

**For information**

**Legislative Council Panel on Transport**

**159TB – Reconstruction of footbridge near Hsin Kuang Centre and extension of bus bays at Lung Cheung Road**

**PURPOSE**

This paper informs Members of our proposal to upgrade **159TB – Reconstruction of footbridge near Hsin Kuang Centre and extension of bus bays at Lung Cheung Road** to Category A for the reconstruction of a footbridge near Hsin Kuang Centre and extension of two adjacent bus bays at Lung Cheung Road.

**PROJECT SCOPE AND NATURE**

2. The scope of **159TB** comprises –
  - (a) demolition of the existing footbridge across Lung Cheung Road near Hsin Kuang Centre;
  - (b) construction of a covered footbridge of approximately 40 metres (m) in length and 4 m in clear width with staircases and four lifts provided at the location in close proximity to the existing footbridge mentioned in paragraph 2(a) above;
  - (c) extension of two existing bus bays at Lung Cheung Road; and
  - (d) associated road, drainage, landscaping and electrical and mechanical (E&M) works.

The layout plan showing the location of the proposed footbridge is at **Enclosure**.

3. We have substantially completed the detailed design for the proposed footbridge. We plan to commence the construction works in December 2009 for completion in December 2011.

## **JUSTIFICATION**

4. The existing footbridge across Lung Cheung Road near Hsin Kuang Centre has been in operation since 1975. It provides a major pedestrian thoroughfare between the Tsz Wan Shan area and the Upper and Lower Wong Tai Sin Estates with pedestrian flow of about 2 100 per hour during morning peaks. The footbridge is also a major route to the Wong Tai Sin Temple crowded with visitors during the religious festivals. With new residential developments in the vicinity to be completed in 2009-11, the pedestrian flow of the footbridge is expected to increase. However, in the absence of a cover, the footbridge is not sufficiently convenient for the use of the pedestrians, especially during inclement weather. Since the footbridge is aging and its design has no spare structural capacity to cater for improvement works including the installation of a cover and lifts, reconstruction of the footbridge is necessary.

5. Currently, there are 23 franchised bus routes on Lung Cheung Road. Queuing of buses awaiting to enter the bus bays on both sides of the road underneath the existing footbridge mentioned in paragraph 2(a) above is often observed. We propose to extend the eastbound bus bay by 12 m to 52 m and the westbound bus bay by 16 m to 61 m. As a result, the eastbound and westbound bus bays would be able to accommodate three and four buses at one time respectively.

## **FINANCIAL IMPLICATIONS**

6. We estimate the cost of the project to be \$83.3 million in money-of-the-day (MOD) prices, made up as follows –

	<b>\$ million</b>
(a) Demolition of the existing footbridge	1.9

		<b>\$ million</b>
(b)	Footbridge	63.8
	(i) civil works	57.3
	(ii) E&M works	6.5
(c)	Road, drainage and landscaping works	5.2
(d)	Electrical and Mechanical Services Trading Fund (EMSTF) <sup>1</sup>	1.0
(e)	Contingencies	6.2
	Sub-total	78.1 (in September 2008 prices)
(f)	Provision for price adjustment	5.2
	Total	83.3 (in MOD prices)

7. We estimate that the proposed works will create about 110 jobs (15 for professional/technical staff and 95 for labourers) providing a total employment of about 1 650 man-months.

## **PUBLIC CONSULTATION**

8. We consulted the Traffic and Transport Committee of the Wong Tai Sin District Council (WTSDC) on 6 September 2007. Members supported the implementation of the project. Local consultation was conducted from April to May 2008 and no adverse comments were received.

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<sup>1</sup> Since the establishment on 1 August 1996 under the Trading Fund Ordinance, the EMSTF charges government departments for design and technical consultancy services for E&M installations provided by the Electrical and Mechanical Services Department. The services rendered for this project include carrying out the design on all E&M installations and providing technical advice to the Government on all E&M works and their impacts on the project from maintenance and general operation points of view.

9. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures<sup>2</sup> (ACABAS) on the aesthetic design of the footbridge on 15 April, 19 August and 21 October 2008. The Committee accepted the proposed design.

10. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 28 November 2008 and received no objection. The Permanent Secretary for Transport and Housing (Transport) authorised the proposed works under the Ordinance on 20 February 2009. The notice of authorisation was gazetted on 27 February 2009.

## **TEMPORARY TRAFFIC ARRANGEMENTS**

11. Temporary traffic arrangements (TTAs), including lane closures, will be implemented to facilitate the construction works. To minimise the adverse traffic impact, for works that will inevitably require lane closures, they will be carried out at night or during non-peak hours as far as practicable. The existing footbridge will be maintained until the proposed footbridge is in operation. A traffic management liaison group comprising representatives of the Highways Department, the Police, the Transport Department and other concerned Government departments will be set up to assess the TTAs. We will consult the WTSDC prior to the implementation of the major TTAs.

## **ENVIRONMENTAL IMPLICATIONS**

12. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). It will not cause long term adverse environmental impact. We undertake to implement the standard pollution control measures during construction, as promulgated by the Director of Environmental Protection.

13. We have included in the project estimate the cost to implement suitable mitigation measures to control short-term environmental impacts during the construction stage. These measures include frequent cleaning and

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<sup>2</sup> The ACABAS, which comprises representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, an academic institution, Architectural Services Department, Highways Department, Housing Department, and Civil Engineering and Development Department, is responsible for vetting the design of bridges and other structures associated with the highway system from the aesthetic and visual impact points of view.

watering of the site, use of silenced construction plants, provision of temporary noise screens at works locations, etc..

14. We have considered measures in the planning and detailed design stage to reduce the generation of construction waste where possible. In the footbridge design, we have minimised the number of columns for the staircases and the size of the pile caps in order to reduce the quantity of construction waste from excavation. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated materials and demolition materials as filling materials) on site or in other suitable construction sites as far as practicable, in order to minimise the disposal of inert construction waste to public fill reception facilities<sup>3</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

15. We will also 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 to public fill reception facilities and landfills respectively through a trip-ticket system.

16. We estimate that the project will generate in total about 7 300 tonnes of construction waste. Of these, we will reuse about 1 100 tonnes (15.1%) of inert construction waste on site and deliver 6 100 tonnes (83.6%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of 100 tonnes (1.3%) 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 about \$177,200 for this project (based on a unit cost of

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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. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

\$27/tonne for disposal at public fill reception facilities and \$125/tonne<sup>4</sup> at landfills).

## LAND ACQUISITION

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

## TREE PROPOSAL

18. The proposed works will involve removal of 49 trees, including six trees to be felled and 43 trees to be transplanted off-site. All of them are not important trees<sup>5</sup>. We will incorporate planting proposal as part of the project, including the planting of an estimated quantities of about 13 trees and 4 700 shrubs which totals to approximately 840 square metres of planting area.

## WAY FORWARD

19. We intend to seek funding support of the Public Works Sub-committee and Finance Committee of the Legislative Council in October and November 2009 respectively to upgrade **159TB** to Category A. Subject to funding approval, we plan to commence the construction works in December 2009 for completion in December 2011.

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<sup>4</sup> The estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m<sup>3</sup>), nor the cost to provide new landfills (which are likely to be more expensive) when the existing ones are filled.

