSE

連接戲曲中心的擬議行人通道
PROPOSED PEDESTRIAN LINK
CONNECTING TO XIQU CENTRE

港鐵柯士甸站現有結構
EXISTING STRUCTURE OF MTR AUSTIN
STATION

戲曲中心現有結構
EXISTING STRUCTURE OF XIQU CENTRE

x-x-x
x-x-x

拆卸現有港鐵柯士甸站及戲曲中心牆
壁以提供擬議行人通道
EXISTING WALLS OF MTR AUSTIN STATION
AND XIQU CENTRE TO BE REMOVED FOR
PROPOSED PEDESTRIAN LINK

+0.00

擬建水平 (香港主水平基準, 約數)
PROPOSED LEVEL (ABOVE HONG KONG
PRINCIPAL DATUM, APPROXIMATE)

+0.00

現有水平 (香港主水平基準, 約數)
EXISTING LEVEL (ABOVE HONG KONG
PRINCIPAL DATUM, APPROXIMATE)

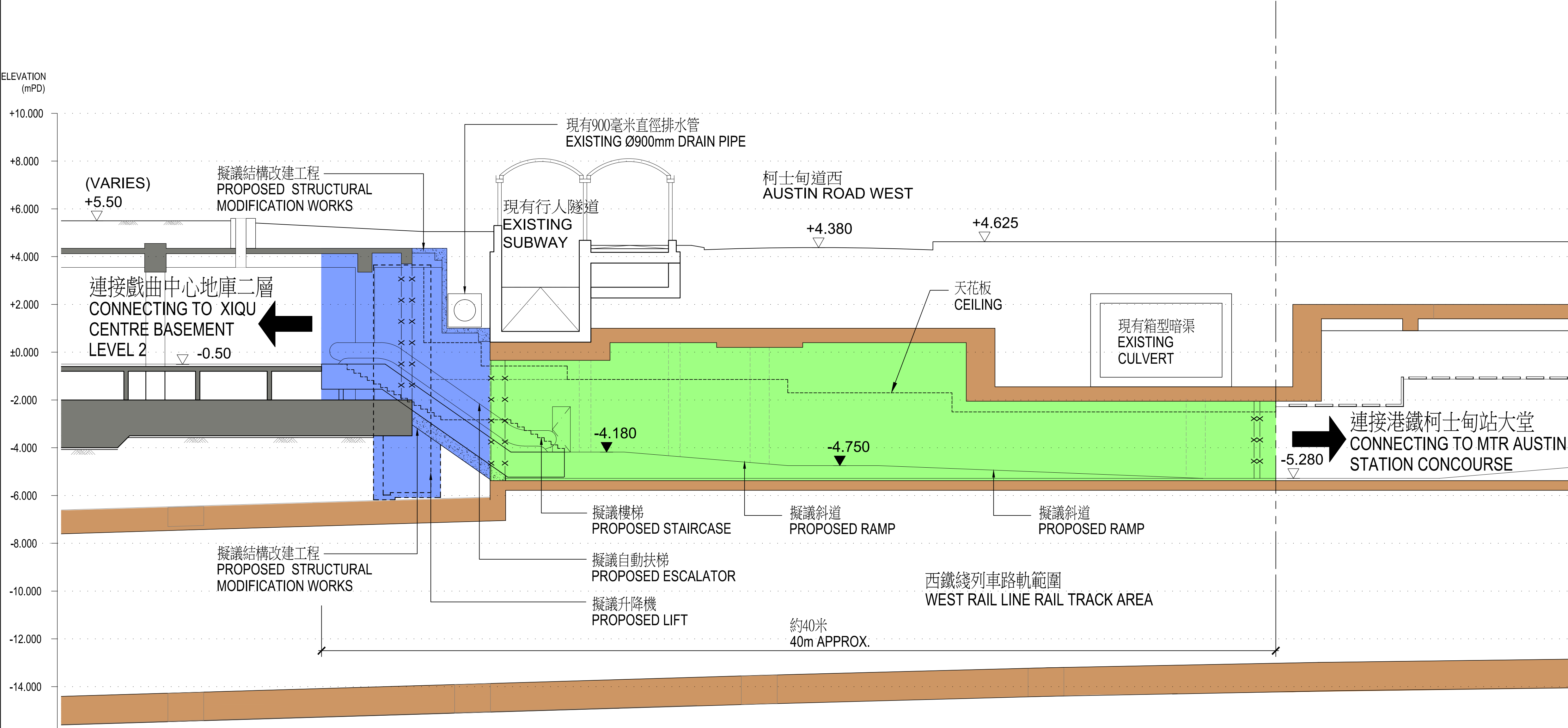
平面圖
PLAN

項目名稱 PROJECT TITLE

754CL號 (部分)-西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM

平面圖
PLAN



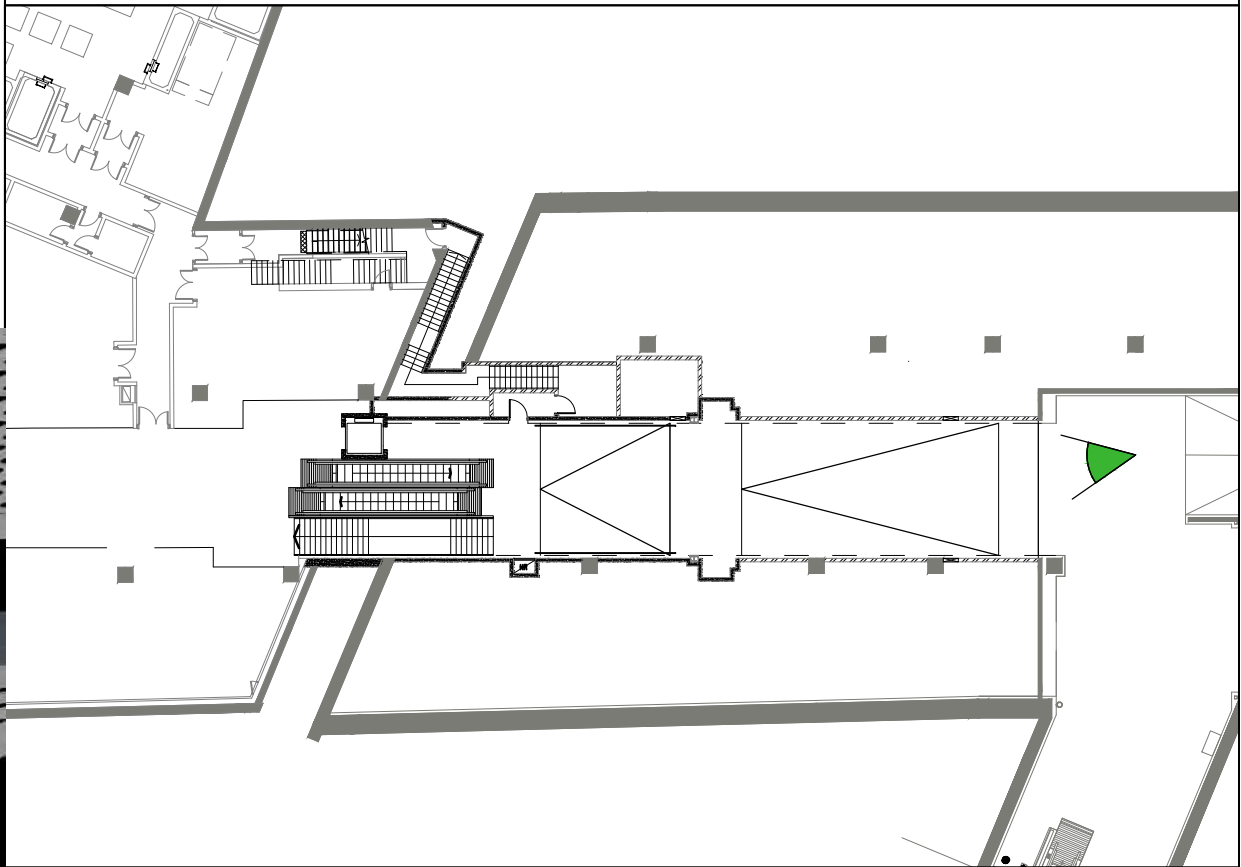
剖面圖 A-A
SECTION A-A

- 圖例 LEGEND:
- 連接港鐵柯士甸站大堂的擬議行人通道
