

For discussion
on 11 November 1998

PWSC(98-99)36

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 706 - HIGHWAYS

Transport - Footbridges and pedestrian tunnels

124TB - Pedestrian subway at junction of Kowloon Park Drive and Salisbury Road

Members are invited to recommend to Finance Committee the upgrading of **124TB** to Category A at an estimated cost of \$43.7 million in money-of-the-day (MOD) prices for constructing a pedestrian subway at the junction of Kowloon Park Drive and Salisbury Road.

PROBLEM

The existing at-grade pedestrian crossing on Salisbury Road at its junction with Kowloon Park Drive reduces the traffic flow capacity of the road.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport, proposes to upgrade **124TB** to Category A at an estimated cost of \$43.7 million in MOD prices for the construction of a pedestrian subway at the junction of Kowloon Park Drive and Salisbury Road.

/PROJECT ..

PROJECT SCOPE AND NATURE

3. The scope of this project comprises the following -
- (a) the construction of a 4.6-metre wide pedestrian subway across Salisbury Road, with staircases, a lift and an escalator at the southern end fronting the Hong Kong Cultural Centre and the northern end joining the existing pedestrian subway across Kowloon Park Drive;
 - (b) refurbishment of the existing pedestrian subway across Kowloon Park Drive, with provision of covers to its ramps and staircases; and
 - (c) associated drainage works, traffic signal and road marking modification works and landscaping works.

JUSTIFICATION

4. The existing Salisbury Road is a busy main route in the Tsim Sha Tsui area. However, the heavy traffic on the southern section of the road and the various at-grade pedestrian crossings reduce the traffic flow capacity of the road. A number of different traffic studies¹ have identified the need for long term improvements to the traffic capacity of Salisbury Road and we propose to implement the pedestrian crossing improvement measures under **124TB** and **589TH**².

5. Under **124TB**, we will provide a pedestrian subway to replace the existing at-grade pedestrian crossing across Salisbury Road at its junction with Kowloon Park Drive. This arrangement will segregate the pedestrian from the at-grade vehicular traffic at that location, thus enhancing the traffic flow capacity and pedestrian safety. We project that, without the improvements under **124TB**, the

/traffic ..

¹ The studies include Tsim Sha Tsui Traffic Study completed in 1987, West Kowloon Reclamation Traffic Study completed in 1990 and Kowloon Density Study completed in 1993.

² **589TH** - 'Salisbury Road Underpass and associated road improvement works including Middle Road traffic circulation system' is now in Category B with an estimated cost of about \$309.2 million in December 1997 prices. It is under detailed design stage. We plan to commence construction in 2000 for completion in 2003.

traffic demand by 2002 will exceed the capacity at this junction by 10%. Upon completion of the project, we anticipate that the reserve capacity of the junction will be increased to 17%.

6. Due to the lack of space at the southern end of the proposed subway, we plan to provide staircases, a lift and an escalator there in lieu of access ramps. For the northern end, we will connect it to the existing subway crossing Kowloon Park Drive. To enable the two subways to blend well with each other, we will refurbish the existing one with aesthetic finishes and provide covers to its staircases and ramps.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the project to be \$43.7 million in MOD prices, made up as follows -

	\$ million
(a) Pedestrian subway and associated staircase	14.7
(b) Lift, escalator and associated electrical and mechanical works	6.0
(c) Refurbishment of existing subway with provision of covers to ramps and staircases	3.5
(d) Associated road, drainage, traffic engineering and landscaping works	3.0
(e) Consultant's fees	5.9
(i) construction stage	1.1
(ii) resident site staff	4.8

/(f) ..

(f) Contingencies	3.5		

Sub-total	36.6	(at December 1997 prices)	
(g) Inflation allowance	7.1		

Total	43.7	(in MOD prices)	

A breakdown by man-month of the estimate for consultants' fees is at the Enclosure.

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

Year	\$ million (Dec 1997)	Price adjustment factor	\$ million (MOD)
1999 - 2000	13.3	1.12890	15.0
2000 - 2001	13.3	1.19663	15.9
2001 - 2002	8.0	1.26843	10.1
2002 - 2003	2.0	1.34454	2.7
	_____		_____
	36.6		43.7
	_____		_____

9. We have derived the MOD estimate on the basis of the Government's latest forecast of trend labour and construction prices over the period 1998 to 2003. We will tender the works under a standard lump sum bills of quantities contract. This contract will provide for adjustments to the tender price due to inflation because the contract period will exceed 21 months.

