For discussion **PWSC(2018-19)2**
on 17 April 2018

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 711 – HOUSING
Transport – Footbridges and pedestrian tunnels
189TB – Extension of footbridge and cycle parking area at Choi Yuen Road, Sheung Shui

Members are invited to recommend to the Finance Committee the upgrading of **189TB** to Category A at an estimated cost of $102.7 million in money-of-the-day prices.

PROBLEM

We need to provide infrastructure to support the public housing development at Choi Yuen Road in Sheung Shui (Po Shek Wu Estate).

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport and Housing, proposes to upgrade **189TB** to Category A at an estimated cost of $102.7 million in money-of-the-day (MOD) prices for the extension of footbridge and the improvement of cycle parking facilities and the associated works at Choi Yuen Road in Sheung Shui.

/PROJECT …..

PROJECT SCOPE AND NATURE

3. The scope of the proposed works under **189TB** comprises –

(a) construction of a footbridge of about 40 metres long to link up the public housing development at Choi Yuen Road (Po Shek Wu Estate) with the existing footbridge system;

(b) modification of a section of the existing footbridge to link with the footbridge proposed to be constructed;

(c) improvement works for the existing cycle parking facilities, including extension of the cycle parking area from about 830 square metres to about 1 345 square metres, and re-alignment of a section of the existing cycle track; and

(d) ancillary works including drainage, public lighting facilities and landscaping.

A site plan and artist's impression of the proposed works are at Enclosure 1 and Enclosure 2 respectively.

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

JUSTIFICATION

5. The public housing development at Choi Yuen Road will provide about 1 100 units for a population of about 3 400. Relevant construction works commenced in 2016, the last phase of which is expected to be completed in the third quarter of 2020. The key housing development parameters are at Enclosure 3.

6. To cater for the anticipated increase in the pedestrian flow arising from Po Shek Wu Estate, we propose to construct a footbridge to link up the existing footbridge system with Po Shek Wu Estate, to serve residents of the Estate and pedestrians in the vicinity.

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7. Also, there is a cycle parking area near the existing footbridge system serving local residents. To address the public's increasing demand for cycle parking areas, we propose to carry out improvement works to the existing cycle parking facilities, including re-aligning a section of the existing cycle track and extending the cycle parking area so as to increase the number of cycle parking spaces from 330 to 750.

8. The Government plans to entrust the design and construction of the proposed works to the Hong Kong Housing Authority (HA) to facilitate better coordination and construction interface between the proposed works and the adjoining Po Shek Wu Estate development under concurrent construction. Upon completion, the footbridge, cycle parking area and ancillary facilities will be managed and maintained by relevant government departments.

FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the project to be $102.7 million in MOD prices (please see paragraph 10 below), broken down as follows –

		$ million (in MOD prices)
(a)	Footbridge	
(i)	Foundation	27.7
(ii)	Bridge structure	22.4
(iii)	Associated works including architectural works, drainage, landscaping and public lighting facilities	9.3
(b)	Cycle Parking Area	
(i)	Cycle parking area including cycle track	14.7
(ii)	Associated works including drainage, landscaping and public lighting facilities	8.9

/(c) …..

			$ million (in MOD prices)
(c)	On-cost payable to HA[1]		10.4
(d)	Contingencies		9.3
		Total	102.7

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

Year	**$ million (MOD)**
2018 – 2019	9.9
2019 – 2020	38.0
2020 – 2021	24.2
2021 – 2022	19.1
2022 – 2023	5.7
2023 – 2024	5.8
	102.7

11. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2018 to 2024. Subject to funding approval, HA will deliver the proposed works under a lump sum contract. The contract will provide for price adjustments.

12. We estimate the annual recurrent expenditure arising from the proposed works to be $0.7 million.

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[1] This is the estimated cost (12.5% of the estimated construction cost) payable to HA for the design, administration and supervision of the project.

PUBLIC CONSULTATION

13. We consulted North District Council and its Working Group on Housing and Town Planning of North District on 14 April 2011 and 21 July 2015 respectively on the proposed public housing development at Choi Yuen Road, including the relevant footbridge and cycle parking area. Members had no objection to the proposed works.

14. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)[2] on 18 November 2014 regarding the footbridge proposed to be constructed. ACABAS accepted the design of the proposed footbridge.

15. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 28 April 2017. We have received no objection and gazetted the authorisation notice on 11 August 2017.

16. We consulted the Legislative Council Panel on Housing on the proposed works on 6 November 2017. Members supported submitting the funding proposal to the Public Works Subcommittee for consideration. Supplementary information requested by the Members was submitted to the Panel on 5 January 2018.

ENVIRONMENTAL IMPLICATIONS

17. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). The project will not cause long-term environmental impacts. We have included in the project estimates the cost to implement suitable mitigation measures to control short-term environmental impacts.

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[2] The ACABAS comprises representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, an academic institution, the Architectural Services Department, the Highways Department, the Housing Department and the Civil Engineering and Development Department. It is responsible for vetting the design of bridges and other structures associated with the public highway system, from the aesthetic and visual impact points of view.

18. During construction, HA will request the contractor to control noise, dust, and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contract. These include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities.

19. At the planning and design stages, HA has considered measures to reduce the generation of construction waste where possible. In addition, HA will require the contractor to reuse inert construction waste (e.g. excavated soil) 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 facilities[3]. HA will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formworks to further minimise the generation of construction waste.

20. At the construction stage, HA will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. HA will ensure that the day-to-day operations on site comply with the approved plan. HA will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. HA will control the disposal of inert and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

21. HA estimates that the project will generate in total 2 800 tonnes of construction waste. Of these, HA will reuse 350 tonnes (12.5%) of inert construction waste on site and deliver 2 100 tonnes (75.0%) of inert construction waste to public fill reception facilities for subsequent reuse. HA will dispose of 350 tonnes (12.5%) 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 $220,000 for this project (based on a unit charge rate of $71 per tonne for disposal at public fill reception facilities and $200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

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[3] 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 license issued by the Director of Civil Engineering and Development.

HERITAGE IMPLICATIONS

22. The project will not affect any heritage site, 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

23. The project does not require land resumption.

BACKGROUND INFORMATION

24. We upgraded **189TB** to Category B in September 2016. The detailed design of the proposed works has been completed.

25. There are 16 trees within the project boundary. All of them are not important trees[4]. The project will involve felling of these 16 trees for construction of cycle parking facilities. We will incorporate planting proposals as part of the project, including planting of 16 trees and about 800 shrubs.

26. We estimate that the proposed works will create 60 jobs (52 for labourers and 8 for professional/technical staff) providing a total employment of 1 200 man-months.

