

## ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

### HEAD 703 – BUILDINGS

#### Support – Others

**185GK – Reprovisioning of Transport Department's vehicle examination centres at Tsing Yi**

#### Recreation, Culture and Amenities – Sports facilities

**281RS – Reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir**

Members are invited to recommend to the Finance Committee the upgrading of **185GK** and **281RS** to Category A at estimated costs of \$2,862.7 million and \$382.2 million in money-of-the-day prices respectively.

### PROBLEM

We need to carry out the following projects to enable reprovisioning of the facilities affected by planned developments and implementation of open space project in Kowloon East –

- (a) **185GK** to relocate the three vehicle examination centres (VECs) of the Transport Department currently located at Kowloon Bay (KB) and To Kwa Wan (TKW) to Tsing Yi in order to release the sites for the planned developments in Kowloon East; and
- (b) **281RS** to reprovision the affected facilities of Tsun Yip Street Playground to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir.

/ PROPOSAL .....

**PROPOSAL**

2. The Director of Architectural Services, with the support of the Secretary for Development, proposes to upgrade the following projects to Category A –

- (a) **185GK** at an estimated cost of \$2,862.7 million in money-of-the-day (MOD) prices for the relocation of the existing KB VEC, New Kowloon Bay VEC and TKW VEC to Tsing Yi; and
- (b) **281RS** at an estimated cost of \$382.2 million in MOD prices for the reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir.

**PROJECT SCOPE AND NATURE**

\_\_\_\_\_ 3. Details of the above two projects are provided at Enclosures 1 and 2 respectively.

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Development Bureau  
October 2017

**Reprovisioning of Transport Department's Vehicle Examination Centres at Tsing Yi**

**PROJECT SCOPE AND NATURE**

The proposed scope of works of **185GK** comprises –

- (a) construction of a new four-storey vehicle examination centre (VEC) at Sai Tso Wan, Tsing Yi for reprovisioning of the three existing VECs, namely Kowloon Bay (KB) VEC, New Kowloon Bay (NKB) VEC and To Kwa Wan (TKW) VEC;
- (b) road widening works of approximately 485 metres in length along the eastern side of Sai Tso Wan Road; and
- (c) decontamination and demolition of the three existing VECs.

2. The project site covers an area of about 34 050 square metres (m<sup>2</sup>) at Sai Tso Wan, Tsing Yi. The site is currently occupied by a temporary vehicle park under a Short Term Tenancy (STT). The new VEC will include the following facilities –

- (a) 30 inspection lanes for different kinds of vehicles;
- (b) ten chassis dynamometers for commercial vehicles;
- (c) ancillary facilities for vehicle examination such as tilting stability test platform, a track lane and test ramps for brake testing, a swept circle testing area and axle weigh bridges;
- (d) vehicle queuing and waiting areas; and
- (e) office accommodation, ancillary plant rooms and parking spaces, etc.

3. A site plan, layout plans, a sectional plan, an artist's impression and a barrier free access plan for the proposed new VEC are at Annexes 1 to 7 to Enclosure 1. Details of the facilities and operation of the new VEC are set out in Annex 8 to Enclosure 1. Location plans of the three existing VECs are at Annexes 9 and 10 to Enclosure 1. Subject to funding approval of the Finance Committee (FC), we plan to commence the construction works in the first quarter of 2018 for completion in the third quarter of 2020, with the new VEC anticipated to commence operation around the first quarter of 2021. The subsequent decontamination works and demolition works for the three existing VECs are scheduled for completion in the fourth quarter of 2021 and the first quarter of 2023 respectively.

### JUSTIFICATION

4. The Energizing Kowloon East (EKE) initiative was first announced in the 2011-12 Policy Address with an objective to transform KE (including Kai Tak Development, KB Business Area and Kwun Tong Business Area) into an attractive core business district (CBD) to sustain Hong Kong's economic development. The Government pledged in subsequent Policy Addresses to facilitate the provision of new commercial/office land to realise the potential of KE. One of the measures is through relocating or rationalising the existing government facilities in the KB and Kwun Tong Action Areas in KE.

5. The existing KB VEC and NKB VEC are located within the KB Action Area (KBAA). Under the Conceptual Master Plan for EKE, KBAA is planned to be developed into a commercial/office hub which could provide about 480 000 m<sup>2</sup> of commercial floor space. Relocating these two VECs would release the development potential and facilitate comprehensive development of KBAA.

6. The relocation of the existing TKW VEC is to make way for the planned development at Kai Tak. It includes a continuous waterfront promenade which echoes with the EKE policy objective to provide quality open space for public enjoyment.

7. Besides, the new VEC at Sai Tso Wan, Tsing Yi will provide better facilities for carrying out vehicle examination services by the Transport Department and enhance operational efficiency and flexibility, which is conducive to providing better services to the public.

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8. In order to minimise the possible traffic impact on the neighbourhood and also to enhance the operational efficiency of the new VEC, road widening works will be carried out on Sai Tso Wan Road to improve the traffic near the project site.

## FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the project to be \$2,862.7 million in MOD prices (please see paragraph 11 below), broken down as follows –

	<b>\$ million</b>
(a) Site works	17.1
(b) Geotechnical works	16.8
(c) Foundation	35.3
(d) Building <sup>1</sup>	1,194.3
(e) Building services <sup>2</sup>	459.9
(f) Drainage	37.1
(g) External works <sup>3</sup>	113.3
(h) Decontamination and demolition of existing VECs	36.0
(i) Additional energy conservation, green and recycled features	36.1
(j) Furniture and equipment (F&E) <sup>4</sup>	191.0

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<sup>1</sup> Building works cover construction of superstructure of the building.

<sup>2</sup> Building services works cover the electrical installations, ventilation and air-conditioning installations, fire services installations, lifts and other specialist installations.

<sup>3</sup> External works comprise landscape works and road widening works, etc.

		<b>\$ million</b>	
(k)	Consultants' fees for	6.2	
	(i) contract administration	5.8	
	(ii) management of resident site staff (RSS)	0.4	
(l)	Remuneration of RSS	3.6	
(m)	Contingencies	164.7	
	Sub-total	2,311.4	(in September 2017 prices)
(n)	Provision for price adjustment	551.3	
	Total	2,862.7	(in MOD prices)

10. We propose to engage consultants to undertake contract administration service and site supervision for the project. A detailed breakdown of the estimate for consultants' fees and RSS staff costs by man-month is at Annex 11 to Enclosure 1. The total construction floor area (CFA) of **185GK** is about 64 530 m<sup>2</sup>. The estimated construction unit cost, represented by the building and building services costs, is \$25,635 per m<sup>2</sup> of CFA in September 2017 prices. We consider the estimated project cost reasonable.

11. Subject to funding approval, we will phase the expenditure as follows –

<b>Year</b>	<b>\$ million (Sept 2017)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2018 – 19	100.0	1.05125	105.1
2019 – 20	320.0	1.10907	354.9
2020 – 21	820.0	1.17007	959.5
2021 – 22	250.0	1.23003	307.5
2022 – 23	223.0	1.29154	288.0
			/2023 – 24.....

<sup>4</sup> The estimated cost of furniture and equipment including vehicle examination equipment is based on an indicative list of F&E items.

<b>Year</b>	<b>\$ million (Sept 2017)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2023 – 24	212.0	1.35611	287.5
2024 – 25	200.0	1.41883	283.8
2025 – 26	186.4	1.48268	276.4
	<hr/> 2,311.4 <hr/>		<hr/> 2,862.7 <hr/>

12. 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 2018 to 2026. We will deliver the construction works of the new VEC through a design-and-build contract while the demolition of the three existing VECs is to be delivered through a separate contract. We will award the design-and-build contract on a lump-sum basis because we can clearly define the scope of the works in advance. The contract will provide for price adjustments.

13. We estimate the additional annual recurrent expenditure arising from the proposed works to be about \$51.3 million. The capital and recurrent costs arising from the project would be taken into consideration when determining the relevant fees and charges in accordance with the "cost-recovery" and "user pays" principle.

## **PUBLIC CONSULTATION**

### ***Kwai Tsing District Council***

14. The Traffic and Transport Committee (T&TC) of the Kwai Tsing District Council (K&TDC) was consulted on 16 April 2015 on the proposed relocation of the three existing VECs to Tsing Yi. The T&TC did not object to the project, but some members raised questions on the traffic impact in the vicinity after commissioning of the new VEC; the reprovisioning of the existing temporary parking spaces on the project site, and some detailed arrangements during the construction and operational stages of the new VEC. We provided supplementary information to T&TC on 20 May 2015 and suitably addressed their comments in formulating the traffic mitigation measures. No further adverse comment was received.

15. An information paper on this project was submitted to the T&TC of K&TDC on 1 April 2016 to update the latest progress of the project. A site visit with T&TC members was also conducted on 8 April 2016. No further adverse comment was received from K&TDC.

### ***Trades***

16. We consulted relevant trades<sup>5</sup> in April 2015 on the proposed relocation of the three existing VECs to Tsing Yi. Further trade engagement meetings were conducted in April 2016. While the trades generally raised no objection to the proposal, some of the trade members raised concerns on the traffic impact on the nearby roads and the reprovisioning of the existing temporary parking spaces. We explained the proposed traffic mitigation measures and the reprovisioning arrangement for the existing temporary parking spaces to them. These members of the trades then raised no further objection to the proposals in general.

17. Some representatives of non-franchised bus associations submitted a letter to the Panel on Development on 15 December 2016. They suggested that the Government should, inter alia, consider reprovisioning the VECs in remote areas such as Kam Tin, Yuen Long and Tin Shui Wai with bus repair workshops nearby. Their main concern was related to the shortage of parking spaces for non-franchised buses in the territory. They requested the Government to consider providing more parking spaces for non-franchised buses in the planning of new areas, and allowing night-time roadside parking. We sent a letter on 11 January 2017 to respond to the issues raised, which is attached at Annex 12 to Enclosure 1 for Members' information. We have not heard from the associations since then.

### ***Panel on Development***

18. We submitted an information paper on the project to the Panel on Development on 23 June 2015 to inform Panel Members of the proposal to relocate the three existing VECs to Tsing Yi, and the Government's plan to invite tenders for the design-and-build contract for the new VEC in the third quarter of 2015. Panel Members did not raise any comment.

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<sup>5</sup> Viz. maintenance trades for trailer and goods vehicles, non-franchised buses, light buses and taxis.

19. We consulted the Panel on Development on 24 May 2016 to seek Panel Members' support to upgrade the project to Category A. Some Members raised concerns mainly on the traffic impact of the new VEC on Tsing Yi and requested an extract of the Traffic Impact Assessment (TIA) in respect of the proposed project and supplementary information on the proposed road widening works along Sai Tso Wan Road. The project was not supported by the Panel. The supplementary information to address Members' concerns was submitted on 14 July 2016 and no further comment was received.

20. To ensure that the TIA findings are up-to-date, a Supplementary Traffic Study was conducted between September and November 2016 to update the latest traffic condition, planned developments, and the latest utilisation rate of temporary vehicle parking sites on Tsing Yi. Similar to the findings of the previous TIA, the Supplementary Traffic Study confirms that the new VEC's impact on the adjacent road network would be insignificant and the proposed reprovisioning of temporary parking spaces could cater for the demand for vehicle parking on Tsing Yi. We consulted the Panel on Development again on 16 December 2016. The project was marginally not supported by the Panel. Some Members were concerned about technical issues including the traffic impact generated by the new VEC on Tam Kon Shan Interchange and Sai Tso Wan Road, whether consultation with the nearby dockyards had been conducted, the reprovisioning of the temporary vehicle parking spaces on the project site, the capacity of the new VEC, and the feasibility of co-locating public vehicle parking spaces within the new VEC in a multi-storey building. We provided written responses (Annex 13 to Enclosure 1) on 27 January 2017 and also explained the details to the concerned Panel Members. No adverse comment was further received.

21. We submitted a supplementary information paper, which was circulated to Panel Members on 24 February 2017, to update Panel Members on the latest progress of the project and follow-up actions arising from the discussion at the Panel meeting on 16 December 2016. No further comment was received. Given that the issues raised by the Panel Members have been addressed and there is already a 18-month delay compared with the original programme of the project, we submit this project to the Public Works Subcommittee to seek Members' support for upgrading the project to Category A.

/ENVIRONMENTAL .....

**ENVIRONMENTAL IMPLICATIONS**

22. The project is not a designated project under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). We completed a Preliminary Environmental Review (PER) in March 2016. The PER concluded that the project would not cause long-term adverse environmental impacts. We have included in the project estimates the cost to implement suitable mitigation measures recommended in the PER to control short-term environmental impacts at the construction and demolition (C&D) stages.

23. We engaged consultants to prepare the Land Contamination Assessments (LCAs) for the three existing VECs. According to the LCA for the two VECs at Kowloon Bay, further site investigation is required in order to determine the extent of contamination and propose appropriate remediation works if required. The LCA for the VEC at To Kwa Wan concluded that no land contamination is identified and remediation works are not required.

24. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) 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<sup>6</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

25. At the start of C&D stages, we will require the contractor to submit for approval a waste management plan (WMP) setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved WMP. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system and ensure that the disposal of inert construction waste and non-inert construction waste will be delivered to the designated public fill reception facilities and landfills respectively as specified in the tender documents. We will record the disposal, reuse and recycling of construction waste for monitoring purpose.

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<sup>6</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 in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

26. During C&D works, we will control noise, dust and site run-off nuisances to levels within established standards and guidelines through the implementation of mitigation measures in the relevant contracts. These measures include use of silencers, mufflers, acoustic lining or shields for noisy activities to reduce noise impact, frequent cleaning and watering of the sites, and provision of wheel-washing facilities. We will carry out site inspections to ensure that these recommended mitigation measures and good site practices are properly implemented.

27. We estimate that the project will generate in total 91 270 tonnes of construction waste which comprises 79 650 tonnes and 11 620 tonnes of inert and non-inert construction waste respectively. For the inert construction waste, we will reuse 34 850 tonnes (38.2% of the total construction wastes) on site and deliver the remaining 44 800 tonnes (49.1% of the total construction wastes) to public fill reception facilities for subsequent reuse. We will dispose of all the 11 620 tonnes (12.7% of the total construction wastes) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$5.5 million 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)).

## **TRAFFIC IMPLICATIONS**

28. We completed a TIA for the new VEC in early 2016. Both inbound and outbound traffic directions were calculated in the traffic assessment. Having regard to the concerns raised by some Panel Members on 24 May 2016 and to ensure that the assessment findings could reflect the latest situation, a Supplementary Traffic Study was conducted from September to November 2016 to update the latest traffic conditions and planned developments on Tsing Yi. The traffic assessment covered all major roundabouts and key road junctions on Tsing Yi. Similar to the findings of the previous TIA, the Supplementary Traffic Study confirmed that the new VEC's impact on the adjacent road network would be insignificant. With the proposed traffic measures, the new VEC would not cause any significant traffic impact to the surrounding areas. All major roundabouts and key road junctions would operate with satisfactory performance.

**/HERITAGE .....**

## **HERITAGE IMPLICATIONS**

29. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites and buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

30. The project does not require any land acquisition.

## **ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES**

31. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular –

- (a) water-cooled chillers (evaporative cooling tower using fresh water);
- (b) variable speed drive for chillers;
- (c) automatic demand control of chilled water circulation system;
- (d) solar hot water system; and
- (e) photovoltaic system.

32. For greening features, we will provide greening at the pedestrian zone and roof, and vertical greening at building façades as well as landscape features for environmental and amenity benefits.

33. For recycled features, we will adopt a rainwater harvesting system for landscape irrigation.

34. The total estimated additional cost for adoption of the above features is around \$36.1 million (including \$3.7 million for energy efficient features), which has been included in the cost estimate of this project. The features will achieve 5.2% energy savings in the annual energy consumption with a payback period of about seven years.

**/BACKGROUND .....**

**BACKGROUND**

35. We upgraded **185GK** to Category B in September 2014.

36. We engaged consultants to carry out a Quantitative Risk Assessment in late 2013 as the site falls within the consultation zones of the nearby oil depots; and a TIA in early 2014 to address the traffic issues and recommend necessary mitigation measures for the project. The total cost of about \$0.7 million was charged to block allocation **Subhead 7100CX** “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”.

37. Between end 2014 and early 2016, we employed consultants and contractors to carry out site investigations, utility mapping, geotechnical, topographical and tree survey, micro-climate study and PER for the proposed new VEC, and asbestos investigation for the three existing VECs. We also engaged quantity surveying consultant to prepare the tender documents and the Electrical and Mechanical Services Trading Fund to carry out design for the vehicle examination equipment and the associated electronics and information technology system for the new VEC. The total estimated cost of the above-mentioned services is about \$16.6 million. We charged this amount to block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”.

38. We engaged a consultant to undertake a study on the reprovisioning of the existing temporary vehicle parking facilities on the project site to identify possible reprovisioning sites. The study was completed in late 2015 at a cost of about \$0.2 million, which was charged to block allocation **Head 159 Subhead 000** “Operational Expenses” of the Development Bureau.

39. We engaged a consultant to undertake a Supplementary Traffic Study for the proposed new VEC to review the latest traffic condition and impacts of the new VEC, and reprovisioning of the temporary vehicle parking facilities on Tsing Yi. The study was completed in November 2016 at a cost of about \$0.4 million, which was charged to block allocation **Head 159 Subhead 000** “Operational Expenses” of the Development Bureau.

40. The proposed new VEC site basically falls within the “Industrial” zone on the approved Tsing Yi OZP No. S/TY/28. According to the Notes of the OZP, ‘Government Use (not elsewhere specified)’ is always permitted in this zone.

41. Of the 250 trees within the site boundary of the new VEC and the road widening works, 108 trees will be preserved and 142 trees will be felled subject to finalisation of design. All trees to be felled are not important trees<sup>7</sup>. We will incorporate planting proposals as part of the project, including estimated quantities of 142 trees, 60 000 shrubs, 90 000 groundcovers, and 5 000 m<sup>2</sup> of grassed area.

42. For the demolition of the three existing VECs in KB and TKW, it will not involve any tree removal or planting proposal. All trees identified within the site will be preserved.

43. We estimate that the proposed works will create about 920 jobs (800 for labourers and 120 for professional/technical staff) providing a total employment of 17 500 man-months.

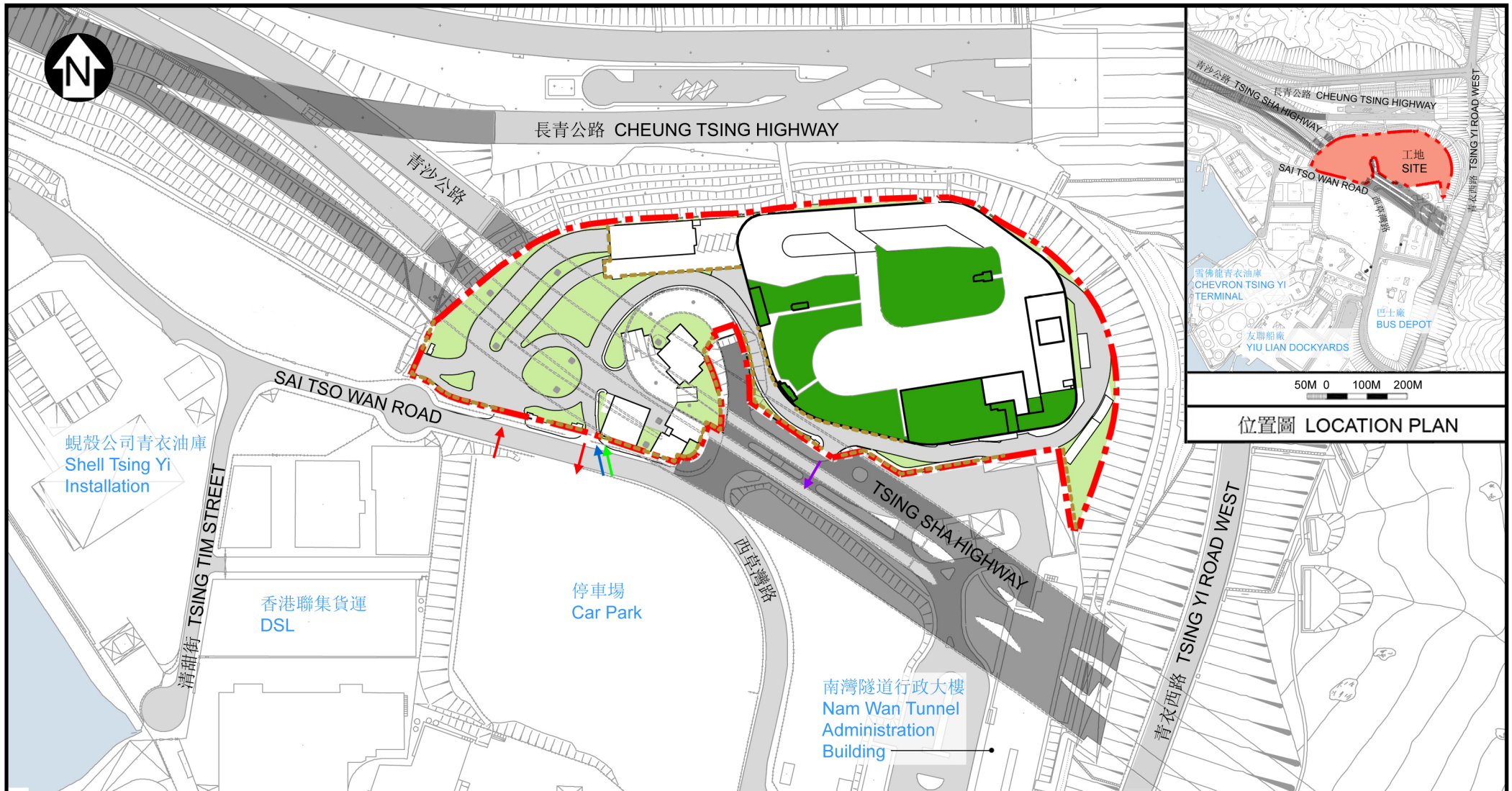
44. In April 2017, we submitted PWSC(2016-17)48 which invited Members to recommend to the FC the upgrading of **185GK** to Category A. The paper was not discussed by the PWSC during the 2016-17 legislative session. This paper supersedes PWSC(2016-17)48 to update the works programme and phasing of expenditure.

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<sup>7</sup> “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 tree, tree 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 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 trunk diameter equal to or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.



圖例 LEGEND

- |                                      |                                   |                         |                           |                                      |
|--------------------------------------|-----------------------------------|-------------------------|---------------------------|--------------------------------------|
| 車輛出入口<br>VEHICULAR INGRESS/EGRESS    | 行人出入口<br>PEDESTRIAN ENTRANCE/EXIT | 工地界線<br>SITE BOUNDARY   | 地面綠化<br>AT-GRADE GREENING | 緊急車輛出口<br>EMERGENCY VEHICULAR EGRESS |
| 無障礙出入口<br>BARRIER-FREE ENTRANCE/EXIT | 垂直綠化<br>VERTICAL GREENING         | 屋面綠化<br>LANDSCAPED ROOF |                           |                                      |

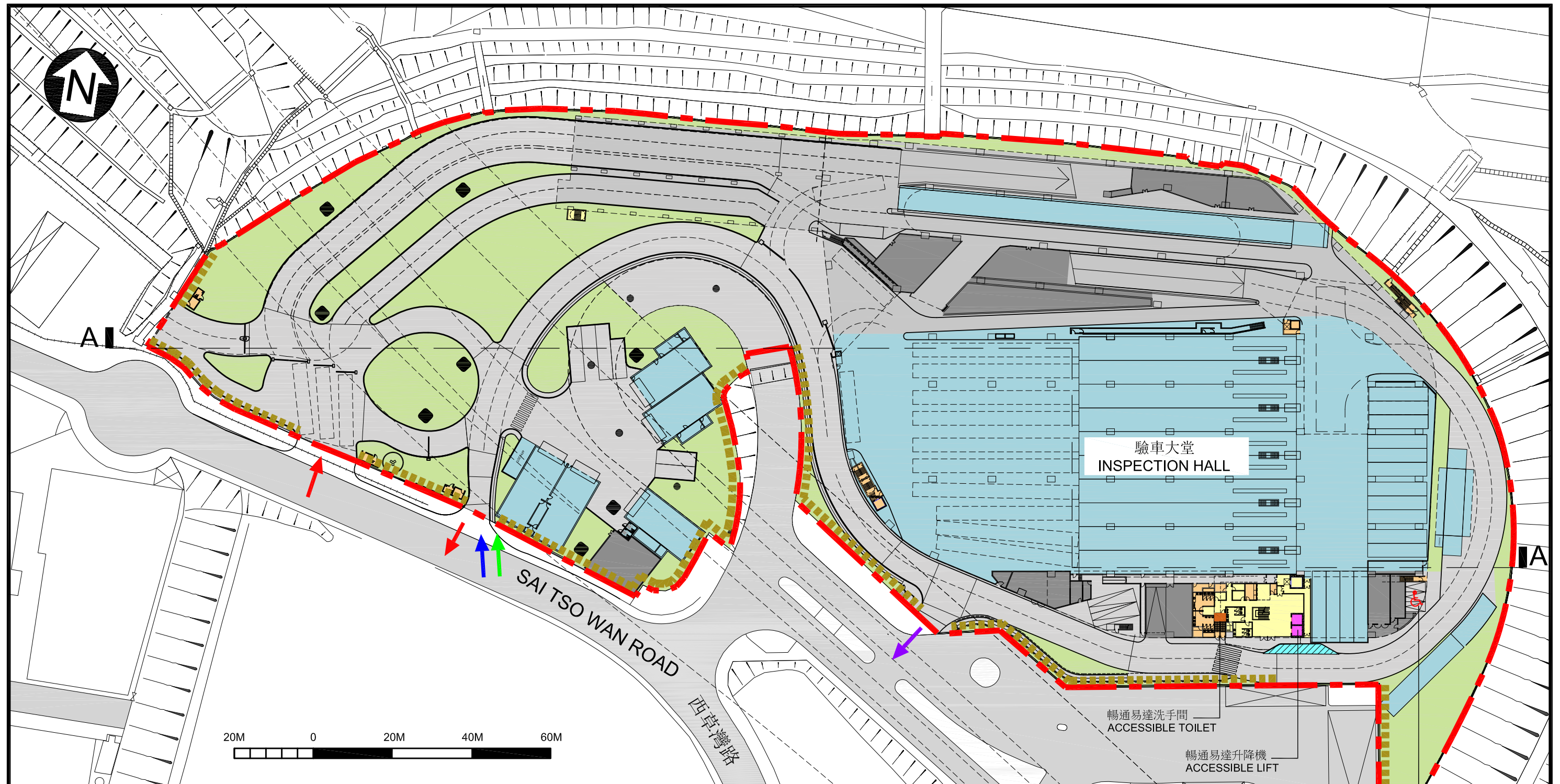


工地平面圖  
SITE PLAN

185GK  
重置運輸署驗車中心往青衣  
REPROVISIONING OF TRANSPORT DEPARTMENT'S  
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署