10. We estimate that the annually recurrent expenditure to be \$606,000.

PUBLIC CONSULTATION

11. We consulted the Traffic and Transport Committee of the then Yau Tsim Mong District Board in November 1995. The Committee members supported the proposed works. We also consulted the Provisional Urban Council in November 1997 and Council members supported the proposed works.

12. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance on 28 November 1997 and received one objection. The objector³ requested for not resuming the lot at No.33 Salisbury Road which is an ex-fire station building currently used by the objector as his only venue for cultural activities such as painting and calligraphy classes and art work exhibitions. After careful review, we consider the objector's request acceptable and has modified the layout of the subway scheme so as not to affect the structure concerned. The objector agreed to withdraw the objection subject to the modifications to the project.

13. Having considered the objection and the proposed modifications to the project, the Chief Executive in Council authorized the project on 20 October 1998.

ENVIRONMENTAL IMPLICATIONS

14. The Director of Environmental Protection completed an Environmental Review on the proposed pedestrian subway in June 1996 and concluded that the proposed works would have no long-term environmental impact. An Environmental Impact Assessment is therefore not required for this project. For short-term impact during construction, we will control noise, dust and site run-off nuisances to within the established standards and guidelines through the implementation of appropriate mitigation measures in the works contract.

/LAND ..

³ The objector was the Yau Ma Tei and Tsim Sha Tsui Culture and Art Association, the tenant of the ex-fire station building at No. 33 Salisbury Road.

LAND ACQUISITION

15. The project does not require any land acquisition.

BACKGROUND INFORMATION

16. We upgraded the project to Category B in September 1994. We engaged consultants for detailed design for the project in July 1997, charging the cost of \$2 million to **370TH** - "Road improvement and pedestrian schemes in the Salisbury Road, Canton Road and Austin Road corridors – consultants' fees and investigations".

17. We have completed the detailed design and drawings for the project. We plan to start construction works as soon as practicable after funding approval, in any case not later than March 1999. The works will take some 30 months inclusive from start to finish. We aim to complete construction works by August 2001.

Transport Bureau
November 1998

(PWSC0021/WIN1)

