

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

### **HEAD 711 – HOUSING**

#### **Transport – Interchanges/bus termini**

#### **88TI – Public transport interchange at Fanling North Area 15 East**

Members are invited to recommend to the Finance Committee the upgrading of **88TI** to Category A at an estimated cost of \$154.9 million in money-of-the-day prices for the construction of a public transport interchange at Fanling North Area 15 East.

### **PROBLEM**

We need to construct a public transport interchange (PTI) to complement the proposed public housing development (PHD) at Fanling North Area 15 East.

### **PROPOSAL**

2. The Director of Highways, with the support of the Secretary for Housing, proposes to upgrade **88TI** to Category A at an estimated cost of \$154.9 million in money-of-the-day (MOD) prices for the construction of a PTI at Fanling North Area 15 East.

### **PROJECT SCOPE AND NATURE**

3. The proposed scope of works of **88TI** comprises –

/(a) .....

- (a) construction of a PTI of about 5 800 square metres providing transport facilities for the operation of franchised buses and green minibuses, including –
  - (i) four pick-up bays for franchised buses;
  - (ii) one drop-off bay for franchised buses;
  - (iii) eight stacking bays for franchised buses; and
  - (iv) three pick-up/drop-off bays for green minibuses;
- (b) construction of two regulators' offices (about 22 square metres each) and one toilet (about 17 square metres) for franchised bus operators; and
- (c) associated works including roadworks, drainage system, public lighting facilities, fire services system, ventilation system, electrical and mechanical systems, one public toilet (about 80 square metres) and environmental energy conservation measures, etc.

4. The location, site plan and artist's impression drawings of the proposed works are at **Enclosure 1**.

5. We plan to commence the proposed works upon obtaining approval of the Finance Committee (FC). It is expected that the project will be completed in around two and a half years. In order to meet the tight construction schedule, we have invited tenders in parallel to enable early commencement of the proposed works. The returned tender price has been reflected in the estimated cost of the project. The works contract will only be awarded after obtaining FC's funding approval.

## JUSTIFICATION

6. To meet the demand of public transport services arising from the increasing population in Fanling North New Development Area (NDA) and in accordance with the Fanling North Outline Zoning Plan, we propose to construct a new PTI at Fanling North Area 15 East, with an expected population to be served of about 37 000, including the residents of the PHD at Fanling North Area 15 East. The key development parameters of the PHD are at **Enclosure 2**. Having

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regard to the planning of Fanling North NDA, expected population growth and development progress, the Transport Department will plan, in a timely manner, public transport services, such as providing franchised bus and green minibus feeder services to and from the nearby railway station and inter-district services to New Territories East, New Territories West and Kowloon, in order to meet the commuting needs of citizens.

7. The proposed PTI will be at ground level of the podium of the PHD at Fanling North Area 15 East, facilitating the use of public transport facilities by the local citizens. The PTI will adopt a “peripheral saw-tooth” layout, all the pick-up/drop-off bays of franchised buses and green minibuses will be located at the peripheral part of the PTI, while the stacking bays of franchised buses will be located at the central island and on one side of the peripheral part of the PTI respectively.

8. We plan to entrust the design and construction of the proposed PTI works to the Hong Kong Housing Authority (HKHA) for better coordination on the design and construction of the proposed project and the PHD. Upon completion of the works, the PTI will be managed and maintained by relevant government departments.

## FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the proposed works to be \$154.9 million in MOD prices, broken down as follows –

		\$ million (in MOD prices)
(a)	Construction of PTI	125.1
	(i) Roadworks	7.6
	(ii) Regulators’ offices and toilet for franchised bus operators	2.6
	(iii) Drainage system	8.6
	(iv) Public lighting facilities, fire services system, ventilation system <sup>1</sup> , electrical and mechanical systems	77.1
		/(v) .....

<sup>1</sup> Mechanical ventilation system will be installed at the PTI which mainly consists of fans and air ductworks in segregated air supply and air exhaust systems.

	<b>\$ million (in MOD prices)</b>
(v) Public toilet <sup>2</sup>	2.7
(vi) Other associated works <sup>3</sup>	26.5
(b) On-cost payable to HKHA <sup>4</sup>	15.7
(c) Contingencies	14.1
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Total	154.9 <hr/>

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

<b>Year</b>	<b>\$ million (in MOD prices)</b>
2023 – 24	1.2
2024 – 25	51.4
2025 – 26	63.7
2026 – 27	28.3
2027 – 28	7.8
2028 – 29	2.5
	<hr/>
	154.9 <hr/>

/11. ....

