

For discussion on
26 April 2016

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

7332CL (part)

West Kowloon Reclamation – main works (remainder)

**– Footbridge at Junction of Sham Mong Road and Tonkin Street West in
Sham Shui Po**

PURPOSE

This paper seeks Members' support for the proposal to upgrade part of **7332CL** "West Kowloon Reclamation – main works (remainder)" to Category A, at an estimated cost of about \$369 million in money-of-the-day (MOD) prices, for the construction of the proposed footbridge system at the junction of Sham Mong Road and Tonkin Street West in Sham Shui Po.

PROJECT SCOPE AND NATURE

2. The part of **7332CL** which we propose to upgrade to Category A (the proposed works) comprises the construction of -
 - (a) a covered four-span footbridge system at the junction of Sham Mong Road and Tonkin Street West, with the length of each span ranging from about 46 to 67 metres (m) and the clear width ranging from about 4.0 to 4.7 m;
 - (b) six lifts, four covered escalators, two covered staircases, in addition to three direct connections linking the proposed footbridge system with future adjacent developments;
 - (c) associated road works and ancillary works including a temporary staircase¹, footpaths, drainage, utilities, electrical and mechanical (E&M) and landscaping works; and

¹ To tie in with early population intake of NWKR Site 6 starting from 2019, a covered temporary staircase will be provided under the proposed works for an interim period of about two years, which will be removed upon completion of the concerned staircase and escalators within NWKR Site 6.

- (d) necessary environmental mitigation measures.

— A site plan with elevations and an artist impression of the proposed works are at **Enclosure 1**.

3. Subject to funding approval of the Financial Committee (FC) by mid-2016, we plan to commence the proposed works in the third quarter of 2016 for substantial completion in the third quarter of 2019.

4. The remainder of **7332CL** covers two other footbridges along Sham Mong Road at its junctions with Hing Wah Street West and Yen Chow Street West in Sham Shui Po. We plan to seek upgrading of the remainder of **7332CL** upon completion of the necessary statutory procedures and design work.

JUSTIFICATION

5. The proposed works seek to enhance the connectivity of new and existing developments adjacent to the junction of Sham Mong Road and Tonkin Street West and the vicinity in Sham Shui Po including Nam Cheong Station and nearby main streets. On the southern side of the said road junction, the proposed footbridge system will connect directly with the future public housing development at the North West Kowloon Reclamation Area (NWKR) Site 6 and the property development above the existing MTR West Rail Nam Cheong Station. The two housing developments which are currently under construction would provide a total of about 6 700 units accommodating about 20 000 population in phases from 2018 to 2021. Round-the-clock access between the proposed footbridge system and the adjoining public footpaths at-grade will be available via staircases, escalators and/or lifts provided within these public housing and private property developments, and also via two lifts to be provided under the proposed works. On the northern side of the said road junction, the proposed footbridge system will provide a total of four lifts, four covered escalators and two covered staircases linking up the at-grade public footpaths adjoining Fu Cheong Estate and the nearby five schools attended by about 5 000 students in total. The design capacity of the proposed footbridge system will be able to cope with the estimated peak pedestrian flow (2-way) of about 7 100 pedestrians per hour per span in 2031.

6. Upon opening of the proposed footbridge system, all the existing at-grade pedestrian crossings at the above road junction will be removed to enhance safety of traffic and pedestrians including local residents and students through provision of a grade-separated walking environment, whilst at the same time improving the capacity of the road junction for traffic flow. There are strong demands for the early implementation of the proposed footbridge system from the local community and nearby schools.

FINANCIAL IMPLICATION

7. We estimate the capital cost of the proposed works to be about \$369 million in MOD prices².

8. Due to insufficient in-house resources, we propose to engage consultants to carry out supervision of the construction works.

PUBLIC CONSULTATION

9. On 4 December 2014, we consulted the Transport Affairs Committee under the Sham Shui Po District Council on the proposed footbridge system. Members generally supported the proposed works.

10. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 15 January 2016 and no objection was received. The authorization notice for the proposed works was gazetted on 8 April 2016.

11. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)³ on the aesthetic design of the proposed works. The Committee accepted the aesthetic design.