124TB - Pedestrian subway at junction of Kowloon Park Drive and Salisbury Road

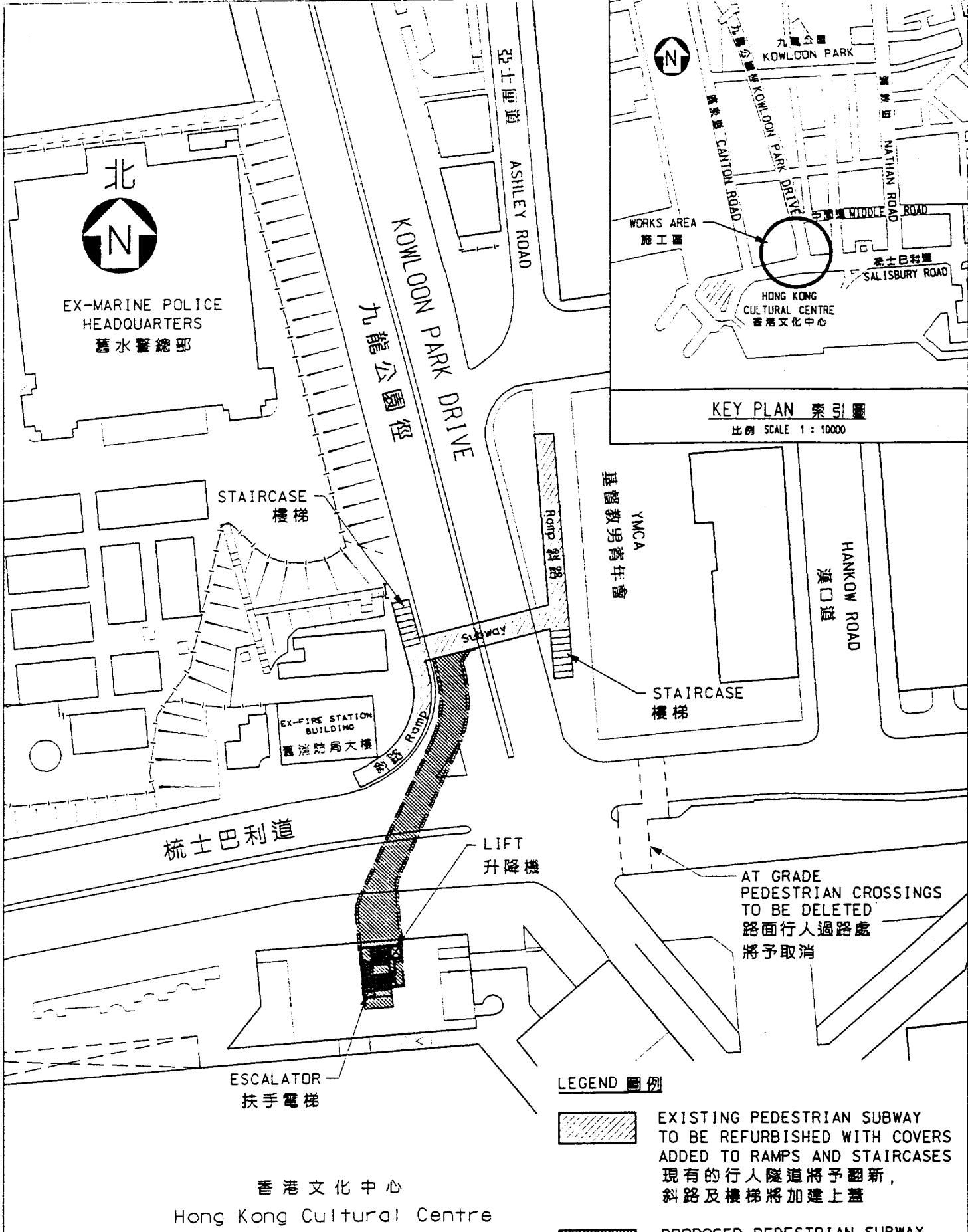
Breakdown of estimates for consultants' fees

Consultants' staff costs			Estimated man months	Average MPS* salary point	Multiplier factor	Estimated fee (\$ million)
(a)	Consultants' administration fees at construction stage	Professional	5	40	3.0	0.9
		Technical	3	20	3.0	0.2
(b)	Resident site staff employed by the consultants	Professional	15	40	2.1	1.9
		Technical	57	20	2.1	2.9
Total consultants' staff costs						5.9

* MPS = Master Pay Scale

Notes



1. A multiplier factor of 3 is applied to the average MPS point to arrive at the full staff costs including the consultants' overheads and profit, as the staff will be employed in the consultant's offices. (At 1.12.97, MPS pt. 40 = \$59,210p.m., and MPS pt. 20 = \$24,135p.m.). A multiplier factor of 2.1 is applied in the case of site staff supplied by the consultants.
2. Our agreement with the consultants provides for consultants' administration fees at construction stage be paid according to a fee scale based on the cost of works. Estimates at (a) above agree with the estimates based on the fee scale and the estimated cost of works.



KEY PLAN 索引圖
比例 SCALE 1 : 10000

香港文化中心
Hong Kong Cultural Centre

LEGEND 圖例

-  EXISTING PEDESTRIAN SUBWAY TO BE REFURBISHED WITH COVERS ADDED TO RAMPS AND STAIRCASES
現有的行人隧道將予翻新，斜路及樓梯將加建上蓋
-  PROPOSED PEDESTRIAN SUBWAY
擬建的行人隧道

no.	date	description	initial
A	8/98	MINOR AMENDMENT	

title
PWP ITEM NO. 124TB
PEDESTRIAN SUBWAY AT J/O
KOWLOON PARK DRIVE AND
SALISBURY ROAD
工務計劃項目第124TB號
九龍公園徑 / 梳士巴利道
行人隧道

drawn by 勞耀偉 date 6.98
approved 許榮德 date 6.98
office 路政署 (九龍區)
HIGHWAYS/KOWLOON REGION

drawing no. KH 13494A/1 scale 1:1000
HIGHWAYS DEPARTMENT HONG KONG
路政署 香港