<sup>2</sup> The public toilet comprises a male toilet, a female toilet, an accessible unisex toilet and a universal toilet.

<sup>3</sup> Other associated works include application of acoustic plastered materials, installation of environmental energy conservation measures such as LED lighting fittings and photo-sensor lighting control and construction of plant rooms, etc.

<sup>4</sup> On-cost (i.e. 12.5% of the estimated cost of the construction of PTI) payable to HKHA is for the design, administration and supervision of this project.

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 2023 to 2029. HKHA will award the contract on a lump-sum basis. The contract will provide for price adjustments.

12. We estimate the annual recurrent expenditure arising from the proposed works to be about \$6.49 million.

13. We adopt the design principles of "fitness for purpose and no frills" to optimise the design of the proposed PTI, including exploring various design options in order to reduce construction costs. We also adopt an energy-saving and high-efficient mechanical ventilation system to save energy, leading to a more cost-effective project.

## **PUBLIC CONSULTATION**

14. We consulted the Committee on Land Development, Housing and Works of the North District Council on the proposed project on 16 November 2020 and 17 May 2021. While the Committee had no objection to the proposed project, members expressed concerns mainly about the parking provision of the PHD at Fanling North Area 15 East. In response to the concerns, we responded at the meetings and subsequently provided detailed written explanation to the Committee on 23 June 2021 and no further comments were received.

15. We briefed Members of the Legislative Council Panel on Housing on 2 May 2023 on the Government's proposal to upgrade **88TI** to Category A. The Panel supported the submission of the funding proposal for the proposed project to the Public Works Subcommittee for consideration. We also provided the required supplementary information to the Panel on Housing on 29 May 2023.

## **ENVIRONMENTAL IMPLICATIONS**

16. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). HKHA has conducted an Environmental Assessment Study (EAS) for the project. The EAS concluded that with the implementation of mitigation measures, the project would not cause any long-term adverse environmental impacts. For short-term environmental impacts, it would be controlled by implementing mitigation measures. The Director of  
/Environmental .....

Environmental Protection agreed to the above conclusion. We have included in the project estimate the cost to implement suitable environmental mitigation measures.

17. HKHA has incorporated into the works contracts the appropriate mitigation measures that the contractor should implement to control the environmental impact caused by the construction works to within established standards and guidelines. These measures include adopting low-noise construction equipment and method, the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the work sites and the provision of wheel-washing facilities to minimise dust generation, and the use of temporary drains and sedimentation tanks to collect site runoff for on-site treatment before discharge.

18. At the planning and design stages, HKHA has considered measures to reduce the generation of construction waste where possible. In addition, HKHA will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or at other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>5</sup> (PFRF). HKHA will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formworks to further reduce the generation of construction waste.

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

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<sup>5</sup> 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 at public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

20. HKHA estimates that **88TI** will generate in total of about 40 740 tonnes of construction waste. Of these, HKHA will reuse about 4 060 tonnes (10.0%) of inert construction waste on site and deliver 36 540 tonnes (89.7%) of inert construction waste to PFRF for subsequent reuse. HKHA will dispose of the remaining 140 tonnes (0.3%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at PFRF and landfill sites is estimated to be about \$3.2 million for this project (based on a unit charge rate of \$87 per tonne for disposal at PFRF and \$365 per tonne for disposal at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

## **HERITAGE IMPLICATIONS**

21. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/ buildings/ structures, sites of archaeological interest, all sites/ buildings/ structures in the new list of proposed grading items; and government historic sites identified by the Antiquities and Monuments Office.

## **TRAFFIC IMPLICATIONS**

22. Civil Engineering and Development Department has conducted the Traffic Impact Assessment (TIA) for the First Phase of Kwu Tung North and Fanling North NDAs. According to the findings of the TIA, with the implementation of the planned road infrastructure works at the NDAs and improvement works at some existing junctions, the proposed PHD at Fanling North Area 15 East (including the proposed PTI) will not cause adverse impact on the local traffic.

23. During the construction period of the proposed works, HKHA will implement temporary traffic arrangements and appropriate control measures on construction vehicles to minimise the traffic impacts of the proposed works on nearby roads.

## **LAND ACQUISITION**

24. The proposed works does not require any land acquisition.

**/BACKGROUND .....**

**BACKGROUND INFORMATION**

25. The detailed design of the proposed works has been completed.

26. The proposed works will not involve any tree removal or planting proposals.

27. We estimate that **88TI** will create about 40 jobs (30 for labourers and 10 for professional or technical staff) providing a total employment of about 700 man-months.