LEGEND 圖例

- 車輛出入口  
VEHICULAR INGRESS/EGRESS
- 行人出入口  
PEDESTRIAN ENTRANCE/EXIT
- 無障礙出入口  
BARRIER-FREE ENTRANCE/EXIT

- 緊急車輛出口  
EMERGENCY VEHICULAR EGRESS
- 工地界線  
SITE BOUNDARY
- 垂直綠化  
VERTICAL GREENING

- 上落客處  
DROP OFF & PICK-UP AREA
- 公用地方  
COMMON AREA
- 職員區域  
STAFF AREA

- 檢驗設施  
TESTING FACILITIES
- 暢通易達洗手間  
ACCESSIBLE TOILET
- 暢通易達升降機  
ACCESSIBLE LIFT

- 暢通易達停車位  
ACCESSIBLE CAR PARKING SPACE
- 地面綠化  
AT-GRADE GREENING
- 機房  
PLANT ROOMS

地面層平面圖

LEVEL 1 GROUND FLOOR PLAN

185GK

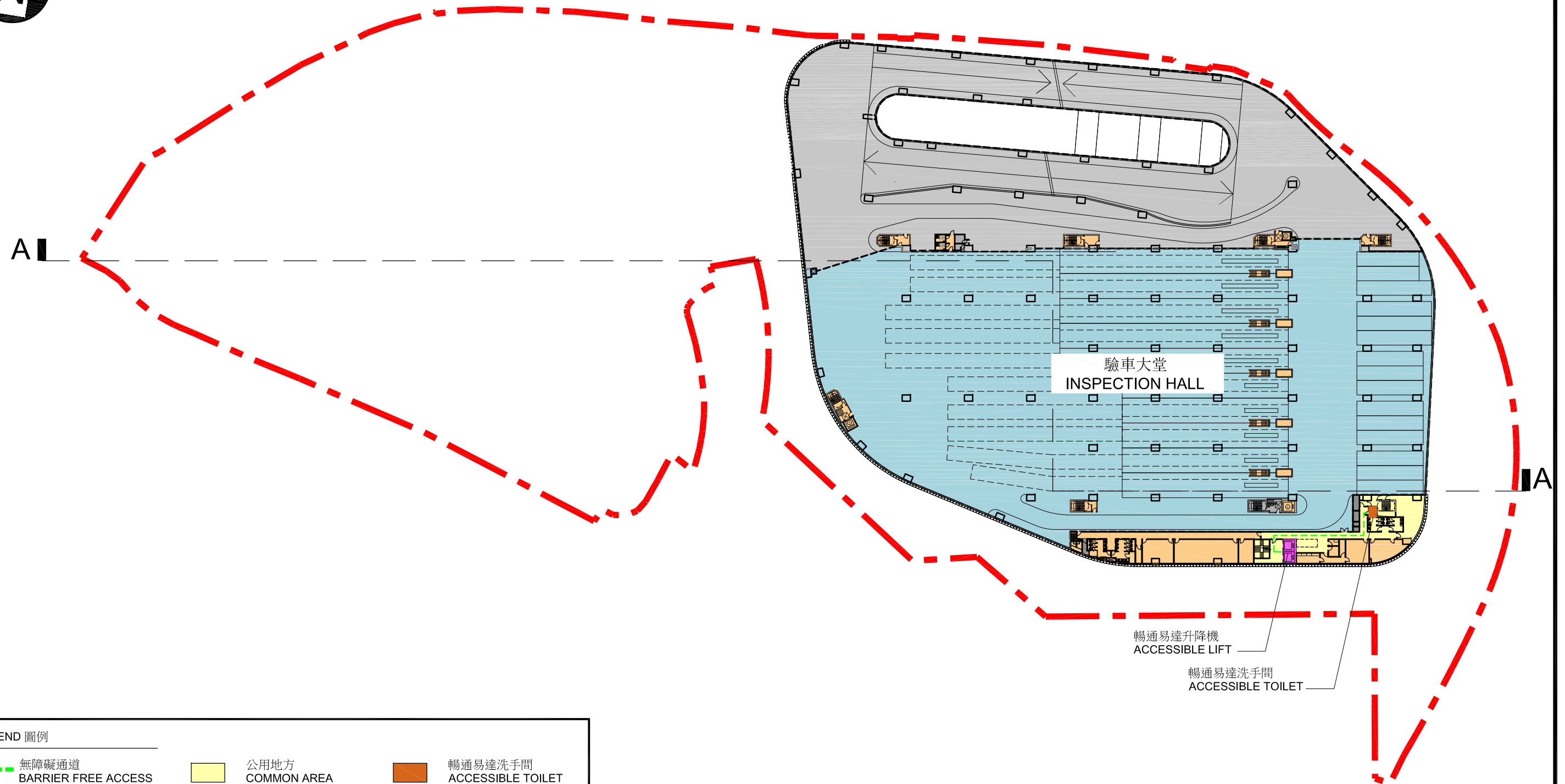
重置運輸署驗車中心往青衣

REPROVISIONING OF TRANSPORT DEPARTMENT'S  
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL  
SERVICES  
DEPARTMENT

建築署



LEGDEND 圖例

無障礙通道  
BARRIER FREE ACCESS

工地界線  
SITE BOUNDARY

公用地方  
COMMON AREA

職員區域  
STAFF AREA

檢驗設施  
TESTING FACILITIES

暢通易達洗手間  
ACCESSIBLE TOILET

暢通易達升降機  
ACCESSIBLE LIFT

機房  
PLANT ROOMS

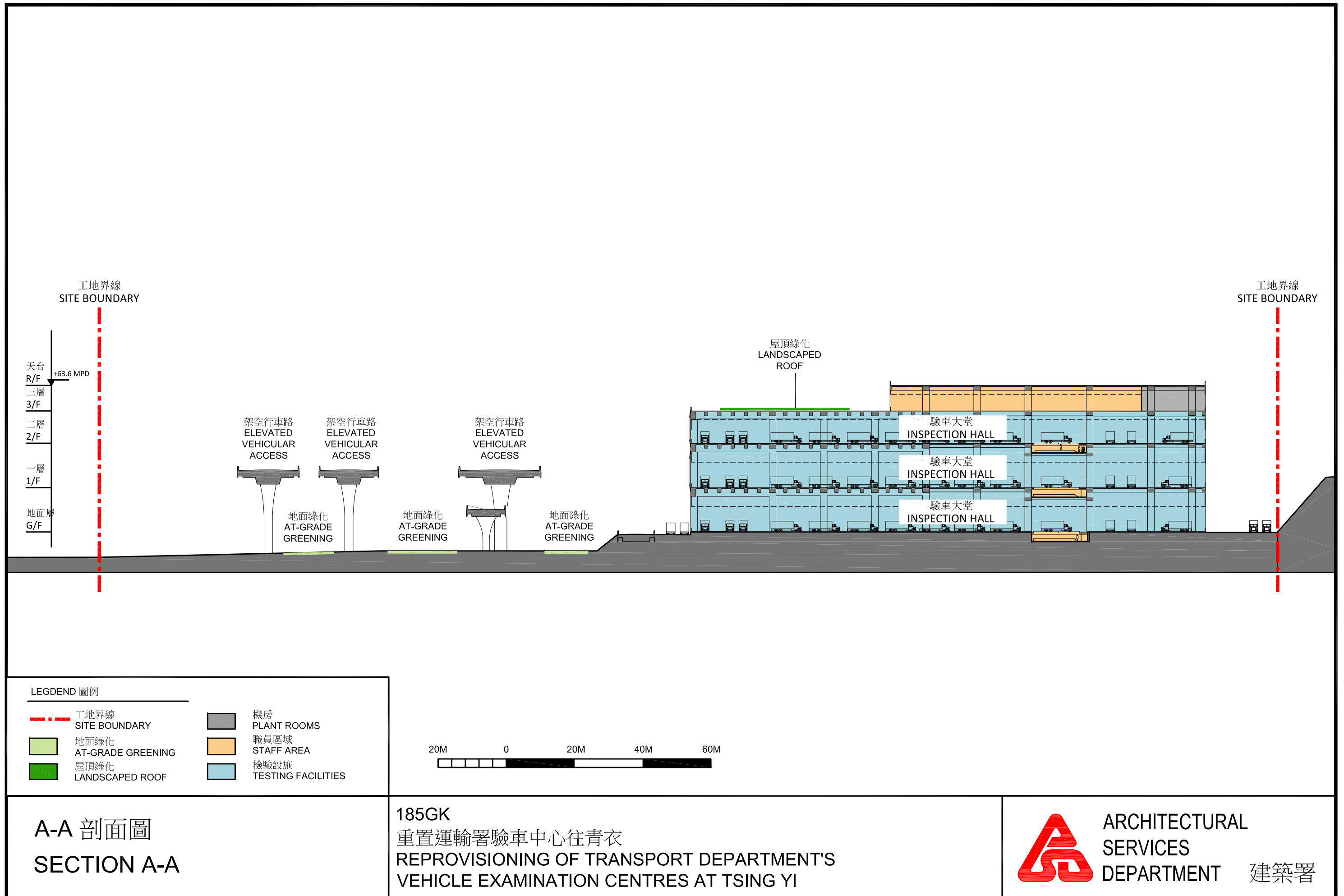
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標準層平面圖 (一至二層)  
TYPICAL FLOOR PLAN (1-2/F)

185GK  
重置運輸署驗車中心往青衣  
REPROVISIONING OF TRANSPORT DEPARTMENT'S  
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署





BIRD'S EYE VIEW FROM SOUTHWESTERN DIRECTION (ARTIST'S IMPRESSION)

