

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

發展局
起動九龍東辦事處
九龍 觀塘
海濱道 122 號



Energizing Kowloon East Office
Development Bureau
No. 122, Hoi Bun Road,
Kwun Tong,
Kowloon

本處檔號 Our reference : () in DEVB/EKEO/9-10/6/1
來函檔號 Your reference :
電話號碼 Tel No.: : 3904 1618
傳真號碼 Fax No.: : 3904 1161

2 July 2019

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn.: Ms Doris LO)

Dear Ms Lo,

Public Works Subcommittee
Follow-up Actions to Meeting on 1 June 2019

At the Public Works Subcommittee meeting on 1 June 2019, Members requested supplementary information in related to the agenda item on “188TB – Footbridge near MTR Kowloon Bay Station Exit B”. The Government’s response is at **Annex**.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Edwin Wong', with a long horizontal stroke extending to the right.

(Edwin WONG)

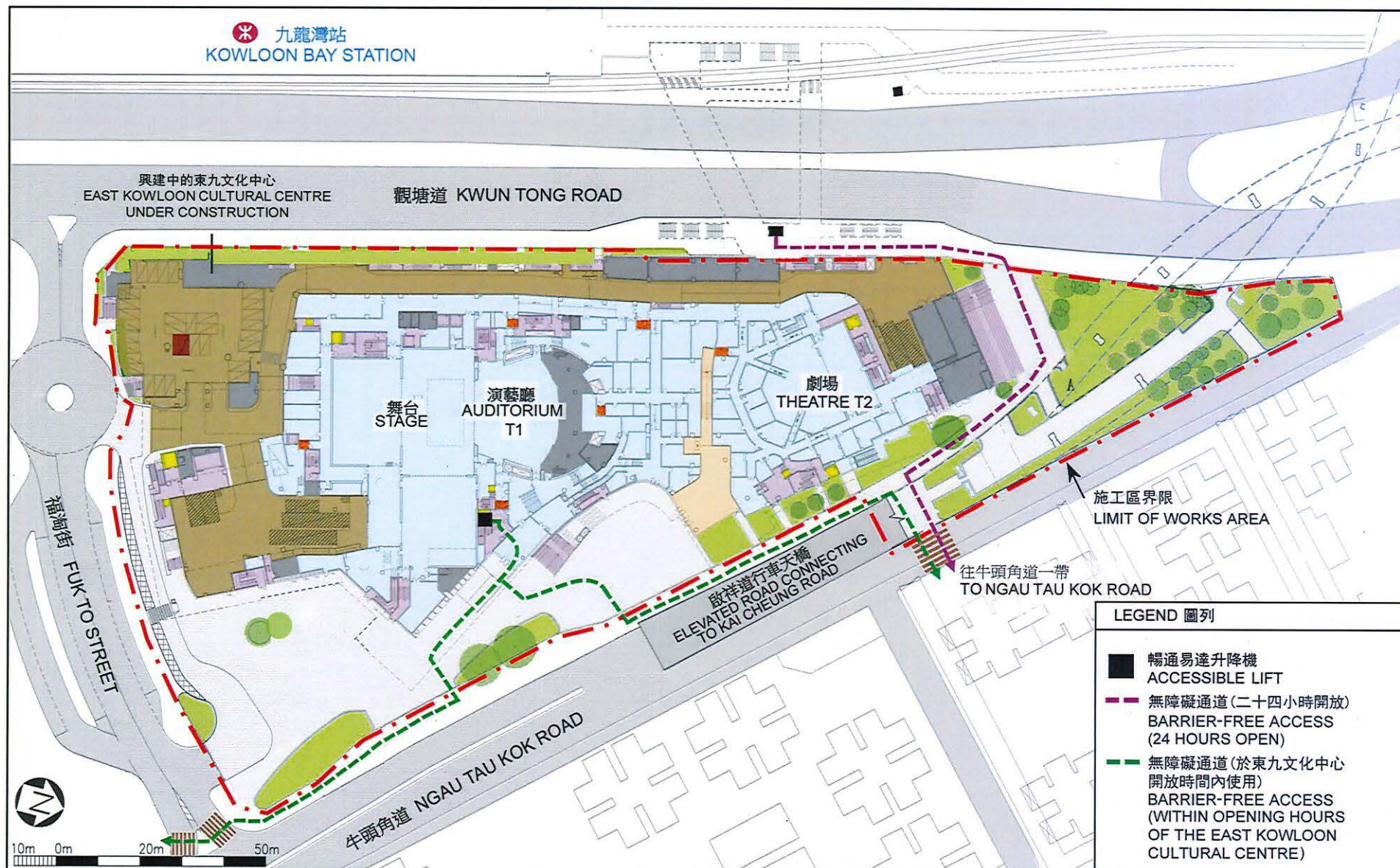
for Head of Energizing Kowloon East Office

c.c. FSTB (Attn.: Mr Denny HO)
HyD (Attn.: Mr Harry MA)

**Supplementary Information on the Footbridge near MTR Kowloon Bay Exit B
Requested at the Public Works Subcommittee Meeting Held on 1 June 2019**

1.	At the request of Hon Kwok Ka-ki, the Government shall provide supplementary information to explain the use of contingency sum in the cost estimates of road and footbridge projects of the Highways Department in the past 3 years.
Reply:	<p>There were 15 road and footbridge projects carried out or completed by the Highways Department in the past 3 years, only one of which namely "Contract No. HY/2011/13 - Improvement to Pok Oi Interchange" required the use of the contingency sum.</p> <p>During the carrying out of the foundation works of the project, an underground town gas pipeline was found at about 8 metres below the ground level of the construction site, and diversion of the pipeline was required. Since the variation and associated works involved were not within the scope originally anticipated for the project, the additional cost of the works was covered by the contingency sum.</p>
2.	At the request of Hon Wu Chi-wai, the Government shall provide supplementary information to explain the reason that traffic signs could not be installed on the footbridge near Hsin Kuang Centre of Lung Cheung Road in Wong Tai Sin as advised by the Highways Department.
Reply:	<p>The footbridge near Hsin Kuang Centre spanning across Lung Cheung Road was reconstructed in 2010, and is the main pedestrian link between the Tsz Wan Shan area and the Upper and Lower Wong Tai Sin Estates. As the footbridge is on a trunk road, any traffic sign installed on the footbridge has to comply with the relevant standards and appropriate dimension requirements for easy identification by drivers. As the size of the traffic sign would significantly block the openings of the existing footbridge and exceed the height of the parapet wall, the wind load and lateral load on the entire footbridge would be increased. After thorough review of the structural design of the existing footbridge, it is confirmed that the bearings of the existing footbridge could not cater for the associated increase in lateral load. Therefore, installation of traffic sign on the footbridge is not recommended to avoid affecting the stability of the footbridge and public safety.</p>
3.	At the request of Hon Tam Man-ho, the Government shall provide a floor plan of the future East Kowloon Cultural Centre (EKCC) to show the barrier-free access for those in need (including wheelchair users) from MTR Kowloon Bay Station to Ngau Tau Kok Road via the proposed footbridge and the future EKCC.
Reply:	<p>The barrier-free access from MTR Kowloon Bay Station to Ngau Tau Kok Road is shown in Figures 1 and 2.</p>





地下平面圖
GROUND
FLOOR PLAN

經東九文化中心的無障礙通道
BARRIER-FREE ACCESS VIA THE EAST KOWLOON CULTURAL CENTRE

圖二 FIGURE 2