ENVIRONMENTAL IMPLICATIONS

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

13. During construction, we will 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

² This figure represents the latest estimates of capital cost. We will finalise the cost estimate before making submission to the Public Works Subcommittee.

³ ACABAS comprises representatives of the Hong Kong Institute of Architects, Hong Kong Institute of Engineers, Hong Kong Institute of Planners, academic institutions, Architectural Services Department, Highways Department, Housing Department, and Civil Engineering and Development Department. It is responsible for vetting the design of bridges and other structures associated with the highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

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.

14. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) 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 facilities⁴. 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.

15. At the construction stage, we will 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. 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.

HERITAGE IMPLICATIONS

16. The proposed works will not affect any heritage sites, 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.

TRAFFIC IMPLICATIONS

17. During construction stage, the proposed works will not cause any significant traffic impact. Temporary traffic arrangements will be implemented to facilitate the construction works which require temporary road closure. We will display publicity boards on site giving details of the temporary traffic arrangements, and the anticipated completion dates of individual section of works. In addition, we will set up a telephone hotline to respond to public enquires or complaints. Upon completion of the proposed works, capacity of the road

⁴ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

junction of Sham Mong Road and Tonkin Street West for traffic flow will be improved.

LAND ACQUISITION

18. The proposed works do not require land acquisition.

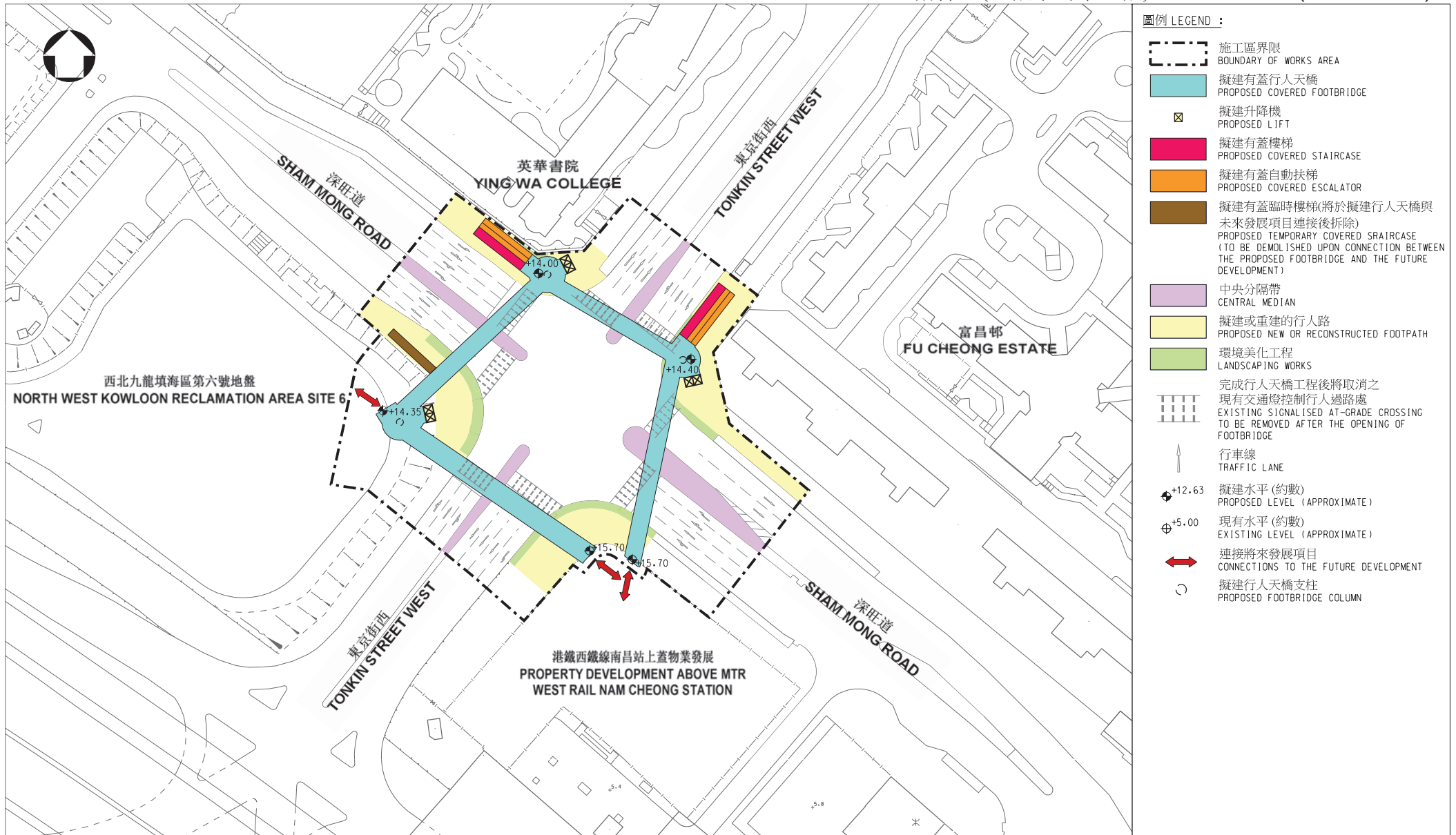
BACKGROUND INFORMATION

19. We upgraded **7332CL** to Category B in November 1989.
20. In June 1990, FC approved the upgrading of **2354CL** “West Kowloon Reclamation – consultants’ fees and site investigation” to Category A with a currently approved project estimate of \$287 million for consultants’ fees and site investigation of West Kowloon Reclamation. Since June 1990, we have already upgraded 15 separate parts of the project to Category A to provide a total of 340 hectares of land along the West Kowloon waterfront for the West Kowloon Reclamation development and associated supporting infrastructure. We have completed all the design and site investigation under **2354CL** except for the remaining two footbridges as mentioned in paragraph 4 above.

WAY FORWARD

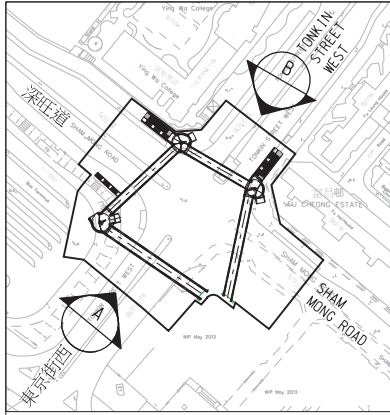
21. Subject to Members’ support, we plan to submit the funding application to the Public Works Subcommittee in May 2016, and will invite tenders in parallel, to enable early commencement of the proposed works in the third quarter of 2016. The contract will only be awarded after obtaining FC’s funding approval.