從西南面望向新驗車中心的構思鳥瞰圖

構思圖

ARTIST'S IMPRESSION

185GK

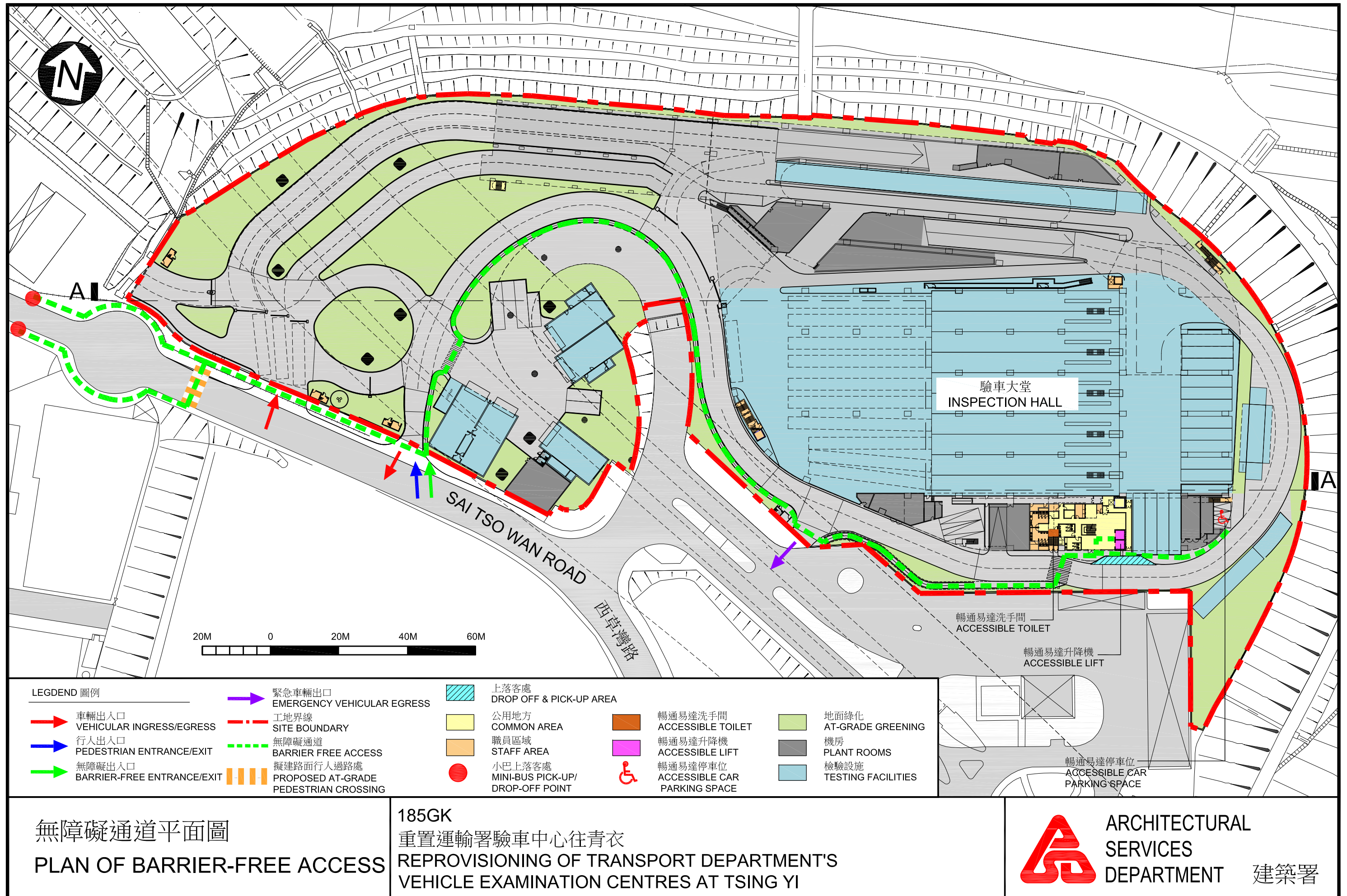
重置運輸署驗車中心往青衣

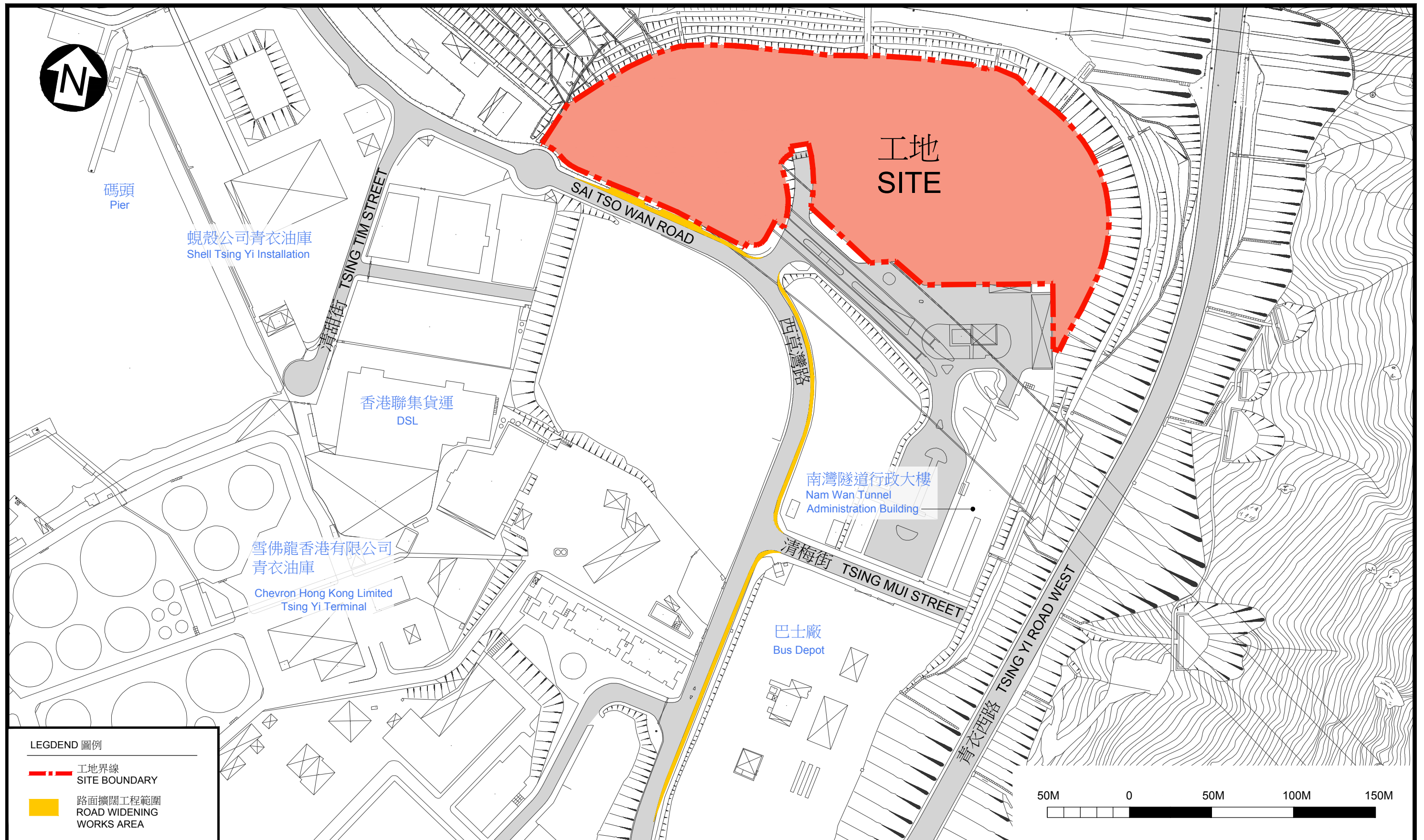
REPROVISIONING OF TRANSPORT DEPARTMENT'S  
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL  
SERVICES  
DEPARTMENT

建築署





路面擴闊工程平面圖  
ROAD WIDENING WORKS SITE PLAN

185GK  
重置運輸署驗車中心往青衣  
REPROVISIONING OF TRANSPORT DEPARTMENT'S  
VEHICLE EXAMINATION CENTRES AT TSING YI

**Details of the Facilities and Operation  
of the Proposed New Vehicle Examination Centre (VEC) at Tsing Yi**

1. Services currently provided by the three existing VECs will be reprovisioned in the new VEC in Tsing Yi as follows –

- i) annual vehicle examination for commercial vehicles (including taxis, light buses, non-franchised buses, goods vehicles, trailers, special-purpose vehicles);
- ii) pre-registration vehicle examination for parallel-import vehicles and vehicles with non-factory-built bodies; and
- iii) other vehicle examinations such as call-up inspections, type approval inspections (for new vehicle types), vehicle alteration inspections, etc.

Facilities of the proposed new VEC

2. The new VEC will be equipped with the following facilities –

*Inspection Lanes*

- 30 inspection lanes to serve different classes of vehicles, organised in 10 lanes per floor. Types include goods vehicle inspection lanes, trailer inspection lanes, bus inspection lanes, taxi inspection lanes, parallel-import vehicle inspection lanes, type approval inspection lanes and motorcycle inspection lanes.

*Vehicle Testing Facilities*

- ten chassis dynamometers for emission testing of commercial vehicles;
- one tilting stability test platform for tilt testing of buses during type-approval examinations;
- brake testing lane and test ramps for different types of vehicles; and
- other ancillary facilities for vehicle examination such as swept-circle test area, axle weigh bridges and four-post hoists.

/Others .....

*Others*

- Vehicle waiting and queuing spaces;
- office accommodation (including appointment offices);
- plant rooms, parking spaces for visitors, etc.; and
- electronic and information technology systems related to vehicle examination, security and operational surveillance, vehicle circulation management, etc.

Operation of the new VEC

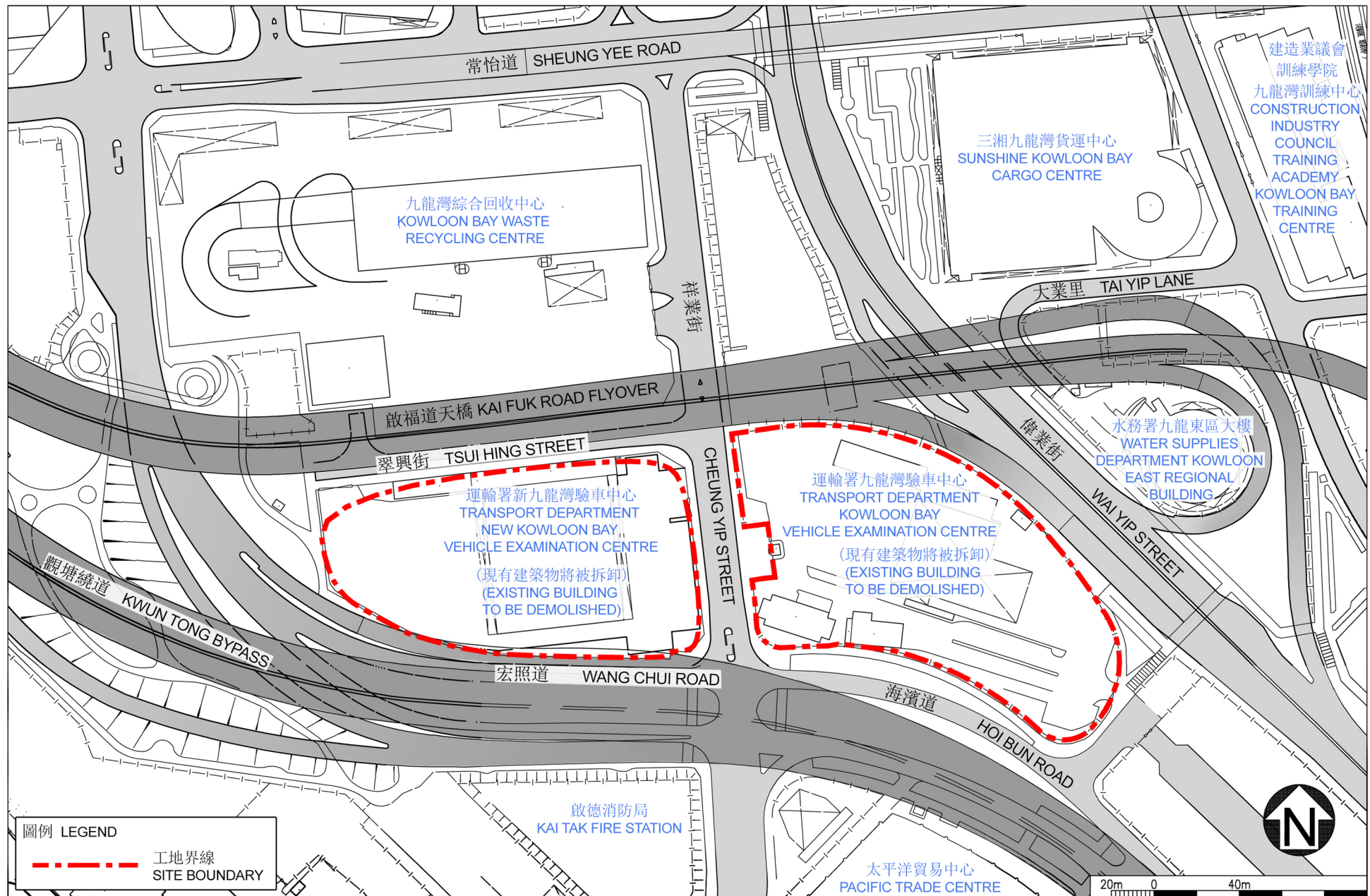
3. The new VEC in Tsing Yi will accommodate 30 vehicle inspection lanes on different floors, together with other necessary vehicle testing facilities (such as chassis dynamometers, tilting stability test platform, etc.), capable of serving all vehicle classes such as taxi, light bus, bus, goods vehicle, trailer, etc. The design maximum handling capacity of the proposed new VEC is 1 000 vehicles per day.

4. A vehicle to undergo examination/inspection is required to make prior appointment. The vehicle owner or his/her agent can make the appointment through internet, or in person at the appointment office of the VEC. Specific date and time will be assigned for the vehicle examination appointment.

5. At the date of appointment, the vehicle will go into the VEC and wait at the available queuing spaces, and then go through different stages of inspection along the inspection lane, including visual check, lamp test, brake test, exhaust emission test, under-carriage inspection and any other inspections as required. Some vehicles will have to undergo certain tests at the vehicle testing facilities.

6. There will be about 200 staff in the new VEC including staff under outsourced services such as security, cleaning, etc. The Transport Department will arrange suitable transport to/from the nearest public transport points for government employees.

7. The normal opening hours of the new VEC is 8:30 to 18:00 on Monday to Friday and 8:30 to 13:00 on Saturday. The new VEC will open the entry gate earlier (i.e. about an hour before normal operation hours) to allow vehicles to queue inside the new VEC site, when necessary.