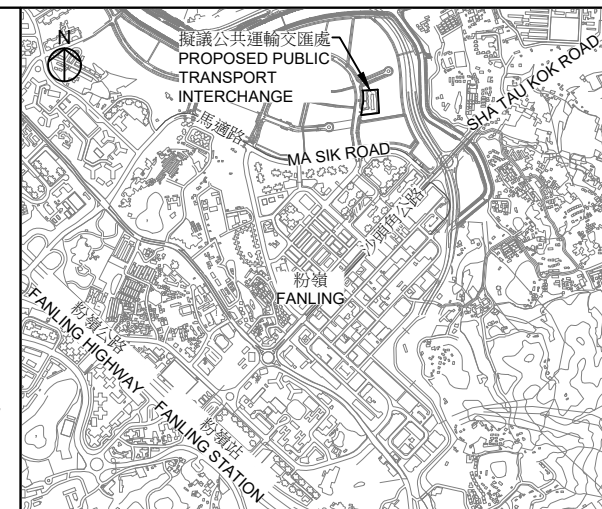
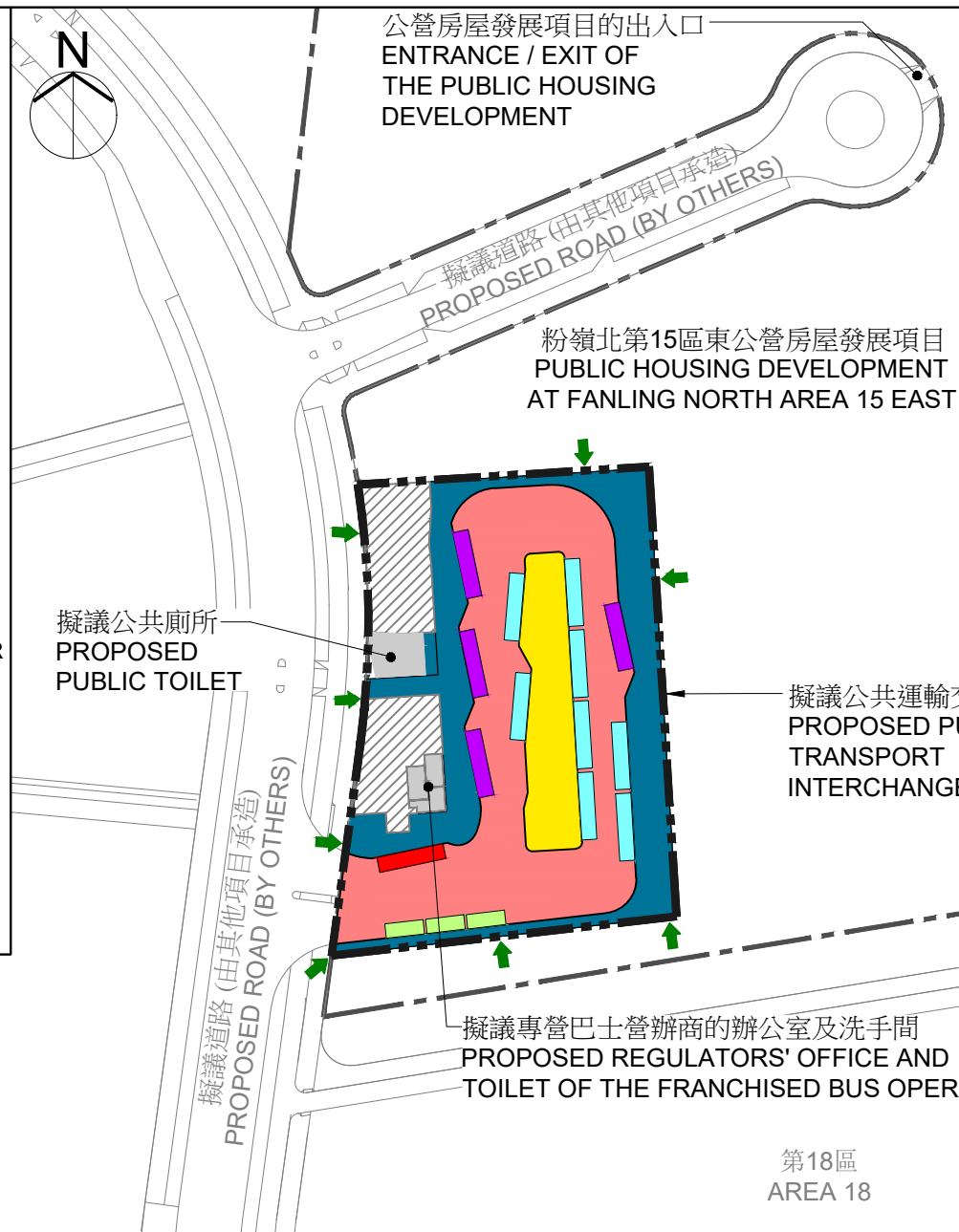
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**Housing Bureau**  
**October 2023**



