

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 706 - HIGHWAYS

Transport - Footbridge and Pedestrian Walkways

41TR - MTR Tseung Kwan O Extension - Essential public infrastructure works at Po Lam

Members are invited to recommend to Finance Committee to upgrade **41TR** to Category A, entitled “MTR Tseung Kwan O Extension – Essential public infrastructure works at Po Lam” at an estimated cost of \$25.1 million in money-of-the-day prices.

PROBLEM

There is no proper pedestrian facilities between Po Lam Station, Areas 23 and 24 upon the opening of the MTR Tseung Kwan O Extension (TKE) in 2002. Landscaping over the embankment between Areas 23 and 24 needs to be completed to coincide with the opening.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport, proposes to upgrade **41TR** to Category A at an estimated cost of \$25.1 million in money-of-the-day (MOD) prices for the construction of the essential public infrastructure works (EPIW) near Po Lam Station of the Mass Transit Railway Corporation (MTRC)’s TKE project.

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PROJECT SCOPE AND NATURE

3. The scope of **41TR** comprises -
- (a) landscape treatment to the embankment encasing the at-grade railway tunnels between Po Lam Station and Po Shun Road;
 - (b) a 6-metre wide, 36-metre long footbridge to the south of Po Lam Station, connecting Area 24 to the landscaped area in (a) above; and
 - (c) pedestrian walkways in the landscape area in (a) above.
4. We plan to entrust the EPIW works at Po Lam under **41TR** to MTRC in January 2000 for inclusion in their works contract for the Station. We aim to start the works in June 2000 for completion in August 2002.

JUSTIFICATION

5. The EPIW described in paragraph 3 above form part of the adopted Po Lam East Layout Plan No. L/TKO-17/2¹. The works need to be completed to tie in with the completion of the TKE in 2002.

6. We propose to provide pedestrian walkways (including a footbridge link) over the landscaped embankment to residents of the King Lam Estate in Area 23 and the residential blocks, and users of schools and recreational facilities in Area 24 and Po Lam Station. The footbridge is necessary to complete the public access from the Sandwich Class Housing Development in Area 24 to the landscaped deck, south end of Po Lam Station, and Area 23. The walkways are required to provide public access to link Areas 23 and 24, and also to the landscape deck and Po Lam Station

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¹ The Po Lam East Layout Plan prepared by Planning Department forms the basis for the planning and development of Po Lam East, the north eastern part of Tseung Kwan O. The area will be served by the MTR TKE with the future Po Lam Station. The strip of land between Areas 23 and 24 is to be landscaped as designated in the Po Lam East Layout Plan.

7. We intend to entrust **41TR** to MTRC for implementation in conjunction with the TKE project in order to improve the interface between the projects and to enable simultaneous completion of these works, by having one single contract for related works in the same area. Past experience also indicates that this arrangement could result in savings up to 10% of the estimated engineering cost.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of this part of the project to be \$25.1 million in MOD prices (see paragraph 9 below), made up as follows -

	\$ million	
(a) Landscape treatment works	10.1	
(b) Footbridge	2.7	
(c) Pedestrian walkways	5.3	
(d) On-cost payable to MTRC ²	3.0	
(e) Contingencies	2.1	
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Sub-total	23.2	(at December 1998 prices)
(f) Provisions for price adjustment	1.9	
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Total	25.1	(in MOD prices)
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9. Subject to approval, we will phase the expenditure as follows -

/2000 - 2001

² An on-cost at 16.5% of the project base cost, i.e. items 8(a), (b) and (c), will be payable to MTRC for undertaking the technical studies, design and construction supervision of EPIW under **41TR**.