**Development Bureau
Civil Engineering and Development Department
April 2016**

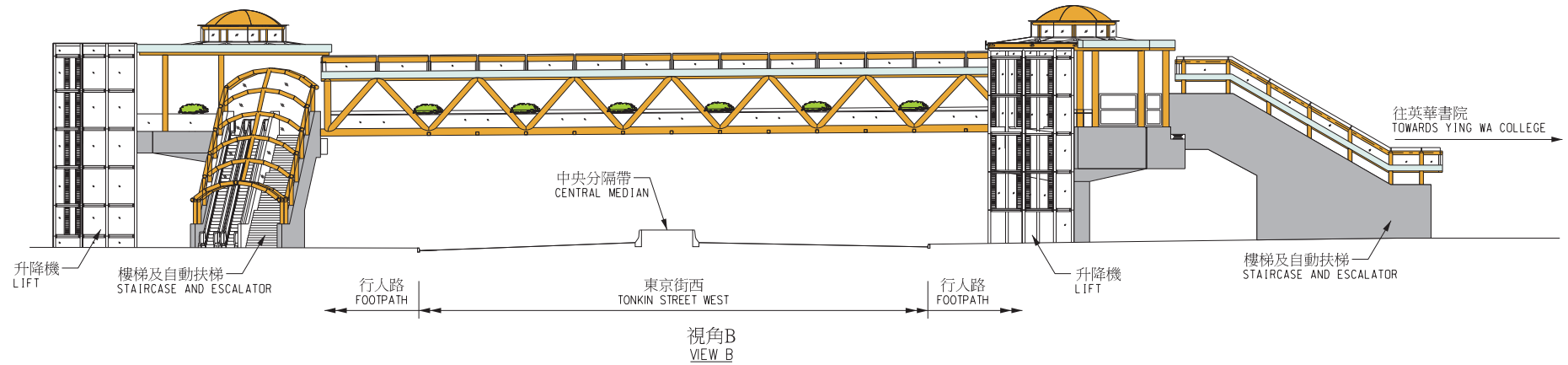
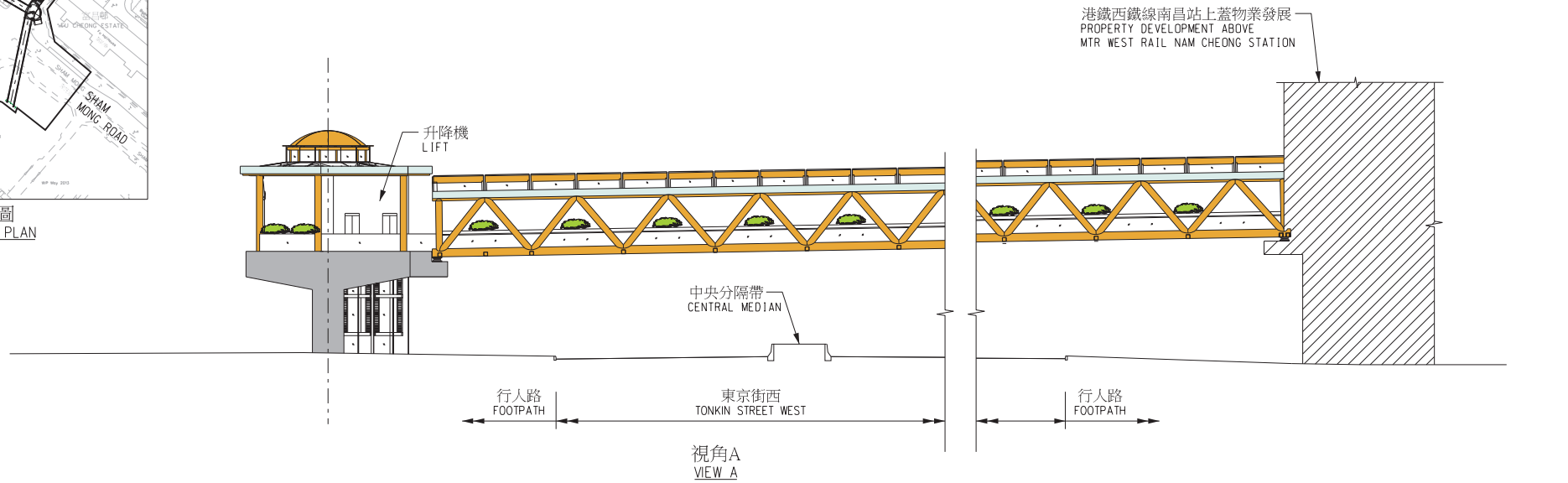


工務計劃項目第7332CL號(部分)西九龍填海計劃 - 主要工程(餘下部分) - 位於深水埗深旺道與東京街西交界處的行人天橋 - 平面圖

PWP ITEM NO.7332CL (PART) WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) - FOOTBRIDGE AT JUNCTION OF SHAM MONG ROAD AND TONKIN STREET WEST IN SHAM SHUI PO - SITE PLAN