# 圖例 LEGEND

- 工地界限  
SITE BOUNDARY
- 公營房屋發展項目界線  
PUBLIC HOUSING DEVELOPMENT BOUNDARY
- 擬議行車道  
PROPOSED CARRIAGEWAY
- 擬議安全島  
PROPOSED TRAFFIC ISLAND
- 擬議行人路  
PROPOSED FOOTPATH
- 擬議專營巴士上客停車灣  
PROPOSED PICK-UP BAYS FOR FRANCHISED BUSES
- 擬議專營巴士落客停車灣  
PROPOSED DROP-OFF BAY FOR FRANCHISED BUSES
- 擬議專營巴士停泊位  
PROPOSED STACKING BAYS FOR FRANCHISED BUSES
- 擬議專線小巴上落客停車灣  
PROPOSED PICK-UP / DROP-OFF BAYS FOR GREEN MINIBUSES
- 擬議附屬設施  
PROPOSED ANCILLARY FACILITIES
- 行人出入口  
PEDESTRAIN ENTRANCE / EXIT



位置圖 LOCATION PLAN

比例 SCALE 1 : 30000 (A4)

麻笏河 MA WAT RIVER

擬議粉嶺繞道 (東段) (由其他項目承造)  
PROPOSED FANLING BYPASS  
(EASTERN SECTION) (BY OTHERS)

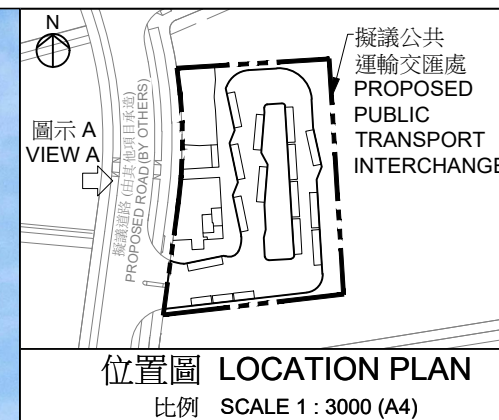
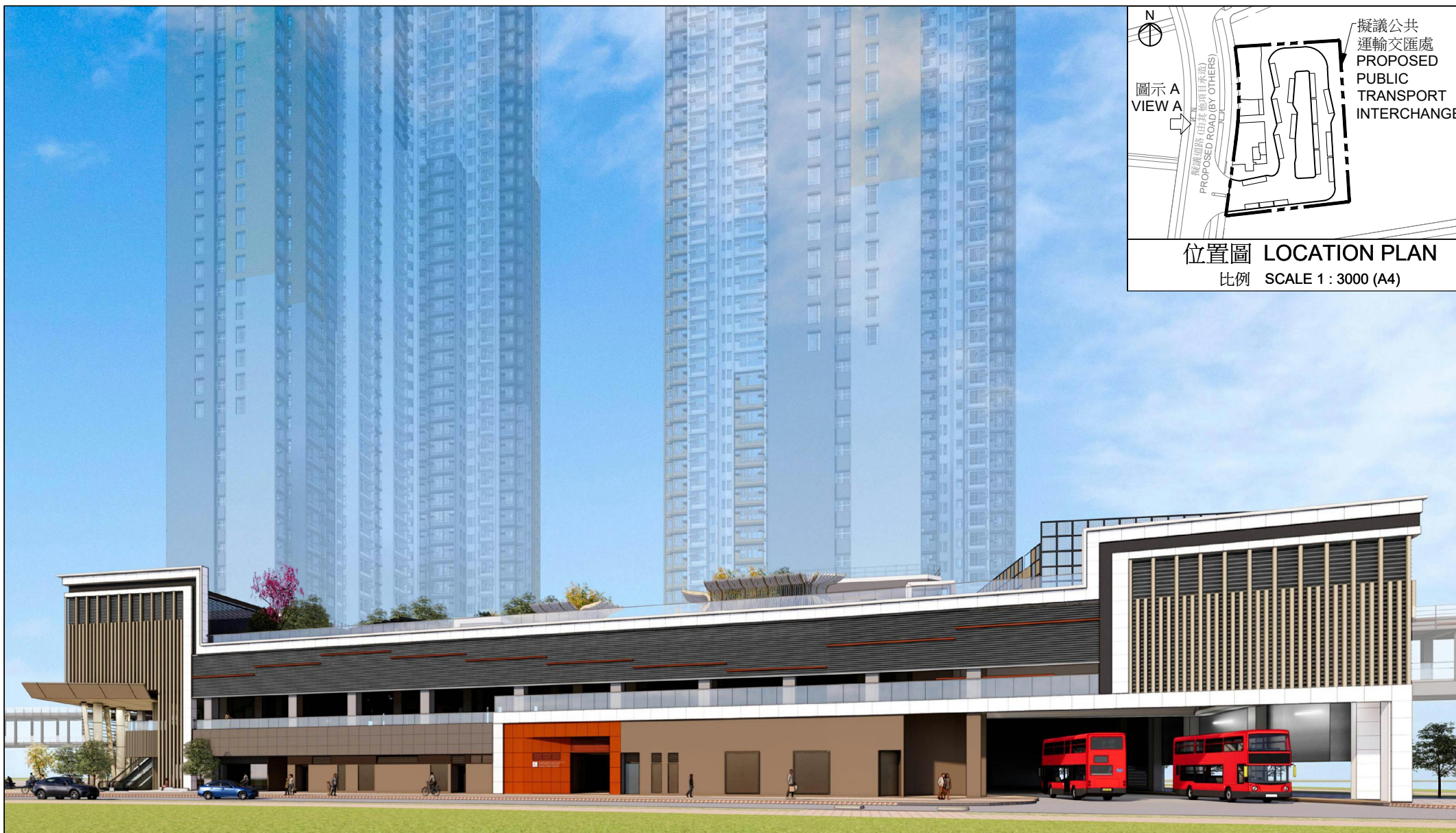
工程計劃項目編號 88TI  
粉嶺北第15區東的公共運輸交匯處  
PWP ITEM NO. 88TI