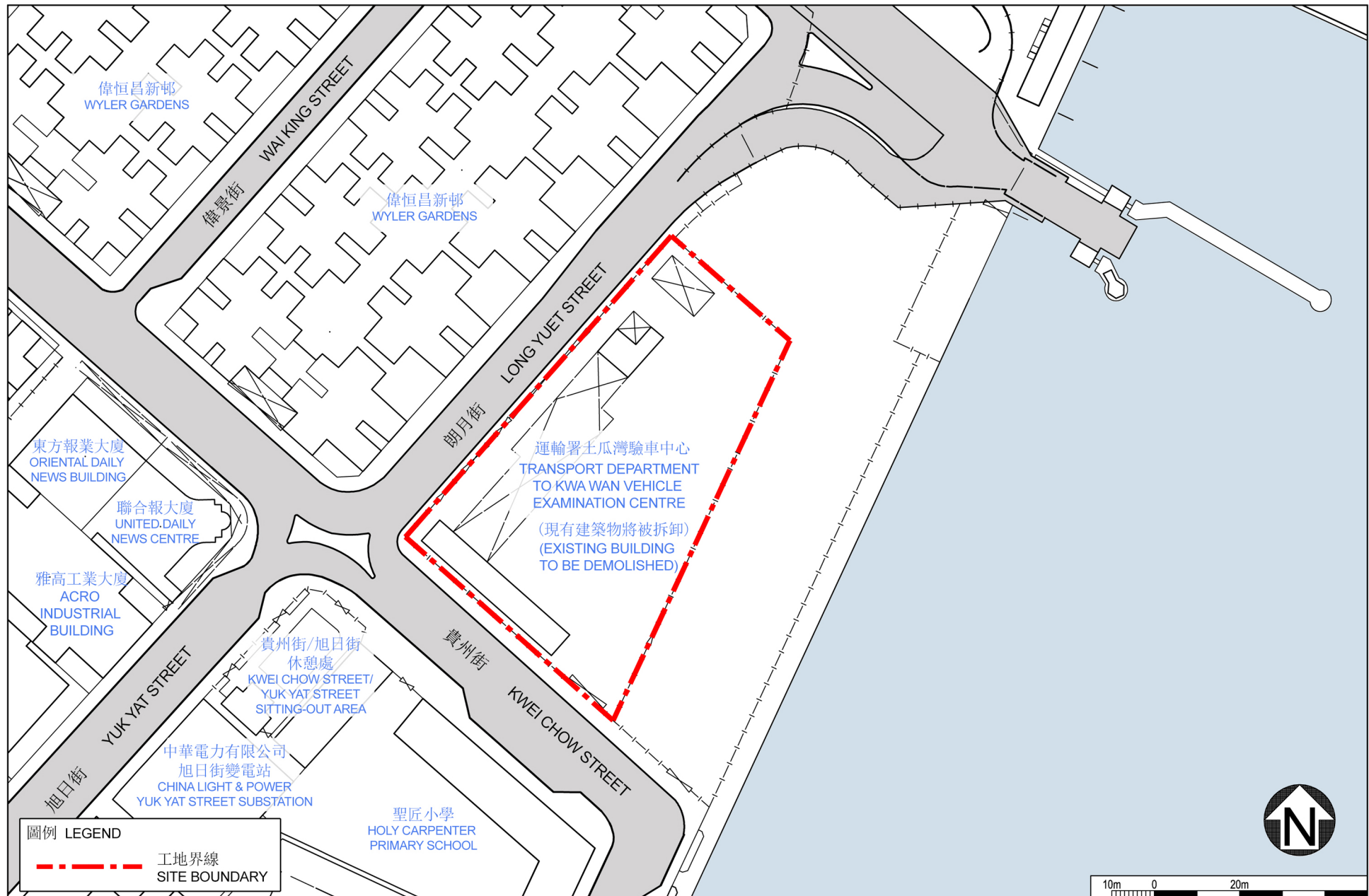


位於九龍灣的現有驗車中心位置圖  
LOCATION PLAN OF EXISTING  
VEHICLE EXAMINATION  
CENTRES IN KOWLOON BAY

185GK  
重置運輸署驗車中心往青衣  
REPROVISIONING OF TRANSPORT DEPARTMENT'S  
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署



位於土瓜灣的現有驗車中心位置圖  
LOCATION PLAN OF EXISTING  
VEHICLE EXAMINATION  
CENTRE IN TO KWA WAN

185GK  
重置運輸署驗車中心往青衣  
REPROVISIONING OF TRANSPORT DEPARTMENT'S  
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署

## 185GK – Reprovisioning of Transport Department's Vehicle Examination Centres at Tsing Yi

### Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2017 prices)

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a)	Consultants' fees for contract administration <sup>(note 2)</sup>	Professional	—	—	2.9
		Technical	—	—	2.9
				Sub-total	5.8
(b)	Resident site staff (RSS) costs <sup>(Note 3)</sup>	Professional	15	38	1.6
		Technical	47	14	1.6
				Sub-total	4.0
Comprising –					
(i)	Consultants' fees for management of RSS			0.4	
(ii)	Remuneration of RSS			3.6	
				<b>Total</b>	<b>9.8</b>

\* MPS = Master Pay Scale

#### Notes

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (subject to Finance Committee (FC)'s approval, MPS salary point 38 = \$78,775 per month and MPS salary point 14 = \$27,485 per month).
2. The consultants' fees for contract administration are calculated in accordance with the existing consultancy agreement for provision of contract administration and site supervision services for **185GK**. The assignment will only be executed subject to FC's approval to upgrade **185GK** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.

傳真文件

(傳真: 2782 0935)

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

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發展局  
起動九龍東辦事處  
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黃先生:

有關:重置運輸署驗車中心往青衣

就重置運輸署驗車中心項目事宜,我們在 2016 年 12 月 16 日發展事務委員會的會議上,得悉貴會在 2016 年 12 月 15 日致委員會主席的意見書,主要關注本港非專營巴士的泊車位短缺情況,要求政府考慮在規劃新區時,提供更多非專利巴士泊車位,並容許夜間路邊泊車;另建議政府考慮在偏遠地區重置驗車中心,例如附近設有巴士維修場地的錦田、元朗及天水圍。本辦事處已與運輸署統籌,現謹覆如下:

- (一) 現時三個需重置的驗車中心分別位於九龍灣及土瓜灣,主要為商用車輛(包括的士、小巴、貨車、非專營巴士等)提供檢驗服務,而各類不同車種的維修業界分佈於全港不同地區。現時政府驗車中心的車輛年檢服務除了在網上預約外,亦有部分人士親身往驗車中心作預約。驗車中心亦提供其他檢驗服務如召喚檢驗、車輛改動檢驗、新車款的類型評定等,這些受檢車輛亦來自全港不同地區。在平衡各項考慮因素下,青衣西草灣路的選址能方便整體業界。同時,新中心的位置亦遠離民居,避免了居民受交通及環境影響。相對於九龍灣及土瓜灣而言,青衣亦較接近新界西北的車輛維修場地。
- (二) 運輸署一直有透過推行一籃子措施,增加非專營巴士的泊車位數目,包括物色適當土地作為臨時停車場,並在現有合適的臨時停車

場於續約時，在合約條款中訂明只可供非專營巴士停泊，以及在不影響交通暢順、道路安全或妨礙其他道路使用者的前提下，在有泊車需求的地點加設非專營巴士路旁泊車位。此外，在規劃新區域及發展項目時，本署會參考《香港規劃標準與準則》的指引及考慮相關發展項目一帶的交通情況，制訂合適的泊車位要求，並將要求加入地契條款內，包括於合適的發展項目中，要求發展商額外提供適量的公眾非專營巴士泊車位。

- (三) 在泊車政策檢討方面，政府會優先考慮及配合商用車輛的泊車需求，並會因應日後的檢討結果研究改善措施。
- (四) 此外，運輸署正研究在全港不同地點為旅遊巴士和貨車提供夜間路旁泊車位的可行性。運輸署會就個別建議諮詢各區議會。截至2016年年底，運輸署已就217個建議的泊車位進行諮詢，其中142個泊車位已經決定落實，當中62個泊車位並已經實施。有關業界要求增設旅遊巴士泊車位的建議位置，運輸署會就建議作研究並跟進。

如對泊車事宜有疑問，請致電 3150-8200，聯絡運輸署策劃科高級工程師陳維德先生。

起動九龍東專員

區潔英 

2017年1月11日

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副本存：DEVB\W\EKEO\8—240/1/2

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**PWP Item No. 3185GK — Re-provisioning of Transport Department's  
Vehicle Examination Centres at Tsing Yi**

**Follow-up Actions Arising from the Discussion  
at the Meeting on 16 December 2016**

Supplementary information requested by the Panel on Development on 16 December 2016 is provided below:

- (a) given that Tsing Tsuen Bridge would be one of the main routes used by vehicles travelling to/from the proposed new Vehicle Examination Centre ("VEC") at Tsing Yi and these vehicles would have to change to a dedicated left-turn lane to Tsing Yi Road West when arriving at Tam Kon Shan Interchange from Tsing Tsuen Bridge, whether the commissioning of the new VEC would cause traffic congestion around the said dedicated left-turn lane; if yes, the measures to address this problem; if no, the reason;**
- 2. The Supplementary Traffic Study for the new VEC carried out between September and November 2016 covered all key roundabouts and junctions on Tsing Yi, and both inbound and outbound traffic flows were considered. The assessment results show that the traffic impact induced by the new VEC on the road network would be insignificant. Specifically, for the Tam Kon Shan Interchange, it would operate well within capacity during the peak hours in the design years assessed. For inbound traffic, no significant vehicle queuing before entering the interchange is anticipated, and the dedicated left-turn lane can be utilised by the inbound traffic to bypass the interchange without causing any obstruction. The assessment on the outbound traffic via the interchange shows that the performance of the interchange is also satisfactory. Detailed assessment figures for this interchange (RA5) are shown in **Appendix 1**.
- (b) regarding the road widening works along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC site (for incoming vehicles) and one lane away (for vehicles leaving VEC) as a traffic mitigation measure to accommodate the additional traffic generated by the new VEC, whether (i) the road widening works could cope with the vehicular traffic leaving VEC; and (ii) those who worked in the areas nearby (e.g. workers of the dockyards), being the main users of Sai Tso Wan Road, had been consulted on the proposed traffic mitigation measures;**

3. The project includes road widening works of approximately 485m in length along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC and one lane away. As some vehicles may arrive earlier than their appointments and on certain occasions may queue up to wait for vehicle examination, the additional traffic lane towards the VEC will provide an exclusive right turn lane for vehicles going into the VEC without blocking other westbound traffic.
4. For vehicles leaving the VEC, since vehicle examination is a step-by-step process along the inspection lanes, the departure of vehicles will be in regular sequence and evenly distributed. A traffic signal control system will be installed near the ingress/egress of the VEC on Sai Tso Wan Road and the egress point of the VEC is proposed to be further widened to regulate the eastbound traffic. This can ensure that the traffic coming out from the VEC will not be blocked by vehicles from the western end of Sai Tso Wan Road and Tsing Tim Street, and can always leave smoothly. With the proposed improvements implemented, it is anticipated that Sai Tso Wan Road would operate well within capacity. Detailed assessment figures are set out in the table below.

#### Link Performance of Sai Tso Wan Road with Improvement Scheme

Link Performance of Sai Tso Wan Road with Improvement Scheme							
Road Links		Direction	Assessment Year	Road Type	No. of Lanes	V/C Ratio	
						AM Peak	PM Peak
L1	Sai Tso Wan Road	WB-Straight ahead	2019	LD	1	0.53	0.43
		WB-Right Turn			1	0.20	0.20
		EB			1	0.63	0.65
		WB-Straight ahead	2024		1	0.54	0.44
		WB-Right Turn			1	0.20	0.20
		EB			1	0.63	0.66

Notes: WB – West Bound; EB – East Bound; LD – Local Distributor

The Volume/Capacity (V/C) Ratio reflects the performance of a road. A V/C Ratio equals to or less than 1.0 means that the road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A V/C Ratio between 1.0 and 1.2 indicates the onset of congestion, and that above 1.2 indicates more serious congestion.

5. We will closely monitor the traffic condition along Sai Tso Wan Road to ensure smooth traffic flow after the commissioning of the new VEC. The Transport Department will also closely liaise with relevant stakeholders including the related trades and associations to review any necessary improvements from the operational point of view. We had also consulted the nearby Yiu Lian Dockyard Limited and Hong Kong United Dockyards Limited at Sai Tso Wan on the proposed new VEC, and no adverse comment was received.

**(c) the measures to be undertaken by the Administration in case there was a serious traffic congestion around the new VEC;**

6. The Transport Department (TD) has a 24-hour Emergency Transport Co-ordination Centre (ETCC), which is responsible for monitoring the traffic and public transport situation. In case there is serious traffic congestion around the new VEC, the ETCC will disseminate traffic and public transport news to the public, and coordinate with public transport and tunnel operators, the Police and other relevant government departments to alleviate the impact on traffic and public transport services. In addition, if there is any serious traffic incident on Sai Tso Wan Road causing closure of the road to the new VEC, TD will reschedule the inspection appointments for the affected vehicles within 5 working days.