PROPOSED PEDESTRIAN LINK
CONNECTING TO MTR AUSTIN STATION
CONCOURSE
 - 連接戲曲中心的擬議行人通道
PROPOSED PEDESTRIAN LINK
CONNECTING TO XIQU CENTRE
 - 港鐵柯士甸站現有結構
EXISTING STRUCTURE OF MTR AUSTIN
STATION
 - 戲曲中心現有結構
EXISTING STRUCTURE OF XIQU CENTRE
 - 拆卸現有港鐵柯士甸站及戲曲中心牆
壁以提供擬議行人通道
EXISTING WALLS OF MTR AUSTIN STATION
AND XIQU CENTRE TO BE REMOVED FOR
PROPOSED PEDESTRIAN LINK
 - 擬建水平 (香港主水平基準, 約數)
PROPOSED LEVEL (ABOVE HONG KONG
PRINCIPAL DATUM, APPROXIMATE)
 - 現有水平 (香港主水平基準, 約數)
EXISTING LEVEL (ABOVE HONG KONG
PRINCIPAL DATUM, APPROXIMATE)

項目名稱 PROJECT TITLE
754CL號 (部分) - 西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

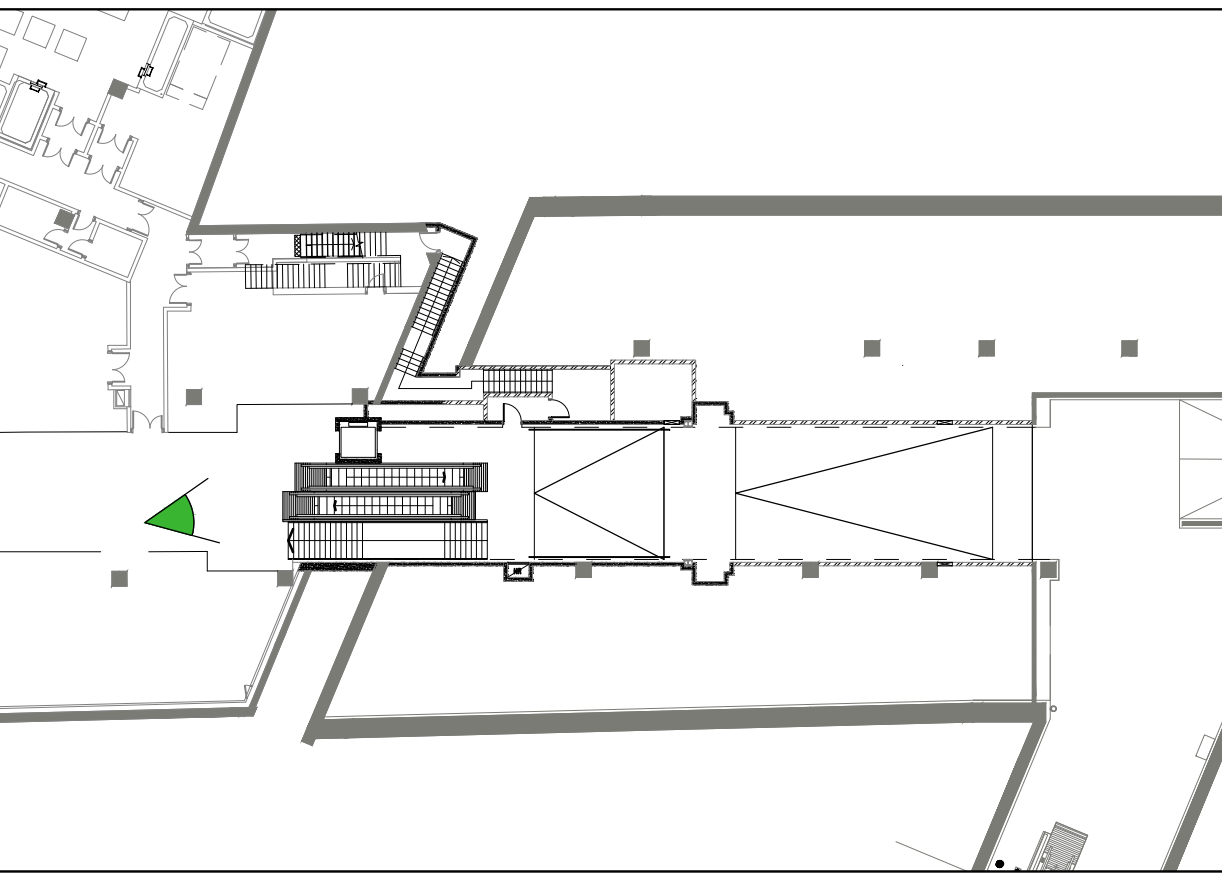
柯士甸道行人連接系統
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM

剖面圖 A-A
SECTION A-A



項目名稱 PROJECT TITLE
754CL號(部分)-西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM
設計師預想圖
ARTIST IMPRESSION



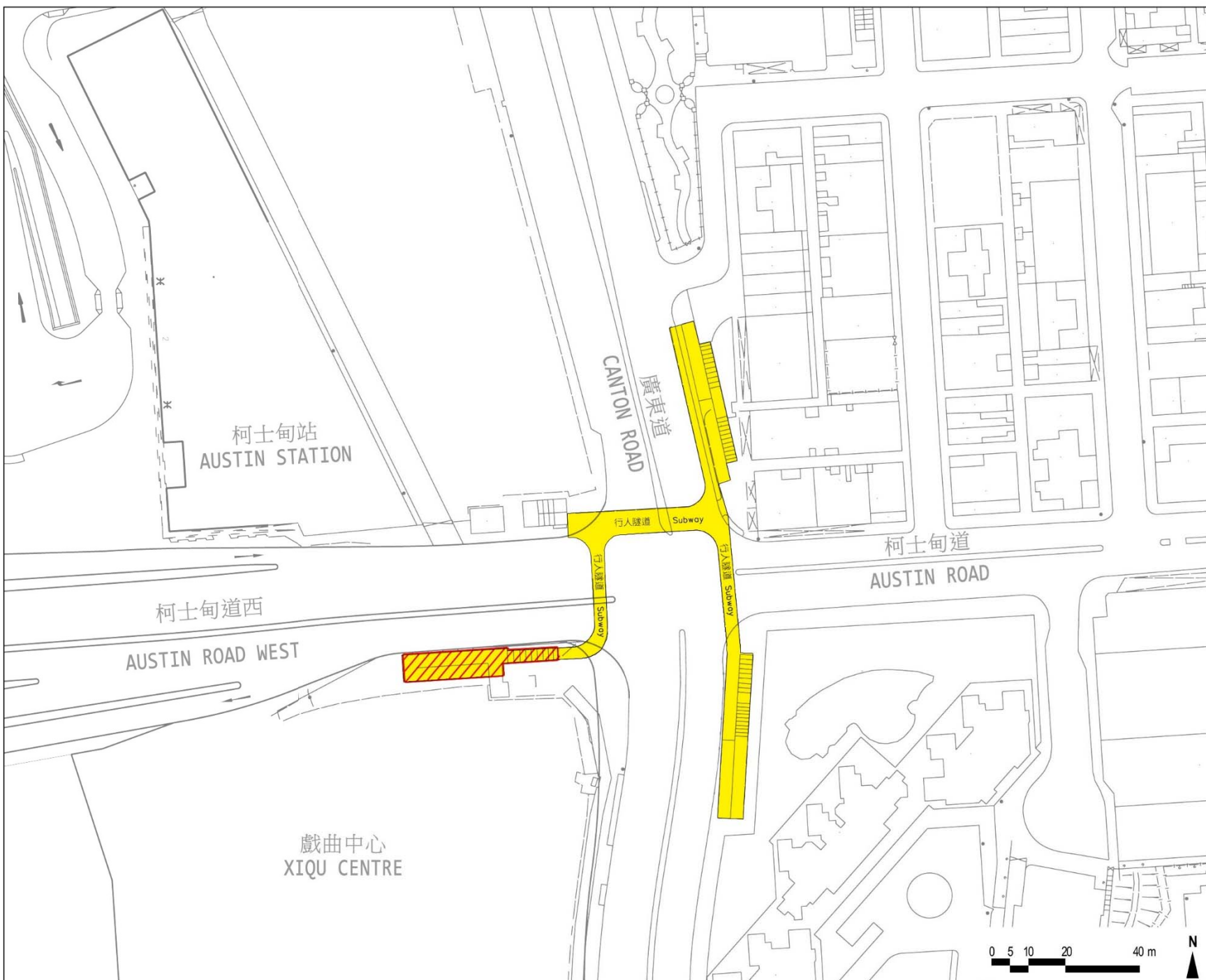
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754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