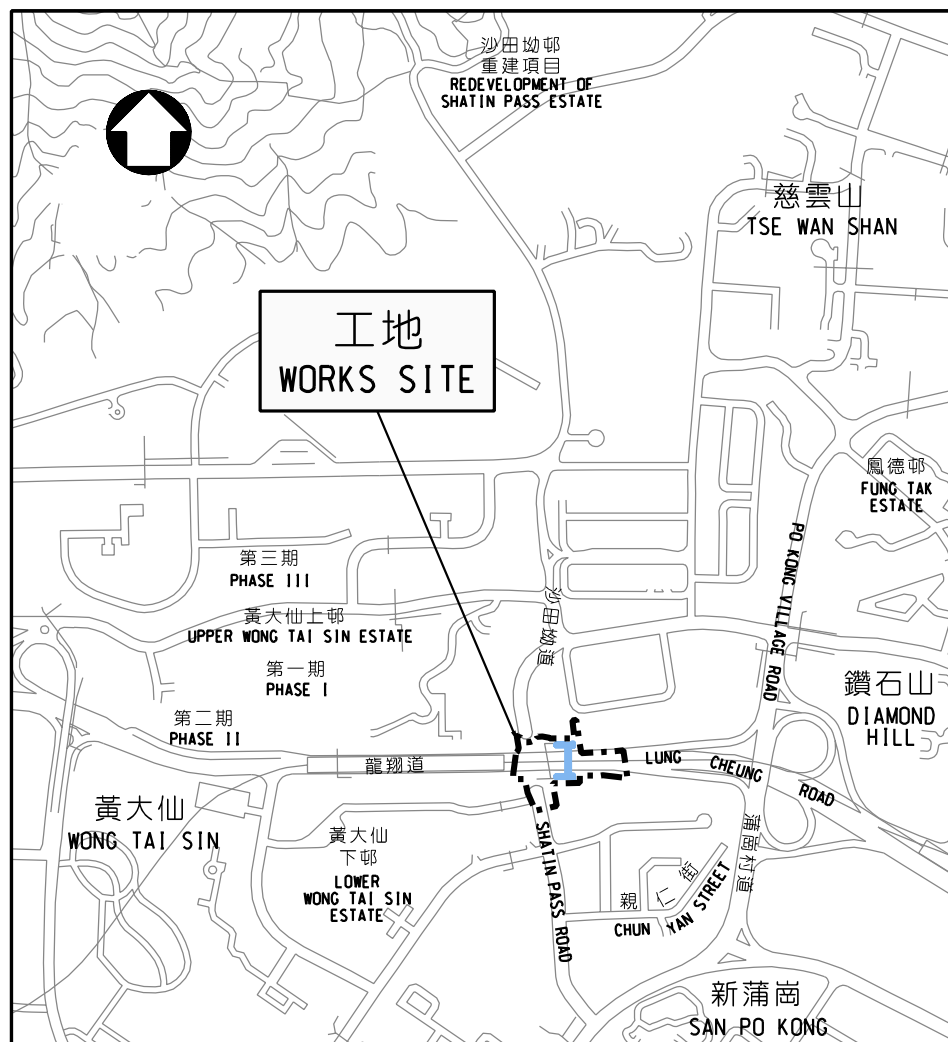
<sup>5</sup> “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of important persons 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 certain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25metres.

