

**NOTE FOR PUBLIC WORKS  
SUBCOMMITTEE  
OF FINANCE COMMITTEE**

**Supplementary information on  
125TB - Pedestrian subway at the junction of Kowloon Park Drive  
and Peking Road**

**INTRODUCTION**

When Members considered paper PWSC(98-99)33 on **125TB** - Pedestrian subway at the junction of Kowloon Park Drive and Peking Road at the Public Works Subcommittee (PWSC) meeting on 21 October 1998, Members asked the Administration to provide further details on the construction cost of the lift which is located at the eastern end of the subway.

**THE ADMINISTRATION'S RESPONSE**

2. The itemised cost items for the electrical and mechanical works for the subway, including the lift, are as follows -

	<b>\$ million</b>
(a) Procurement and construction of the lift	1.7
(b) Pumps and fittings	1.0
(c) Civil works for the pumps and fittings	0.8
(d) Lighting	1.5

/Total .....

Total	5.0	(at December 1997 prices)
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3. The cost estimate for 'subway electrical and mechanical works, including a lift' which appeared in paragraph 6(b) of paper PWSC(98-99)33 should read \$5.0 million rather than \$9.1 million. The difference of \$4.1 million represents the cost of associated road, drainage and landscaping works which should have been included under part (c) of paragraph 6 of the PWSC paper. There was also a typing error in part (d) of paragraph 6. The breakdown for consultant's fees should be \$1.1 million and \$5.4 million for consultants' fees for construction stage services and the provision of resident site staff respectively. A correct itemised cost estimate for 125TB is set out below -

	<b>\$ million</b>	
(a) Pedestrian subway, associated ramps and staircases	19.0	
(b) Subway electrical and mechanical works, including a lift	5.0	
(c) Associated road, drainage, and landscaping works	6.1	
(d) Consultant's fees	6.5	
(i) construction stage	1.1	
(ii) resident site staff	5.4	
(e) Contingencies	3.7	
Sub-total	40.3	(at December 1997 prices)

/(f) .....

(f) Inflation allowance	10.1	
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Total	50.4	(in MOD prices)
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4. We regret any inconvenience that the above errors may have caused.

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Transport Bureau  
November 1998