

For discussion  
on 24 May 2000

PWSC(2000-01)32

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 706 - HIGHWAYS**

#### **Transport - Interchanges/Bus Termini**

#### **71TI - Public transport interchange, cross boundary coach terminus and an operational area for the Marine Police in Sai Wan Ho**

Members are invited to recommend to Finance Committee the upgrading of **71TI** to Category A at an estimated cost of \$36.9 million for the construction of a public transport interchange, a cross boundary coach terminus and an operational area for the Marine Police.

### **PROBLEM**

We need to re-provision and expand the existing public transport terminus on the Inland Lot (IL) 8955 to be disposed under the 2000-01 land sale programme. We also need to re-provision the Marine Police operational area on the lot as well as provide a cross boundary coach terminus to meet demand.

### **PROPOSAL**

2. The Director of Highways, with the support of the Secretary for Transport and the Secretary for Security, proposes to upgrade **71TI** to Category A for the construction of a public transport interchange (PTI), a cross boundary coach terminus (CBCT) and an operational area for the Marine Police (MPOA) at an estimated cost of \$36.9 million at the ground floor of a residential/commercial development on IL8955.

**/PROJECT .....**

## PROJECT SCOPE AND NATURE

3. The scope of 71TI comprises -
  - (a) reprovisioning of an operational area of 1 500 square metres for the Marine Police;
  - (b) reprovisioning and expansion of a public transport interchange, containing one double-width and three single-width bus bays, one double-width green minibus (GMB) bay for six vehicles and one double-width taxi bay alongside passenger platforms with a capacity for eight taxis;
  - (c) construction of a cross boundary coach terminus, containing six loading/unloading berths, ten parking places and other ancillary facilities including a ticketing office and a passenger-waiting area with toilets; and
  - (d) associated drainage, water supply, lighting, ventilation, fire fighting and electrical and mechanical systems.

A site plan is at Enclosure 1.

## JUSTIFICATION

4. IL8955 in the vicinity of the Sai Wan Ho Ferry Concourse contains an operational area for the Marine Police and a public transport terminus. We need to remove these facilities from the lot to enable its disposal by October 2000 under the 2000-01 land sale programme. Reprovisioning of these facilities is essential for maintaining the operations of the Marine Police as well as the continuation of the public transport services in the Sai Wan Ho area.

5. The existing MPOA, about 2 300 square metres in area, serves as a parking and maneuvering area for operational vehicles, a detention area for vessels seized during police operations, a safe custody area for small police craft during stormy weather and provides essential storage facilities. We will reprovision an operational area of about 1 500 square metres on the new development on IL8955 to serve the above-mentioned purposes with the exception of the storage facilities which will be reprovisioned in the adjacent Marine Police Complex.

6. The existing public transport terminus which contains three bus bays, one GMB bay for three vehicles and one taxi bay with a capacity for three taxis is already fully utilized. We estimate the demand for public transport services will increase significantly following the completion of the housing development<sup>1</sup> in Aldrich Bay and the new development on IL8955. We consider it necessary to expand the handling capacity of the public transport facilities to be provided under **7ITI**. The proposed facilities will be able to accommodate additional bus and GMB routes, as well as an increased demand for taxi services. Other vehicles may use the double-width GMB bay for loading and unloading.

7. Passenger demand for cross boundary coach services has been growing. The average daily patronage increased by some 20% in the past three years. With the increasing cross boundary passenger traffic, we expect that the demand on coach services will continue to grow. The current policy is to encourage the development of off-street cross boundary coach termini to replace the existing on-street operational facilities for cross boundary coaches in a progressive manner with the aim of improving passenger safety and order. There are presently 24 cross boundary coach routes operating on Hong Kong Island and most of these conduct their loading/unloading activities on-street, causing congestion problems in the areas involved. This is highly unsatisfactory from the transport management and road safety points of view.

8. To address these problems, we aim to provide suitably sized off-street cross boundary coach termini on Hong Kong Island to meet the existing and future demand. As IL8955 is near the Mass Transit Railway Sai Wan Ho Station and a ferry pier, and will have an expanded public transport interchange as proposed in paragraph 3(b) above, the accessibility to passengers will be enhanced and we consider that the site is suitable for cross boundary coach terminal facilities to meet the demand for cross boundary coach services on Hong Kong Island.