Year	\$ million (Dec 1998)	Price adjustment factor	\$ million (MOD)
2000 - 2001	14.2	1.06217	15.1
2001 - 2002	7.2	1.09934	7.9
2002 - 2003	1.3	1.13782	1.5
2003 - 2004	0.5	1.17765	0.6
	23.2		25.1

10. We derived the MOD estimates on the basis of the Government's latest forecast of trend labour and construction prices over the period 2000 and 2004. The works will be included under a remeasurement contract containing Bills of Quantities without provision for price fluctuation to be awarded by MTRC.

11. We estimate that annually recurrent expenditure arising from the proposed works to be \$0.7 million.

PUBLIC CONSULTATION

12. Representatives of the Planning Department consulted the District Development Committee of the Sai Kung Provisional District Board on the Po Lam East Layout Plan on 24 June 1999, which included the proposed EPIW under **41TR**. The Committee had no objection to the proposed EPIW. We also received request from the Tseung Kwan O (South) Area Committee under the Sai Kung District Office for early provisioning of direct and convenient pedestrian accesses between the King Lam Estate in Area 23 and the schools in Area 24. We have addressed their request under **41TR**.

ENVIRONMENTAL IMPLICATIONS

13. We completed a Preliminary Environmental Review (PER) in August 1998 to review the potential environmental impacts associated with the construction and operation of the proposed EPIW, which confirmed that none of

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the EPIW is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance. The PER concluded that the EPIW would not cause long term environmental impact and that short term environmental impact at construction stage could be mitigated by standard pollution control measures. We have included in the project estimates the cost of implementing suitable mitigation measures during construction.