柯士甸道行人連接系統
AUSTIN ROAD PEDESTRIAN LINKAGE SYSTEM
設計師預想圖
ARTIST IMPRESSION

圖例 LEGEND:

 擬議現有行人隧道美化工程範圍
PROPOSED EXTENT FOR THE
EXISTING AUSTIN ROAD PEDESTRIAN
SUBWAY BEAUTIFICATION WORKS

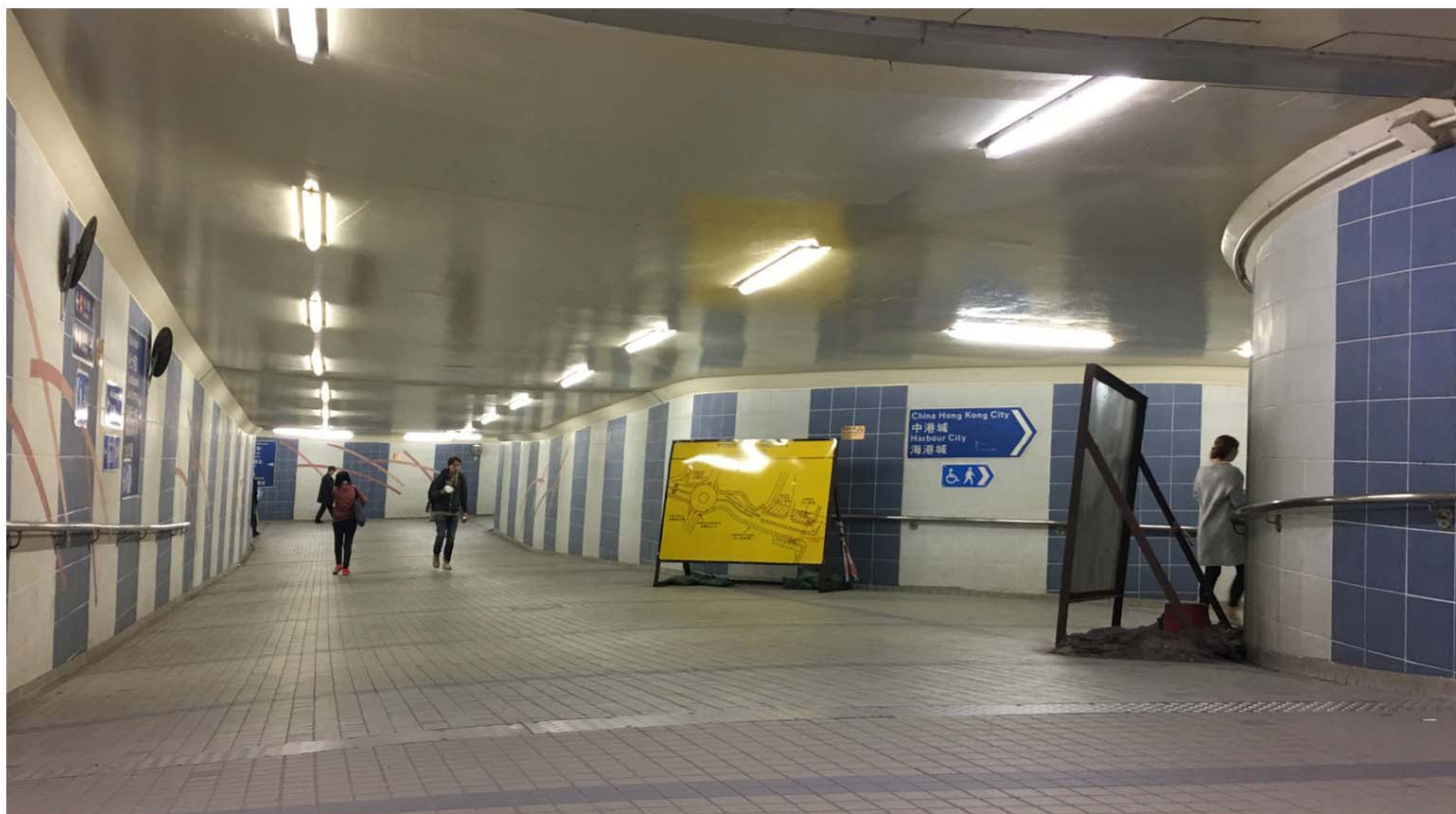
 擬議移除的行人隧道出入口頂蓋
PROPOSED REMOVAL OF SUBWAY
COVER



項目名稱 PROJECT TITLE

754CL號(部分) - 西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程
EXISTING AUSTIN ROAD SUBWAY
BEAUTIFICATION WORKS



柯士甸道行人隧道內 - 現時狀況
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - EXISTING CONDITION