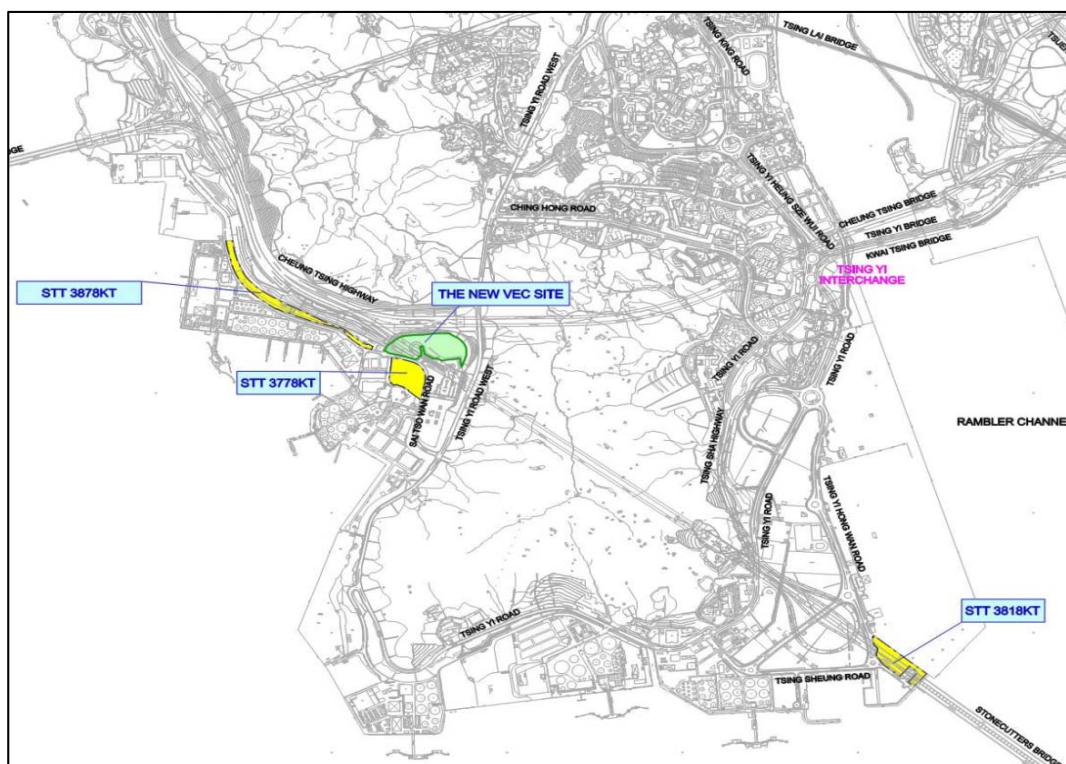
**(d) if the maximum handling capacity of the new VEC, i.e. 1 000 vehicles per day, could not cope with the demand for vehicle examination services, what action the Administration would take to meet the increased demand;**

7. The three existing VECs are handling around 800 inspections per day. According to the records of the past ten years, the number of inspections and the distribution of vehicle types inspected remained steady over the years, and the waiting time for an appointment is kept within 10 working days. It is expected that there would not be any significant change to the demand for vehicle examination services in the next decade or so. The daily handling capacity of the new VEC can be increased to 1 000 inspections per day, which means there can be 25% increase in handling capacity to cater for any future increase in demand. TD would consider the feasibility to further increase the number of inspections beyond 1 000, should such need arise in the longer term.

**(e) whether sufficient alternative parking spaces would be provided to the vehicles currently using temporary parking spaces at the project site and would be affected by the relocation proposal; and**

8. The project site is currently occupied by a temporary vehicle park under a Short Term Tenancy (STT). A parking utilisation survey of the temporary vehicle parks on Tsing Yi was conducted in September and October 2016 during daytime (10:00-18:00) and nighttime (22:00-02:00). In general, about 250 vehicles parked on the project site during weekend nighttime which was identified as the peak period. Two existing STT sites, namely STT 3778KT opposite to the new VEC site and STT 3818KT located in Tsing Yi South, were found to have about 160 vacant spaces which could help accommodate the demand. A proposed STT site (STT 3878KT) on Sai Tso Wan Road adjoining the project site will soon be tendered for temporary vehicle parking purpose to provide about another 160 parking spaces. Therefore, the vehicle parking spaces available would sufficiently cater for the affected temporary parking spaces. Moreover, we are considering the feasibility to use the temporary queuing area for public vehicle parking purpose during nighttime when the new VEC is not in operation, which

could provide 40 parking spaces in addition. The locations of the above sites are shown in the figure below.



Location Plan of Temporary Vehicle Parks for Reprovisioning of Parking Spaces

- (f) whether the Administration had conducted any feasibility study on the proposal of providing parking spaces at the project site, such as by way of co-locating vehicle examination services and car parking spaces in a multi-storey building, and providing a separate vehicular ingress/egress for the car park users; if yes, the details; if no, why such a study had not been/would not be conducted.
9. We have examined the feasibility of incorporating public vehicle parking spaces at the project site. Due to site constraints and operational considerations, it is considered infeasible to co-locate vehicle examination services and public vehicle parking spaces in a multi-storey building, which are set out in detail below.
  10. The new VEC proposal has been designed under various site constraints including irregular site configuration, limited headroom underneath Tsing Sha Highway, required 2-metre wide clearance zone around flyover structures, and areas reserved for underground utilities, etc. The developable areas on ground level are almost fully occupied by the proposed VEC building footprint, and the vehicular lanes for queuing and site ingress/egress and various vehicle examination facilities have just marginally sufficient area after compliance with the green coverage requirements.
  11. In order to manage and control the traffic flow inside the multi-storey VEC building, vehicles have to queue up at designated waiting lanes according to their

assigned floors after entering the VEC, and will go to the inspection floors in batches. Sharing of these vehicular lanes designated for the VEC vehicles with those for public parking will mix up the vehicle queues, affect timely arrival of the vehicles for examination at the inspection lanes, which will in turn reduce the daily inspection capacity and disrupt the inspection operation of the VEC.

12. Moreover, in order not to adversely affect the normal operation and efficiency of the VEC, there should be separate site ingress/egress, dedicated vehicular lanes (including ramps), pedestrian access point, etc. for the public vehicle park. Having reviewed the site layout, no spare space on ground level can be identified to accommodate the above dedicated access requirements for the public vehicle park. The Tsing Sha Control Area (TSCA) adjoining the site also limits the creation of additional site ingress/egress along the common boundary. Above all, the bottleneck area near the middle of the site, which is occupied by the essential vehicular lanes, constitutes the major constraint.
13. In view of the lack of space on ground level, the feasibility of constructing a basement public vehicle park has also been explored. However, there are a large number of Drainage Reserve Areas running across the site which render it extremely difficult to incorporate a basement public vehicle park of a meaningful scale. It would also involve a large volume of rock excavation which implies a significant cost increase and a much longer construction period. Furthermore, deep excavation for basement construction may have implications on the stability of the slopes to the north of the site. The site constraints are shown in the diagram at **Appendix 2**.

**Development Bureau**  
**January 2017**

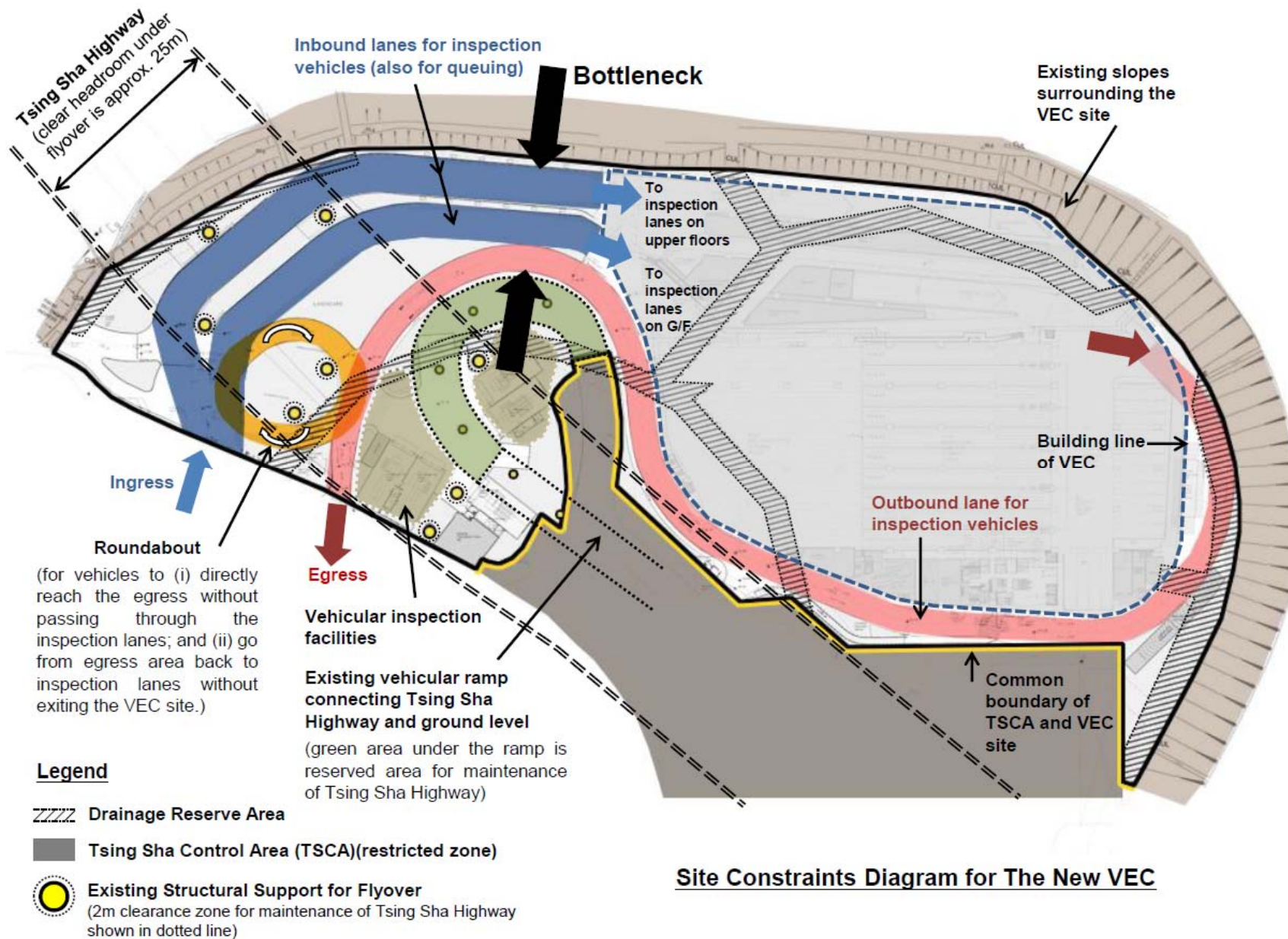
## Appendix 1

### Performance of Road Junctions and Roundabouts in Design Years 2019 and 2024 with Improvement Scheme

Index	Junction	Type	2019 R.C. / D.F.C		2024 R.C. / D.F.C	
			AM	PM	AM	PM
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	20%	37%	15%	32%
J2	Tsing Hung Road / Tsing Yi Road	Signalized	31%	33%	21%	32%
J3	Tsing Sheung Road / Tsing Yi Road	Priority	0.76	0.71	0.79	0.72
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	19%	28%	16%	24%
J5	Car Park Entrance / Sai Tso Wan Road	Signalized	>50%	>50%	>50%	>50%
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	0.24	0.13	0.24	0.13
J7	Tsing Yi Road West / Tsing Chin Street*	Priority	N/A	N/A	N/A	N/A
J8	Tsing Yi Road West / Tsing Hong Road	Signalized	35%	>50%	25%	>50%
J9	Tsing Yi Road West / Liu To Road	Signalized	>50%	42%	>50%	39%
J10	Tsing Yi Road West / Fung Shue Wo Road	Signalized	>50%	>50%	>50%	>50%
RA1	Tsing Yi Interchange	Roundabout	0.66	0.74	0.74	0.82
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	0.82	0.66	0.84	0.68
RA3	Hong Wan Road	Roundabout	0.54	0.43	0.55	0.44
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	0.33	0.26	0.34	0.27
<b>RA5</b>	<b>Tam Kon Shan Interchange</b>	<b>Roundabout</b>	<b>0.69</b>	<b>0.68</b>	<b>0.84</b>	<b>0.81</b>
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	0.52	0.48	0.53	0.49
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	0.07	0.07	0.07	0.07
RA8	Tsing Hong Road / Tsing Yi Road	Roundabout	0.42	0.36	0.48	0.40
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	0.12	0.12	0.12	0.12
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	0.13	0.08	0.13	0.08

Notes: Figures shown represent “Reserve Capacity” (RC) for the signal controlled junctions and “Design Flow to Capacity” (DFC) ratio for the priority junctions and roundabouts. An existing signal-controlled junction with a reserve capacity (RC) >15% implies that it is operating satisfactorily while a negative RC% suggests that it is overloaded. For priority junctions and roundabouts, the performance indicator is the DFC (Design Flow to Capacity). For existing junctions, DFC < 0.85 is the acceptance criteria; DFC over 1.00 indicates overloaded conditions.

\* Only ingress traffic is allowed on Tsing Chin Street. No traffic conflicts or delay is expected in this location. Therefore, no junction assessment is required.