9. We intend to entrust the proposed works under **7ITI** to the developer of IL8955 as part of the land sale conditions in order to avoid interface problems and to enable the earliest completion of the works.

**/FINANCIAL**

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<sup>1</sup> The housing development in Aldrich Bay will accommodate a total population of 27 000 upon completion in 2002.

**FINANCIAL IMPLICATIONS**

10. We estimate the capital cost of the project to be \$36.9 million made up as follows -

	<b>\$ million</b>
(a) Marine Police operational area	6.8
(b) Public transport interchange	11.0
(c) Cross boundary coach terminus	15.7
(d) Entrustment fees <sup>2</sup>	3.4
Total	36.9

11. Under the Conditions of Sale for the site, we will require the developer to provide the PTI, CBCT and MPOA at a ceiling cost of \$36.9 million. Upon completion of the works, the Government will reimburse the developer the actual cost of the completed works, or the ceiling figure, whichever is lower. The developer will bear any additional cost above the ceiling figure including inflation adjustments. Thus, unlike other public works projects, we do not need to calculate the cost of this project in money-of-the-day prices to take into account price adjustments.

12. The sum of \$36.9 million is estimated on the basis of the current cost to the Government of building a stand-alone public transport interchange, a cross boundary coach terminus and an operational area of the Marine Police on a green-field site. A 'green-field site' refers to an area where site formation works have been completed.

/13. ....

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<sup>2</sup> Entrustment fees are developer's on-cost for planning, design, construction supervision and insurance costs.

13. We anticipate the expenditure for the project to be committed in 2000-2001 financial year upon the sale of the site. However, payment to the developer will be made in the 2006-2007 financial year upon completion of the project.

14. We estimate the additional annually recurrent expenditure arising from the project to be \$3.5 million. We will review this estimate when the completed design of the proposed PTI, CBCT and MPOA is finalized by the developer.

### **PUBLIC CONSULTATION**

15. In accordance with section 7 of the Town Planning Ordinance, Director of Planning exhibited the draft Quarry Bay Outline Zoning Plan (OZP) No. S/H21/10, rezoning the proposed land use of IL8955 from 'Government, Institutional and Community Facilities' to 'Residential cum Public Transport Terminus, Commercial and Community Facilities', for public inspection on 18 December 1998 for three weeks. A number of objections not directly related to the works proposed under this project were received. The Town Planning Board considered these objections and proposed an amendment to the draft OZP. The amended draft plan was approved by the Chief Executive in Council on 26 October 1999 and gazetted under section 9(5) of the Town Planning Ordinance on 5 November 1999.

16. We consulted the Eastern Provisional District Board (EPDB) on the incorporation of the project into the future development of the sale site on 19 November 1998. Members of the EPDB expressed no objection to the project.

### **ENVIRONMENTAL IMPLICATION**

17. We completed a Preliminary Environmental Review (PER) of the PTI, CBCT and MPOA in September 1999. The PER concluded that the PTI, CBCT and MPOA would not give rise to long term environmental impacts that would exceed established criteria. The Director of Environmental Protection vetted the PER and agreed that an Environmental Impact Assessment would not be necessary. For short term impacts during construction, we will control noise, dust and site run-off nuisance to comply with established standards through the implementation of appropriate mitigation measures specified in relevant contracts for the entrusted works.

18. We have considered in the planning stage ways to minimize the generation of construction and demolition materials. The contractor will be required to reuse the public fill generated from the project either on site or in other construction sites as far as possible. We estimate that no public fill will be delivered to public filling areas after allowing for the reuse of some 100 cubic metres of construction and demolition (C&D) waste. The disposal of C&D waste will be controlled through a trip-ticket system specified in the relevant contracts for the entrusted works.