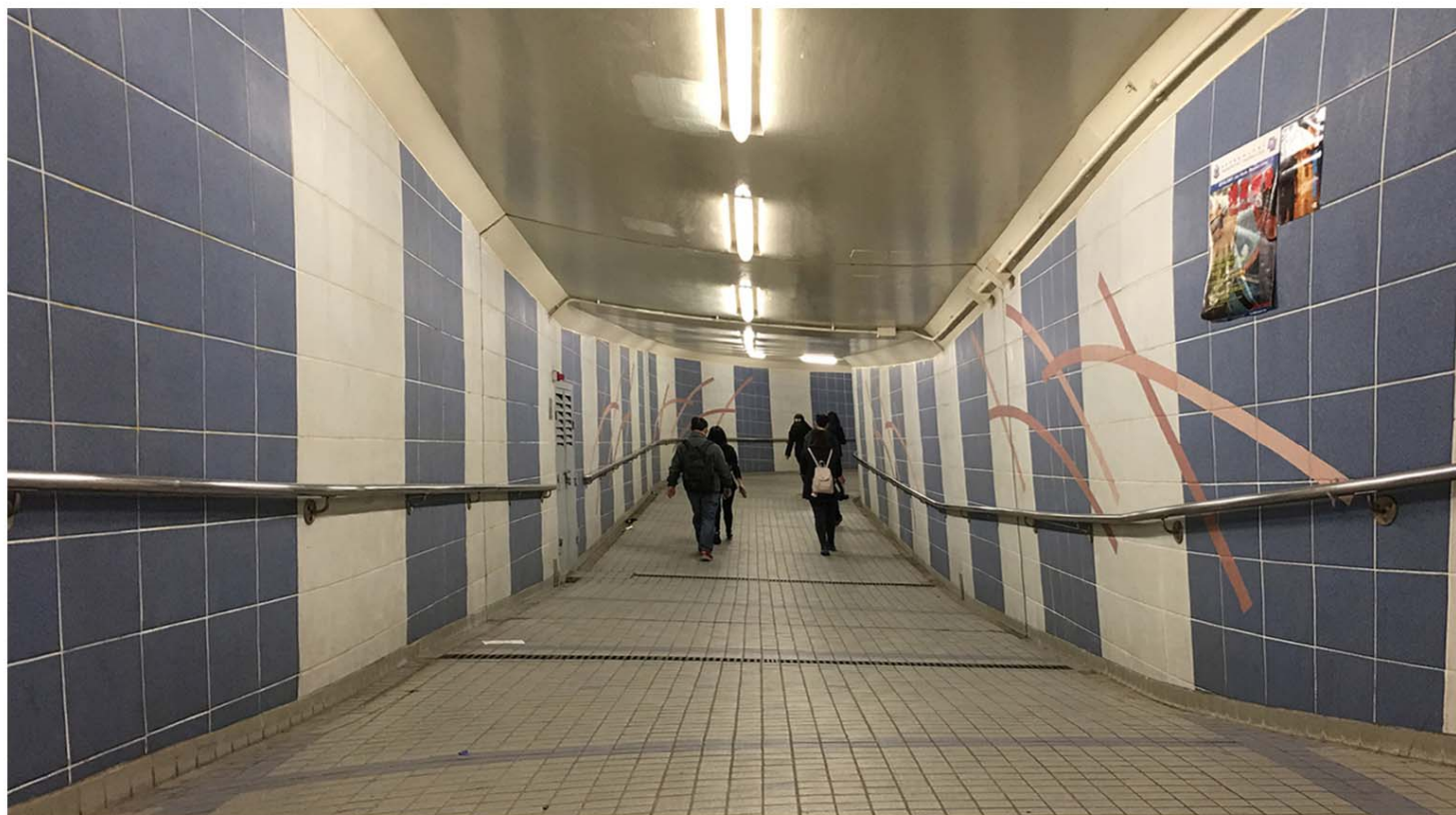


柯士甸道行人隧道內 - 美化工程完成後
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - AFTER BEAUTIFICATION WORKS

項目名稱 PROJECT TITLE

754CL號(部分) - 西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程
EXISTING AUSTIN ROAD SUBWAY
BEAUTIFICATION WORKS



柯士甸道行人隧道內 - 現時狀況
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - EXISTING CONDITION



柯士甸道行人隧道內 - 美化工程完成後
INTERIOR OF AUSTIN ROAD PEDESTRIAN SUBWAY - AFTER BEAUTIFICATION WORKS

項目名稱 PROJECT TITLE

754CL號(部分) - 西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程
EXISTING AUSTIN ROAD SUBWAY
BEAUTIFICATION WORKS



柯士甸道行人隧道近港景峰入口 - 現時狀況

AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE NEAR THE VICTORIA TOWER - EXISTING CONDITION



柯士甸道行人隧道近港景峰入口 - 美化工程完成後

AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE NEAR THE VICTORIA TOWER - AFTER BEAUTIFICATION WORKS

項目名稱 PROJECT TITLE

754CL號(部分) - 西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程
EXISTING AUSTIN ROAD SUBWAY
BEAUTIFICATION WORKS



柯士甸道行人隧道戲曲中心入口 - 現時狀況
AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE AT XIQU CENTRE - EXISTING CONDITION