**ADVICE SOUGHT**

20. Members are invited to note the content of this paper.

**Transport and Housing Bureau  
June 2009**

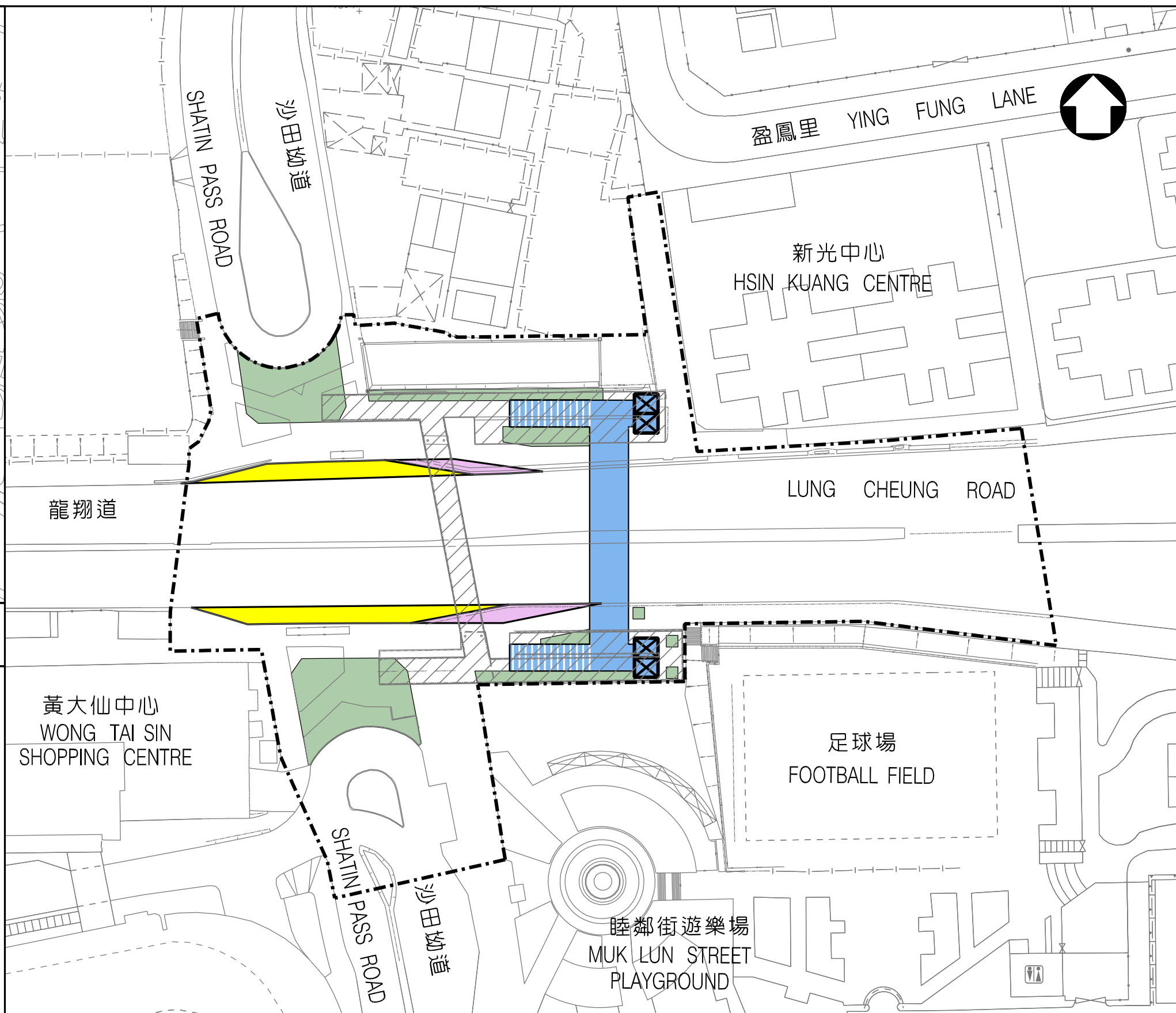


位置圖 LOCATION PLAN

比例 SCALE 1:10000

圖例 LEGEND :

- 施工區界限 LIMIT OF WORKS AREA
- 擬建有蓋行人天橋 PROPOSED COVERED FOOTBRIDGE
- 擬建有蓋樓梯 PROPOSED COVERED STAIRCASE
- 擬建升降機 PROPOSED LIFT
- 將予拆除的現有行人天橋 EXISTING FOOTBRIDGE TO BE DEMOLISHED
- 擬延長的巴士停車處 PROPOSED BUS BAY EXTENSION
- 現有巴士停車處 EXISTING BUS BAY
- 擬建環境美化工程 PROPOSED LANDSCAPING WORKS



圖則名稱 drawing title

工務計劃項目第 159TB 號  
重建位於龍翔道近新光中心的行人天橋及延長龍翔道巴士停車處 - 平面圖  
PWP ITEM NO. 159TB  
RECONSTRUCTION OF FOOTBRIDGE NEAR HSIN KUANG CENTRE AND EXTENSION OF BUS BAYS AT LUNG CHEUNG ROAD - LAYOUT PLAN

	職位 post	姓名 name	簽署 initial	日期 date
設計 designed	E/K2-1	W.M. LAI	SIGNED	8 JUN 2009
繪畫 drawn	T0/5-1	S.P. YIP	SIGNED	8 JUN 2009
核對 checked	E/K2-1	W.M. LAI	SIGNED	9 JUN 2009
批准 approved	SE/K2	Y.K. LAU	SIGNED	9 JUN 2009

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辦事處 office

工程  
WORKS DIVISION

比例 scale A3  
1 : 750  
OR AS SHOWN

圖則編號 drawing no.  
HWDWS065E-SP0001

HIGHWAYS DEPARTMENT HONG KONG 路政署

50 mm SCALE 1 : 1

0 10 20 30 40 50 mm SCALE 1 : 1