## LAND ACQUISITION

19. The project does not require any land acquisition.

## BACKGROUND INFORMATION

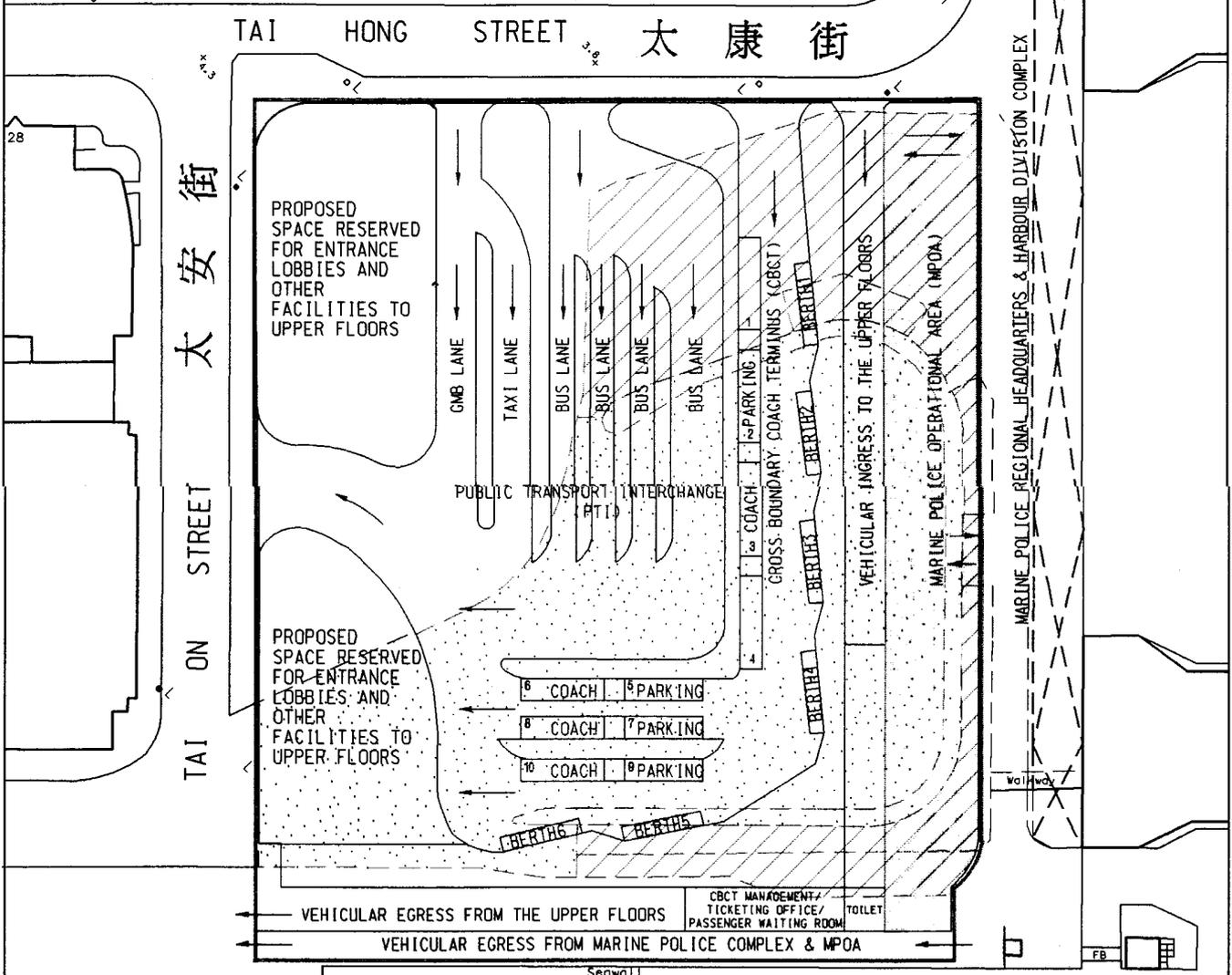
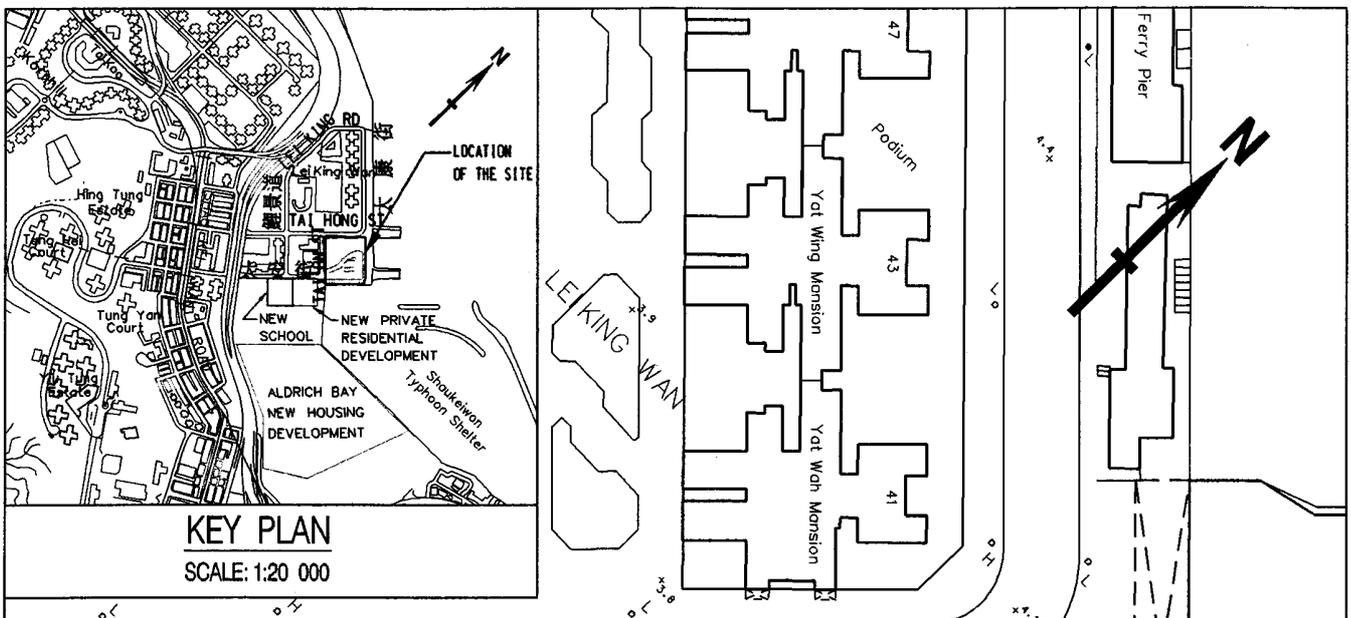
20. Cross boundary coach services are operated geographically throughout the territory. It is Government's policy to provide medium-sized off-street cross boundary coach terminus (5 to 10 coach bays) at suitable locations on Hong Kong Island, Kowloon and the New Territories respectively. To facilitate convenient connection with the other transport services, new coach termini will be provided as part of public transport interchanges.

