

香港特別行政區政府  
The Government of the Hong Kong Special Administrative Region

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7 May 2018

Clerk to the Panel on Development  
Legislative Council Complex  
1 Legislative Council Road  
Central  
Hong Kong  
(Attn: Miss Rita YUNG)

Dear Miss YUNG,

**Panel on Development**  
**Follow-up on the discussion**  
**at the meeting held on 20 December 2017**

At the meeting of the Panel on Development on 20 December 2017, Members raised some follow-up questions relating to “PWP Item No. 163TB – Kwun Tong Town Centre Redevelopment – Provision of Grade-Separated Pedestrian Linkages”. Please see attached the supplementary information required for Members’ reference.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Raymond SY', written over a white background.

( Raymond SY )

for Secretary for Development

Encl.

c.c. Director of Civil Engineering & Development (Attn.: Mr Raymond LEE)

**Supplementary information on  
PWP Item No. 163TB - Kwun Tong Town Centre redevelopment –  
provision of grade-separated pedestrian linkages (footbridge across  
Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street)**

**(I) While the construction cost of the first phase of PWP Item No. 163TB, i.e. Yuet Wah Street Pedestrian Linkage, was about \$95 million in money-of-the-day ("MOD") prices, an explanation on the much higher estimated cost of about \$153.5 million in MOD prices for the proposed construction of the footbridge across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street ("the proposed footbridge")**

The estimated cost of the proposed footbridge is higher than that of the footbridge constructed under the first phase of PWP Item No. 163TB - Yuet Wah Street Pedestrian Linkage ("Yuet Wah Street footbridge") mainly due to the following reasons –

- (a) the plan area of the proposed footbridge is larger than that of Yuet Wah Street footbridge;
- (b) due to different geological conditions, construction of piles is required for the proposed footbridge. The Yuet Wah Street footbridge was directly placed on rock and there was no need to construct any pile; and
- (c) subject to the approval of the LegCo Finance Committee, we plan to commence construction of the proposed footbridge in Q4 2018 for completion in Q4 2022. The Yuet Wah Street footbridge project commenced in April 2013 and was completed in October 2015. Price adjustment is another factor accounting for the difference in construction costs of these projects.

2. Taking into account the above factors, the estimated costs of the proposed footbridge and the Yuet Wah Street footbridge are comparable.

**(II) Given that the proposed footbridge would connect with a footbridge constructed by the Urban Renewal Authority ("URA"), linking the Main Site and the Park Metropolitan of the Kwun Tong Town Centre ("KTTC") redevelopment project to form an integrated footbridge system, (i) whether the Administration would request URA or developer(s) involved in the KTTC redevelopment project to share the construction cost of the proposed footbridge; (ii) the estimated number of**

**users of the proposed footbridge, and the proportion of those who would be residents of the Park Metropolitan; (iii) the recurrent expenditure including the annual maintenance costs to be incurred for the proposed footbridge and its lift and whether URA would bear the pro-rata share of such costs based on the proportion in (ii); and (iv) a comparison of the construction costs per square metre of the two footbridges**

3. For (i) and (iii), the proposed footbridge will bring the following benefits to the Kwun Tong community as a whole –

(a) as the proposed footbridge will be connected with a pedestrian link which is situated at the podium of the Park Metropolitan and is open to the public 24 hours a day, it will enhance the connectivity between Yuet Wah Street, Hip Wo Street, Mut Wah Street and the neighbouring areas;

(b) it will provide the Kwun Tong community with a more convenient access to the Kwun Tong Community Health Centre Building (Government, Institution and Community facilities situated at the podium of the Park Metropolitan). In particular, the proposed footbridge system will provide a barrier-free and grade-separated access for elderly, disabled and other users of the General Out-patient Clinic, Maternal and Child Health Centre, and Occupational Health Clinic facilities at the Kwun Tong Community Health Centre Building; and

(c) the new footbridge would help divert part of the pedestrians using the existing at-grade crossings and accommodate the increase in pedestrian flow in the area in particular when the new town centre is taking shape.

4. Therefore, it is appropriate to implement the proposed footbridge as a public works project.

5. The Government will bear the construction costs and take up the management and maintenance responsibilities of the proposed footbridge. The estimated annual recurrent expenditure of the proposed footbridge is about \$1.6 million.

6. For (ii), according to the pedestrians flow model of the traffic impact assessment, the number of pedestrians using the proposed footbridge in both directions is estimated to be at a maximum of 1,900 pedestrians per hour including local residents and workers in the district as well as users from other districts. The proposed footbridge is intended to serve the whole community and it is not possible to specify the identity of users.



7. The total population in the areas of Yuet Wah Street, Mut Wah Street and Hip Wo Street is about 30 000, which includes the population of Park Metropolitan which is about 700.

8. For (iv), regarding the construction cost of the URA footbridge, URA advised that part of the construction works is temporary in nature (i.e. temporary staircase, lift tower and piling), and some of the associated facilities of the footbridge are highly integrated with the development. As a result, URA advised that the developer does not have a separate cost estimate of its footbridge.

**(III) Whether the Administration had considered other design options of the proposed footbridge, such as placing the lift and staircase side by side to share the same space on the main deck and shortening the bridge arms, with a view to reducing the construction cost**

9. Other design options such as reducing the waiting area of the lift with a view to shortening the proposed footbridge had been considered. This option was technically not feasible as there would be insufficient room to accommodate pedestrians using the staircase and the lift.

**(IV) The width of the footpath along Mut Wah Street, and that of the residual footpath space after having constructed the staircase of the proposed footbridge, and whether it was feasible to provide a set of escalator and staircase**

10. The width of the footpath of Mut Wah Street at the section near the staircase of the proposed footbridge would be about 3.5m after completion of the proposed footbridge.

11. If a set of escalator (bi-directional) and staircase is provided, the width of the footpath of Mut Wah Street at such location could not meet the prevailing design standard.

12. We have earlier consulted Kwun Tong District Council, and members supported the design and alignment of the proposed footbridge. The design and necessary statutory procedures of the proposed footbridge system have been completed accordingly. Addition of escalator(s) would render a substantial change to the design. A comprehensive design review and gazettal for amendments of the proposed footbridge would be required and the implementation programme would be severely delayed.