**Site Constraints Diagram for The New VEC**

**Reprovisioning of Tsun Yip Street Playground Facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir**

**PROJECT SCOPE AND NATURE**

The project site of **281RS**, with a total area of about 24 000 square metres (m<sup>2</sup>), covers Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir (the Reservoir). The proposed scope of works under the project includes

—

- (a) reprovisioning of the ball courts at Tsun Yip Street Playground, including a 7-a-side soccer pitch and two basketball courts, affected by project **450RO** – Converting Tsun Yip Street Playground as Kwun Tong Industrial Culture Park;
- (b) reprovisioning of the existing ball courts, including four tennis courts and two gateball courts, and the existing jogging track at Hong Ning Road Park;
- (c) provision of lawn and passive recreation area including elderly fitness area, landscaping, sitting-out area and children's playground at Hong Ning Road Park and the Reservoir;
- (d) provision of barrier-free access and related facilities including a lift tower, staircases and a footbridge connecting Hong Ning Road Park and the Reservoir;
- (e) construction of ancillary facilities, including toilets, a babycare room, a management office, a store room, a first-aid room, a refuse collection chamber, an equipment store room, loading and unloading area and car parking facilities at Hong Ning Road Park;
- (f) demolition of the Office of the Communications Authority (OFCA)'s disused facilities within the site boundary including a structure, an antenna mast and anchoring points for mast; and

/ (g) .....

- (g) construction of a barrier to restrict public access to the Water Supplies Department's equipment and facilities at the Reservoir.

2. Subject to the funding approval by the Finance Committee, we plan to commence the project in the second quarter of 2018 for completion in the second quarter of 2021. To minimise the impact of the reprovisioning works to the users of the existing facilities at Hong Ning Road Park, we plan to carry out the construction works in three phases. Phase 1 includes the reprovision of the 7-a-side soccer pitch, two gateball courts and enhancement of the existing children's playground, which would be completed in the first quarter of 2020. Phase 2 includes the reprovision of four tennis courts, a management office, toilets and ancillary facilities, as well as the construction of barrier-free access and related facilities, a children's playground and elderly fitness area on the Reservoir, which would be completed in the third quarter of 2020. Phase 3 includes the provision of a sitting-out area on the Reservoir, and the reprovision of two basketball courts, a jogging track, an elderly fitness and sitting-out area at Hong Ning Road Park, which would be completed in the second quarter of 2021.

3. A location plan cum existing site plan, a phasing plan cum proposed site plan (showing the proposed facilities for the project), artist's impressions and a barrier-free access plan for the project are at Annexes 1 to 5 to Enclosure 2 respectively.

## JUSTIFICATION

4. The Tsun Yip Street Playground at the centre of the Kwun Tong business area is being converted into a park with an industrial culture design theme under **450RO**. The Finance Committee approved the upgrading of **450RO** to Category A on 20 November 2015, and the construction works commenced in July 2016 for completion in mid-2018. **281RS** will reprovision the 7-a-side soccer pitch and two basketball courts affected by **450RO** to generally maintain the overall number of ball courts in the Kwun Tong District.

5. The existing facilities at Hong Ning Road Park including four tennis courts, two gateball courts, a jogging track, and ancillary facilities will be reprovisioned in this project. Barrier-free access and related facilities will be provided for access to the landscaped area and passive recreation area on the Reservoir. Demolition of the disused OFCA's facilities on the Reservoir is necessary to facilitate the unobstructed use of recreation area and open space.

/ **FINANCIAL** .....

**FINANCIAL IMPLICATIONS**

6. We estimate the capital cost of the project to be \$382.2 million in money-of-the-day (MOD) prices (please see paragraph 8 below), broken down as follows –

		<b>\$ million</b>	
(a)	Site works	14.2	
(b)	Slope works	5.2	
(c)	Building	59.1	
(d)	Building services	28.0	
(e)	Drainage	8.7	
(f)	External works <sup>1</sup>	124.3	
(g)	Soft landscaping	11.4	
(h)	Demolition	9.9	
(i)	Additional energy conservation, green and recycled features	2.5	
(j)	Furniture and equipment <sup>2</sup>	3.3	
(k)	Consultants' fees for -	15.1	
	(i) contract administration	14.1	
	(ii) management of resident site staff (RSS)	1.0	
(l)	Remuneration of RSS	14.3	
(m)	Contingencies	26.6	
	Sub-total	322.6	(in September 2017 prices)
(n)	Provision for price adjustment	59.6	
	Total	382.2	(in MOD prices)

/ 7. ....

<sup>1</sup> External works cover construction of a footbridge, a lift tower and staircase, reprovisioning of a 7-a-side soccer pitch, two basketball courts, four tennis courts and two gateball courts and provision of lawn and passive recreation area.

<sup>2</sup> The estimated cost is based on an indicative list of furniture and equipment required.

7. We propose to engage consultants to undertake contract administration and site supervision for the project. A detailed breakdown of the estimate for consultants' fees and RSS costs by man-month is at Annex 6 to Enclosure 2. We consider the estimated project cost comparable to those of similar projects built by the Government.

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

<b>Year</b>	<b>\$ million (Sept 2017)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2018 – 19	36.0	1.05125	37.8
2019 – 20	68.0	1.10907	75.4
2020 – 21	109.0	1.17007	127.5
2021 – 22	45.0	1.23003	55.4
2022 – 23	32.0	1.29154	41.3
2023 – 24	22.0	1.35611	29.8
2024 – 25	10.6	1.41883	15.0
	<hr/> 322.6 <hr/>		<hr/> 382.2 <hr/>

9. 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 2018 to 2025. We will deliver the construction works through a lump sum contract because we can clearly define the scope of works in advance. The contract will provide for price adjustments.

10. We estimate the annual recurrent expenditure arising from this project to be about \$3.9 million.

/ PUBLIC .....

**PUBLIC CONSULTATION**

11. We consulted the District Facilities Management Committee of the Kwun Tong District Council (KTDC) on the project scope, conceptual layout, detailed design and implementation schedule of the project on 14 March 2013, 2 September 2015 and 12 May 2016 respectively. KTDC generally supported the project and requested the Government to re-provision the 7-a-side soccer pitch as soon as possible. We explained the phasing of works under the project and the construction sequence which would minimise disruption to the users of Hong Ning Road Park as well as the operation of the management office. KTDC noted that the soccer pitch would be re-provisioned at Hong Ning Road Park by mid-2019.

12. We consulted the Legislative Council Panel on Development on 28 February 2017. Members of the Panel raised no objection to the submission of the funding proposal to the Public Works Subcommittee for consideration.

**ENVIRONMENTAL IMPLICATIONS**

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

14. We will incorporate into the relevant works contracts mitigation measures to control environmental impacts arising from the construction works to within established standards and guidelines. These measures include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, and provision of wheel-washing facilities. We will carry out site inspections to ensure that these recommended mitigation measures and good site practices are properly implemented. We have included in the project estimate the cost for the implementation of the environmental mitigation measures.

15. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) 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<sup>3</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

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

17. We estimate that the project will generate in total 10 310 tonnes of construction waste. Of these, we will reuse 4 040 tonnes (39.2%) of inert construction waste on site and deliver 4 208 tonnes (40.8%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 2 062 tonnes (20%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$711,000 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)).

/ **HERITAGE** .....

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<sup>3</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 in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

## **HERITAGE IMPLICATIONS**

18. This project will not affect any heritage site, i.e. any declared monuments, proposed monuments, graded heritage site or buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

19. The proposed works do not require any land acquisition.

## **ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES**

20. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular –

- (a) wind turbine system;
- (b) photovoltaic system; and
- (c) solar powered light fittings.

21. For greening features, there will be soft landscape and vertical greening at appropriate locations of the site for environmental and amenity benefits.

22. For recycled features, we will adopt rainwater collection system for toilet flushing.

23. The total estimated additional cost for adoption of the above features is around \$2.5 million (including \$230,000 for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 11.8% energy savings in the annual energy consumption with a payback period of about 9 years.

/ **BACKGROUND** .....

## BACKGROUND INFORMATION

24. We upgraded **281RS** to Category B in September 2013. We have engaged consultants to undertake various services, including ground investigation, topographical survey, layout design, detailed design, tender documentation and quantity surveying services since May 2013, at a total cost of about \$11.7 million. The services provided by the consultants are funded under block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”. Except the quantity surveying services and tender documentations, all other pre-construction services have been completed.

25. Of the 610 existing trees within the project boundary, 429 trees will be preserved. The proposed project will involve removal of 181 trees, including 95 trees to be felled and 86 trees to be replanted within the project site. All trees to be removed are not important trees<sup>4</sup>. We will incorporate planting proposals as part of the project, including the planting of 95 compensatory trees, about 12 700 shrubs, about 13 600 groundcover and 1 295 m<sup>2</sup> of lawn.

26. We estimate that the proposed works will create about 70 jobs (60 for labourers and 10 for professional or technical staff) providing a total employment of 2 300 man-months.

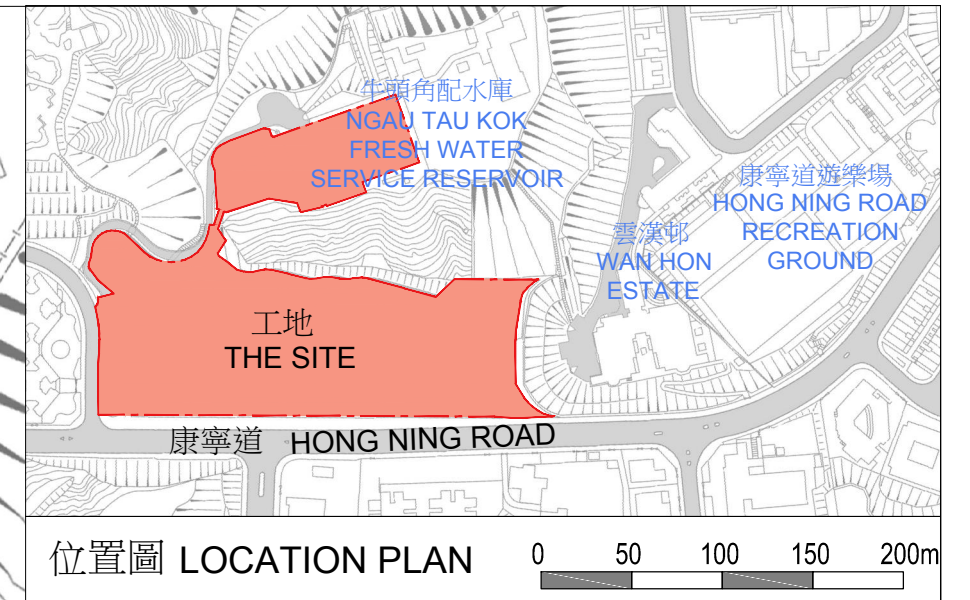
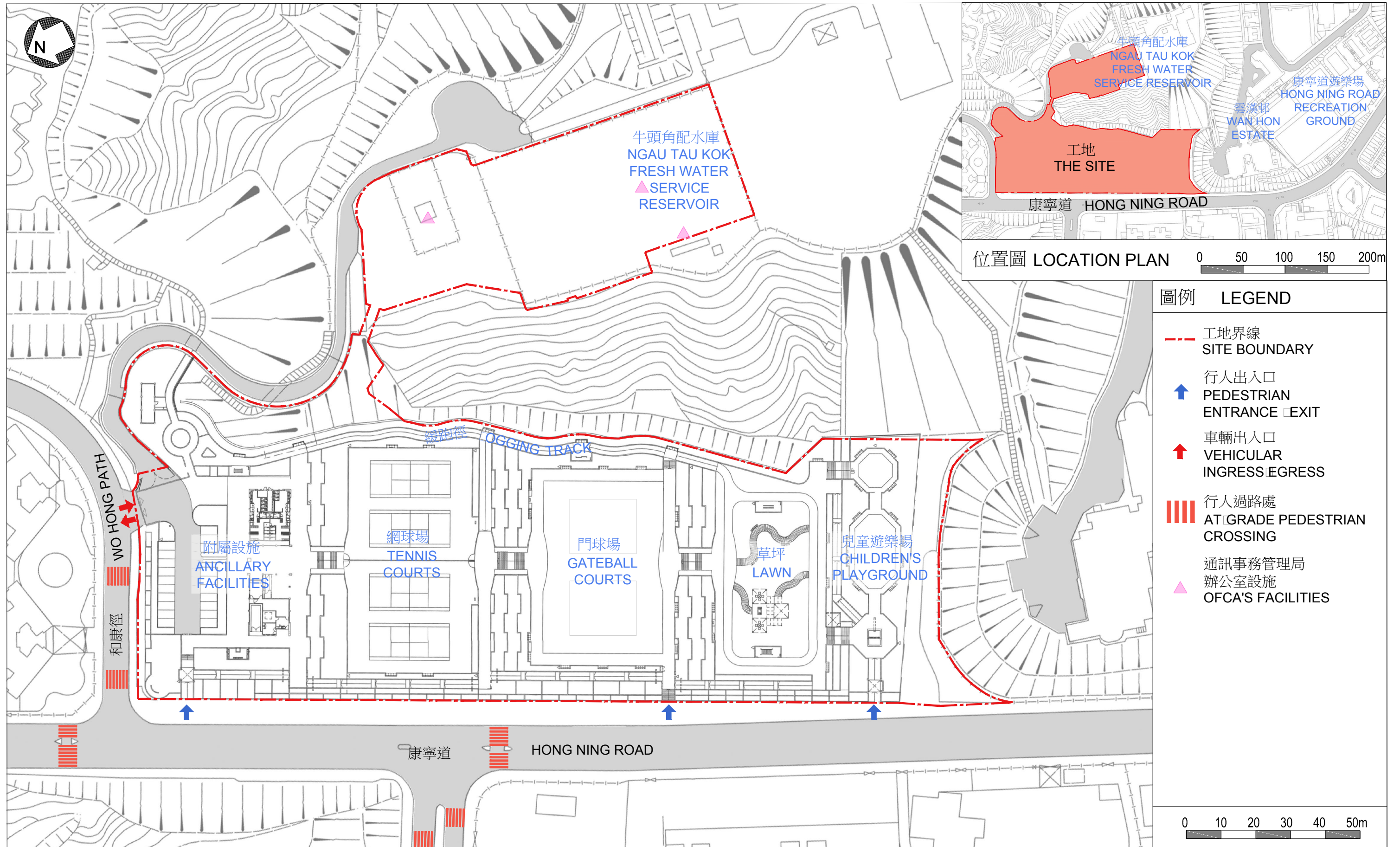
27. In April 2017, we submitted PWSC(2016-17)48 which invited Members to recommend to the FC the upgrading of **281RS** to Category A. The paper was not discussed by the PWSC during the 2016-17 legislative session. This paper supersedes PWSC(2016-17)48 to update the works programme, phasing of expenditure and estimated cost of the project.