21. We included **71TI** to Category B of the Public Works Programme in December 1999.

22. The Director of Lands intends to execute the land sale of IL8955 in October 2000. The developer will design and construct the entrusted works under **71TI**, for handing over to Government in April 2006<sup>3</sup>.

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Transport Bureau  
May 2000

<sup>3</sup> As a land sale condition, we will require the developer to complete and hand over the PTI, CBCT and MPOA to the Government in 66 months after the land disposal date.



**LEGEND :-**

	BOUNDARY OF LAND SALE SITE		PROPOSED PTI & CBCT
	EXISTING PUBLIC TRANSPORT TERMINUS		PROPOSED MARINE POLICE OPERATIONAL AREA
	EXISTING MARINE POLICE OPERATIONAL AREA		

title PUBLIC TRANSPORT INTERCHANGE AND CROSS BOUNDARY COACH TERMINUS AND MARINE POLICE OPERATIONAL AREA IN SAI WAN HO - LAYOUT PLAN	drawn by <i>Y. T. Sin</i> Y. T. Sin, (TO)	date 5.2000	drawing no. HH11085_1	scale NOT TO SCALE
	checked <i>S. K. Yu</i> S. K. Yu, Engineer/D(NE)	date 5.2000	HIGHWAYS DEPARTMENT HONG KONG	
	office HIGHWAYS / HONG KONG REGION			