柯士甸道行人隧道戲曲中心入口 - 美化工程完成後
AUSTIN ROAD PEDESTRIAN SUBWAY ENTRANCE AT XIQU CENTRE - AFTER BEAUTIFICATION WORKS

項目名稱 PROJECT TITLE

754CL號(部分) - 西九文化區基礎建設工程第一期 - 第二組建造工程
754CL(PART) - INFRASTRUCTURE WORKS FOR WEST KOWLOON CULTURAL DISTRICT,
PHASE 1 - SECOND CONSTRUCTION PACKAGE

現有柯士甸道行人隧道美化工程
EXISTING AUSTIN ROAD SUBWAY
BEAUTIFICATION WORKS

**754CL (part) – Infrastructure Works for West Kowloon Cultural District,
phase 1 – second construction package**

**In-house staff resources of the West Kowloon Cultural District Authority to
undertake project management of the proposed entrustment works**

| Key Post | Peak Number of Staff (Approximate) | Estimated Man-months (Approximate) |
|---|---|---|
| (a) Project Manager (Responsible for construction, programme and safety) | 0.5 | 15 |
| (b) Quantity Surveyor | 0.2 | 8 |

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754CL (part) – Infrastructure Works for West Kowloon Cultural District, phase 1 – second construction package

Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2017 prices)

| | | | Estimated man- months | Average MPS* salary point | Multiplier (Note 1) | Estimated fee (\$ million) |
|---------------------------------|--|--------------|-----------------------------|------------------------------------|------------------------|----------------------------------|
| <u>Proposed Pedestrian Link</u> | | | | | | |
| (a) | Consultants' fees for contract administration (Note 2) | Professional | — | — | — | 1.3 |
| | | Technical | — | — | — | 0.6 |
| | | | | | Sub-total | 1.9# |
| (b) | Consultants' fees for EM&A programme (Note 2) | Professional | — | — | — | 0.1 |
| | | Technical | — | — | — | 0.1 |
| | | | | | Sub-total | 0.2# |
| (c) | Consultants' fees for monitoring and auditing on entrusted works (Note 3) | Professional | 2 | 38 | 2.0 | 0.3 |
| | | Technical | 3 | 14 | 2.0 | 0.2 |
| | | | | | Sub-total | 0.5# |
| (d) | Resident site staff (RSS) costs (Note 4) | Professional | 50 | 38 | 1.6 | 6.3 |
| | | Technical | 108 | 14 | 1.6 | 4.7 |
| | | | | | Sub-total | 11.0 |
| Comprising – | | | | | | |
| (i) | Consultants' fees for management of RSS | 0.8# | | | | |
| (ii) | Remuneration of RSS | 10.2# | | | | |

| | | | Estimated man- months | Average MPS* salary point | Multiplier (Note 1) | Estimated fee (\$ million) |
|--------------------------------------|--|--------------|-----------------------------|------------------------------------|------------------------|----------------------------------|
| <u>Proposed Beautification Works</u> | | | | | | |
| (e) | Consultants' fees for contract administration (Note 3) | Professional | 4 | 38 | 2.0 | 0.6 |
| | | Technical | 9 | 14 | 2.0 | 0.5 |
| | | | | | Sub-total | 1.1# |
| | | | | | Total | 14.7 |

* MPS = Master Pay Scale

Notes

1. A multiplier of 2.0 is applied to the average MPS salary point to estimate the full staff cost including the consultants' overheads and profit for staff employed in the consultants' offices. 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 salary point 38 = \$78,775 per month and MPS salary point 14 = \$27,485 per month.)
2. The consultants' staff cost for contract administration and EM&A programme is calculated in accordance with the existing consultancy agreement for the design and construction of **754CL**.
3. The actual man-months and fees will only be known after the consultants have been selected.
4. The actual man-months and fees will only be known after the completion of the construction works.

Remarks

The cost figures in this Enclosure are shown in constant prices to correlate with the MPS salary point of the same year. The figures marked with # are shown in MOD prices in paragraph 19 of the main paper.