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<sup>4</sup> “Important trees” refer to trees in the Register of Old and Valuable trees, or any trees that meet one or more of the following criteria—

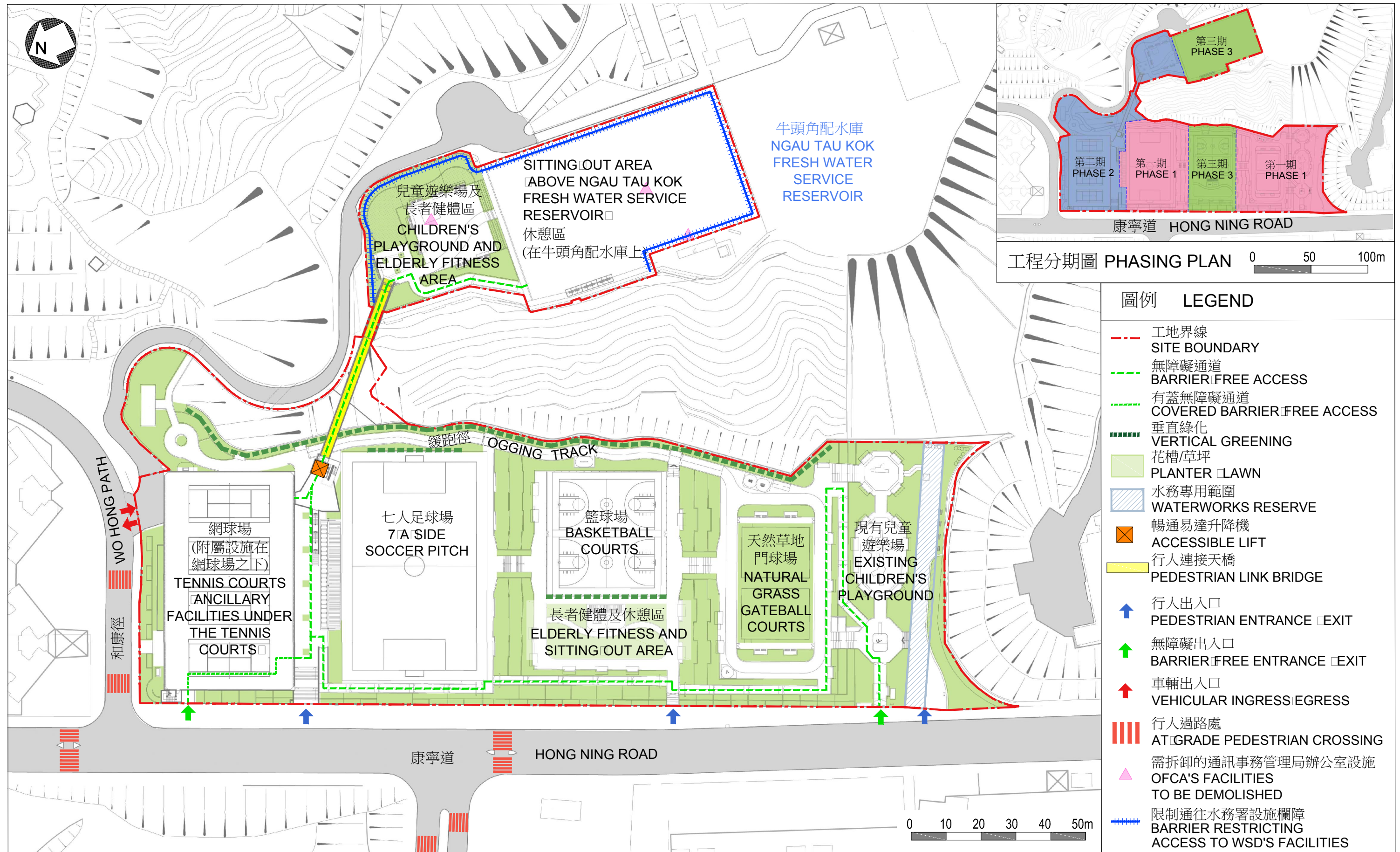
- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of 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 trunk diameter equal or exceeding 1.0 metre (m) (measured at 1.3m above ground level), or with height/canopy spread equal or exceeding 25m.



圖例	LEGEND
<span style="color: red;">---</span>	工地界線 SITE BOUNDARY
<span style="color: blue;">↑</span>	行人出入口 PEDESTRIAN ENTRANCE EXIT
<span style="color: red;">↑</span>	車輛出入口 VEHICULAR INGRESS EGRESS
<span style="color: red;">     </span>	行人過路處 AT GRADE PEDESTRIAN CROSSING
<span style="color: pink;">▲</span>	通訊事務管理局 辦公室設施 OFCA'S FACILITIES

現有工地平面圖  
EXISTING SITE PLAN

281RS  
重置駿業街遊樂場設施至康寧道公園及牛頭角配水庫  
REPROVISIONING OF TSUN YIP STREET PLAYGROUND FACILITIES  
TO HONG NING ROAD PARK AND NGAU TAU KOK FRESH WATER SERVICE RESERVOIR



擬建工地平面圖  
PROPOSED SITE PLAN

281RS  
重置駿業街遊樂場設施至康寧道公園及牛頭角配水庫  
REPROVISIONING OF TSUN YIP STREET PLAYGROUND FACILITIES  
TO HONG NING ROAD PARK AND NGAU TAU KOK FRESH WATER SERVICE RESERVOIR



從西南面俯瞰康寧道公園的景觀  
AERIAL VIEW FROM SOUTH WESTERN  
DIRECTION ON HONG NING ROAD PARK

構思圖  
ARTIST'S IMPRESSION

281RS  
重置駿業街遊樂場設施至康寧道公園及牛頭角配水庫  
REPROVISIONING OF TSUN YIP STREET PLAYGROUND FACILITIES  
TO HONG NING ROAD PARK AND NGAU TAU KOK FRESH WATER SERVICE RESERVOIR

 ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署

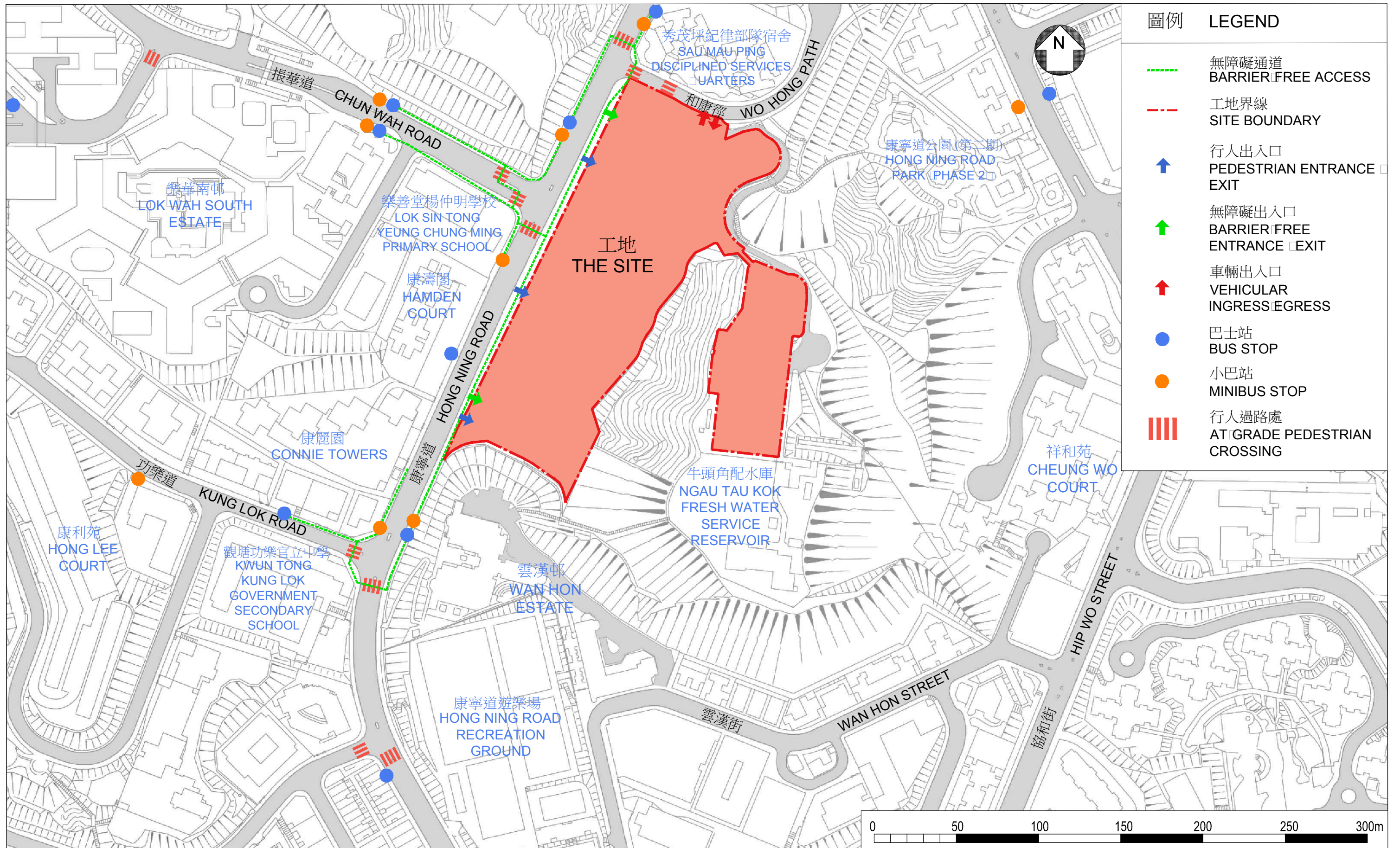


從北面俯瞰牛頭角配水庫上的設施的景觀  
AERIAL VIEW FROM NORTHERN DIRECTION ON FACILITIES ABOVE NGAU TAU KOK FRESH WATER SERVICE RESERVOIR

構思圖  
ARTIST'S IMPRESSION

281RS  
重置駿業街遊樂場設施至康寧道公園及牛頭角配水庫  
REPROVISIONING OF TSUN YIP STREET PLAYGROUND FACILITIES  
TO HONG NING ROAD PARK AND NGAU TAU KOK FRESH WATER SERVICE RESERVOIR

 ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署



無障礙通道平面圖  
BARRIER-FREE  
ACCESS PLAN

281RS  
重置駿業街遊樂場設施至康寧道公園及牛頭角配水庫  
REPROVISIONING OF TSUN YIP STREET PLAYGROUND FACILITIES  
TO HONG NING ROAD PARK AND NGAU TAU KOK FRESH WATER SERVICE RESERVOIR

**ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署**

**281RS – Reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir**

**Breakdown of the estimates for consultants' fees and resident site staff costs  
(in September 2017 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for contract administration (Note 2)	Professional	—	—	—	11.2
	Technical	—	—	—	2.9
				Sub-total	14.1
(b) Resident site staff (RSS) costs (Note 3)	Professional	48	38	1.6	6.0
	Technical	211	14	1.6	9.3
				Sub-total	15.3
Comprising -					
(i) Consultants' fees for management of RSS				1.0	
(ii) Remuneration of RSS				14.3	
				<b>Total</b>	<b>29.4</b>

\* MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (subject to Finance Committee (FC)'s approval, MPS salary point 38 = \$78,775 per month and MPS salary point 14 = \$27,485 per month).
2. The consultants' fees for contract administration are calculated in accordance with the existing consultancy agreement for the design and construction of **281RS**. The construction phase of the assignment will only be executed subject to FC's funding approval to upgrade **281RS** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.