Transport and Housing Bureau
April 2018

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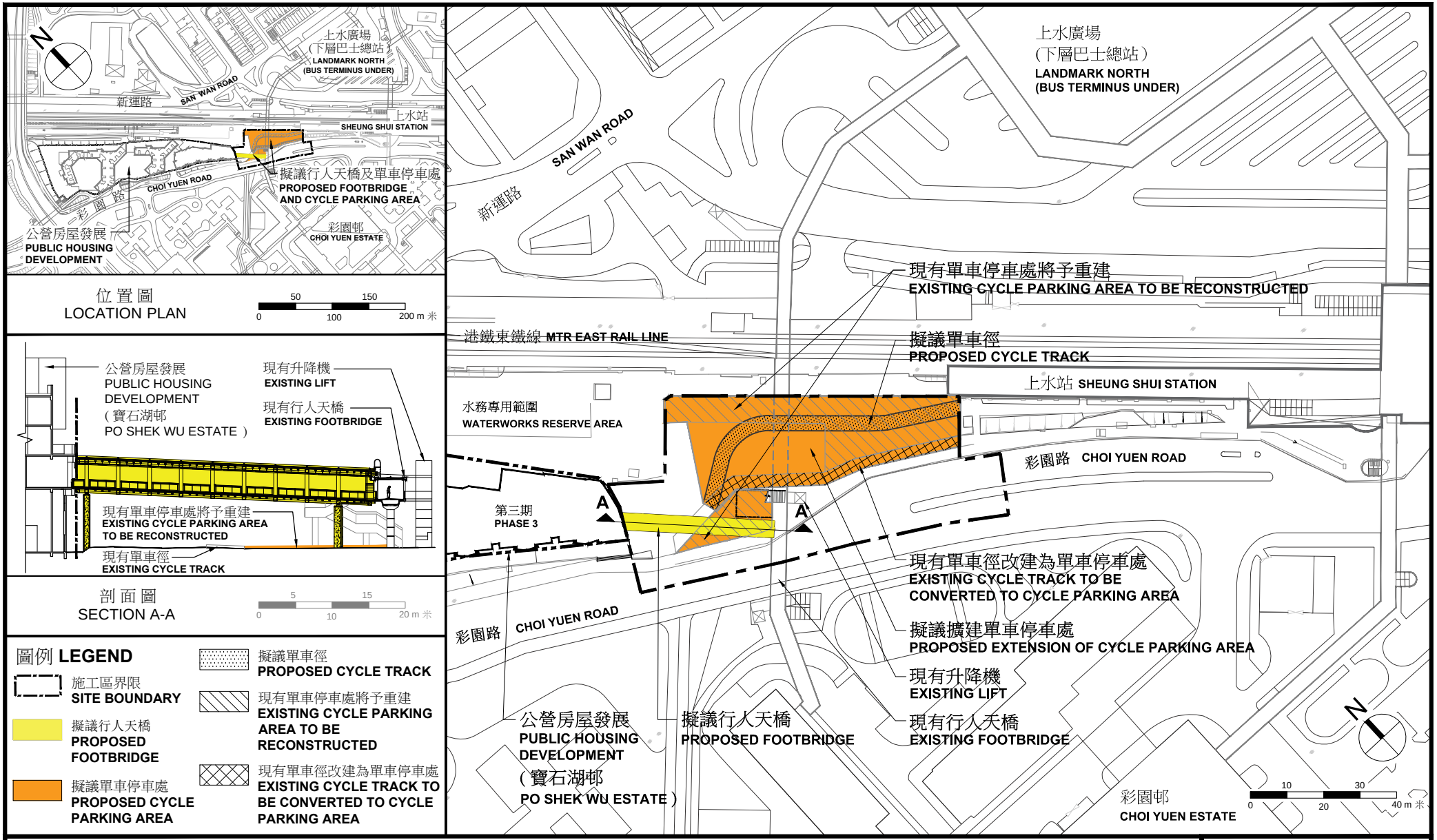
[4] "Important trees" refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

(a) trees of 100 years old or above;
(b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of an important person or event;
(c) trees of precious or rare species;
(d) trees of outstanding form (taking account of the overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
(e) trees with a truck diameter equal to or exceeding 1.0 metre (measured at 1.3 metres above ground level), or which a height or canopy spread equal to or exceeding 25 metres.



工務計劃項目189TB號
上水彩園路行人天橋及單車停車處擴建工程
PWP ITEM NO. 189TB
EXTENSION OF FOOTBRIDGE AND CYCLE PARKING AREA AT CHOI YUEN ROAD, SHEUNG SHUI

工地平面圖
SITE PLAN

附件 1 Enclosure 1

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構思圖
ARTIST'S IMPRESSION

附件 2 Enclosure 2

The key development parameters of the public housing development at Choi Yuen Road are as follows –

	Choi Yuen Road
Site area	About 1.24 hectares
Gross floor area	83 400 square metres
Allowable building height	114 metres
No. of domestic block	3
Flat number	About 1 100
Anticipated population	About 3 400
Commencement date	April 2016
Completion date	Third quarter of 2020
Ancillary facilities	Residential Care Home for the Elderly, Day Care Centre for the Elderly, Neighbourhood Elderly Centre, kindergarten, car park, cycle parking area, retails, children play area, open spaces, table tennis table, etc.