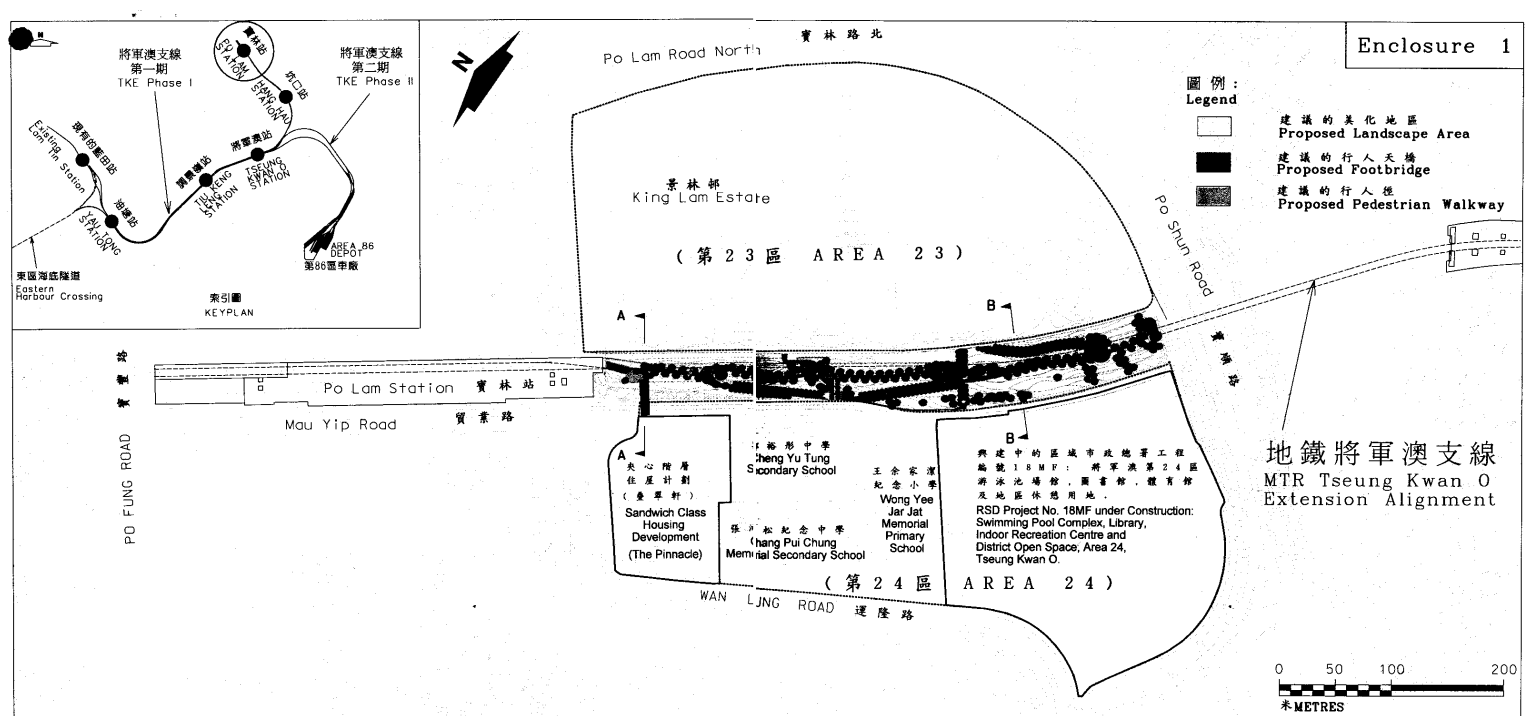
LAND ACQUISITION

14. The project does not require any land acquisition.

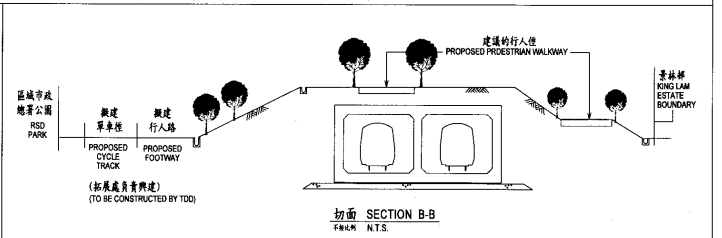
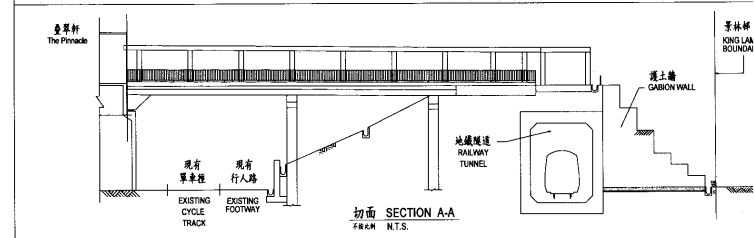
BACKGROUND INFORMATION

15. Following authorisation by the Chief Executive in Council on 20 October 1998, MTRC executed the Project Agreement for the TKE scheme on 4 November 1998. The TKE scheme comprises two phases. Phase 1 will provide a domestic Tseung Kwan O Line by late 2002, extending from the existing MTR Eastern Harbour Crossing and Lam Tin Station to serve Yau Tong, Tiu Keng Leng, Tseung Kwan O, Hang Hau and Po Lam. Phase 2 will provide a spur line, running from Tseung Kwan O Station through Pak Shing Kok to a station and depot in Area 86, Tseung Kwan O.

16. We upgraded **41TR** to Category B in September 1998. On 11 June 1999, the Finance Committee approved the upgrading of part of this project as **44TR** to Category A for widening the diverted Yau Tong Road, at an estimated cost of \$18.6M in MOD prices.



地鐵將軍澳支線
MTR Tseung Kwan O Extension Alignment



project no. 工程編號 41TR 地下鐵路將軍澳支線 寶林主要基建工程 MTR Tseung Kwan O Extension Essential Public Infrastructure Works at Po Lam	drawn by Y. Y. WOO	date 23/9/99	drawing no. RW9732	scale AS SHOWN
	approved by 	date 	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> 鐵路拓展處 RAILWAY DEVELOPMENT OFFICE </div> <div style="text-align: center;"> 路政署 HIGHWAYS DEPARTMENT <small>DEPARTMENT COPYRIGHT RESERVED</small> </div> </div>	

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