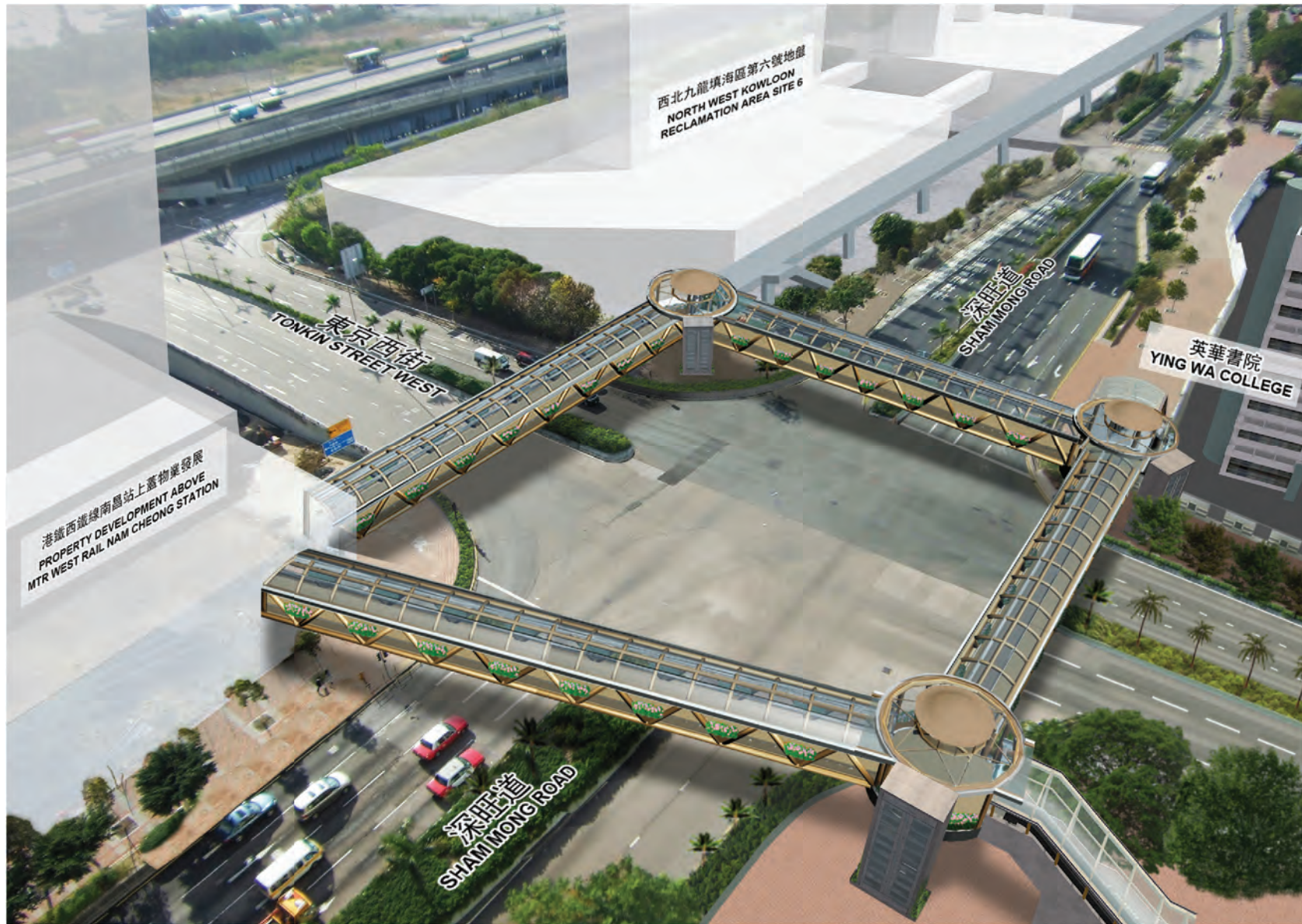


位置圖
LOCATION PLAN



工務計劃項目第7332CL號 (部分) 西九龍填海計劃 - 主要工程 (餘下部分) -
位於深水埗深旺道與東京街西交界處的行人天橋 - 截面圖

PWP ITEM NO.7332CL (PART) WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) -
FOOTBRIDGE AT JUNCTION OF SHAM MONG ROAD AND TONKIN STREET WEST IN SHAM SHUI PO - ELEVATION



工務計劃項目第7332CL號 (部分) 西九龍填海計劃 - 主要工程 (餘下部分) -
位於深水埗深旺道與東京街西交界處的行人天橋 - 構想圖

PWP ITEM NO.7332CL (PART) WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) -
FOOTBRIDGE AT JUNCTION OF SHAM MONG ROAD AND TONKIN STREET WEST IN SHAM SHUI PO - ARTIST IMPRESSION