PUBLIC TRANSPORT INTERCHANGE AT FANLING NORTH AREA 15 EAST

工地平面圖  
SITE PLAN

比例 SCALE 1:1500 (A4)





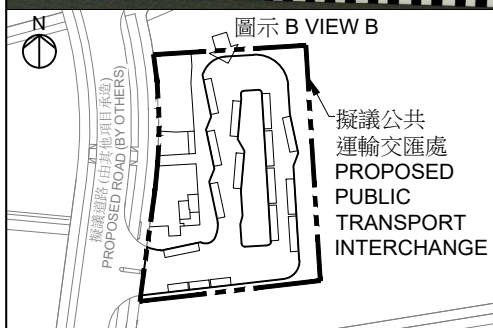
圖示 A VIEW A

工程計劃項目編號 88TI  
粉嶺北第15區東的公共運輸交匯處  
PWP ITEM NO. 88TI

PUBLIC TRANSPORT INTERCHANGE AT FANLING NORTH AREA 15 EAST

構思圖  
ARTIST'S IMPRESSION  
DRAWING





位置圖 LOCATION PLAN  
比例 SCALE 1 : 3000 (A4)

圖示 B VIEW B

工程計劃項目編號 88TI  
粉嶺北第15區東的公共運輸交匯處  
PWP ITEM NO. 88TI

PUBLIC TRANSPORT INTERCHANGE AT FANLING NORTH AREA 15 EAST

構思圖  
ARTIST'S IMPRESSION  
DRAWING

**Key development parameters of the public housing development  
at Fanling North Area 15 East**

<b>Site area</b>	About 4.54 hectares
<b>Total plot ratio</b>	6.09
<b>Building height restriction</b>	128 metres above Principal Datum (eastern part) 137 metres above Principal Datum (western part)
<b>No. of domestic blocks</b>	6
<b>No. of flats</b>	About 6 170
<b>Projected population</b>	About 15 520
<b>Completion date</b>	In phase from 2026
<b>Non-domestic facilities</b>	Ancillary parking spaces, landscaped open spaces, kindergartens, recreational, social welfare (Note 1) and retail facilities etc.

Note 1: The following facilities will be provided according to the requirement of the Social Welfare Department: Residential Care Home for the Elderly, Neighbourhood Elderly Centre, Day Care Centre for the Elderly, Home Care Services for Frail Elderly Persons, District Support Centre for Persons with Disabilities and Child Care Centre.