

**For discussion
on 20 December 2017**

Legislative Council Panel on Development

**PWP Item No. 163TB (Part)
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**

PURPOSE

This paper briefs Members on the proposal to upgrade part of PWP Item No. **163TB**¹ “**Kwun Tong Town Centre Redevelopment – Provision of Grade-Separated Pedestrian Linkages**” to Category A, at an estimated cost of about \$153.5 million in money-of-the-day (MOD) prices, for the construction of the footbridge across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street.

PROJECT SCOPE AND NATURE

2. The part of **163TB** which we propose to upgrade to Category A (the proposed footbridge) comprises –

- (a) construction of a 4 to 6-metre wide footbridge, with an about 39-metre long curved main deck, and two arms of about 6 and 13-metre long respectively;
- (b) construction of a lift and a staircase; and
- (c) ancillary works including footpath construction, drainage and utilities works, landscaping works, and related electrical and mechanical works.

¹ **163TB** comprises (i) the Yuet Wah Street Pedestrian Linkage (completed and opened for public use in October 2015), (ii) a footbridge system across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street (the proposed footbridge), and (iii) a subway across Hong Ning Road at the junction with Ngau Tau Kok Road (to be pursued at a later stage to tie in with the development programme of the Main Site of the Kwun Tong Town Centre Redevelopment).

— A plan showing the proposed works is at **Enclosure 1**.

3. Subject to the funding approval of the Finance Committee (FC), we plan to commence the proposed works in the second quarter of 2018 for completion in the second quarter of 2022.

JUSTIFICATION

4. The Urban Renewal Authority (URA) commenced the Kwun Tong Town Centre (KTTC) Redevelopment Project in March 2007 which would holistically regenerate the whole town centre of Kwun Tong and provide a better living environment for the local community. The KTTC Redevelopment Project comprises the Yuet Wah Street Site located at the junction of Yuet Wah Street and Hip Wo Street, and the Main Site bounded by Mut Wah Street to the north, Hip Wo Street to the east, Kwun Tong Road to the south and Hong Ning Road to the west. During public consultation exercises conducted by URA for this redevelopment project, there were repeated requests for additional pedestrian linkages to be provided in the Town Centre.

5. In order to enhance the connectivity of the KTTC Redevelopment with its neighbourhood and to improve traffic circulation in the area, we have planned to construct three grade-separated pedestrian linkages under **163TB** in phases, to tie in with the programme of the redevelopment. The first phase of the project, Yuet Wah Street Pedestrian Linkage, was completed and opened for public use in October 2015.

6. The proposed footbridge with the provision of lift, being the second phase of the project, will further improve existing at-grade pedestrian crossing by providing a barrier-free and grade-separated access between Mut Wah Street and the completed Yuet Wah Street Site (presently the Park Metropolitan) of the KTTC Redevelopment to the benefit of the local community as a whole and, in particular, the elderly, the disabled and the users of the Kwun Tong Community Health Centre Building situated in the Park Metropolitan.

7. The proposed footbridge would connect with a footbridge constructed by URA, linking the Main Site and the Park Metropolitan of the KTTC Redevelopment to form an integrated footbridge system. It would provide a grade-separated access for pedestrians and enhance the connectivity of the KTTC Redevelopment with its neighbourhood. In addition, the integrated footbridge system will bring vitality and help speed up regeneration of the KTTC.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the proposed works to be about \$153.5 million in MOD prices.

PUBLIC CONSULTATION

9. On 3 September 2013, we consulted the Kwun Tong District Council on the proposed footbridge. Members supported implementation of the proposed works.

10. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 22 April 2016 and received four objections. The objectors expressed concerns about the arrangement for the existing pedestrian crossing, residual space along the footpath, lift tower location and footprint, and disruption during construction. Upon receipt of the objections, we carefully studied the objectors' concerns and alternative proposals. We considered the present design was an optimal one having due regard to existing pedestrian crossing, footpath space and lift tower design. We explained to the objectors that appropriate mitigation measures to minimise environmental nuisance and inconvenience would be implemented during the construction period. On 25 April 2017, the Chief Executive-in-Council decided not to uphold the four unresolved objections and authorised the scheme without modification. The authorisation notice was gazetted on 9 June 2017.

ENVIRONMENTAL IMPLICATIONS

11. The proposed footbridge is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed a Preliminary Environmental Review (PER) for the proposed works in May 2017. The PER concluded, as agreed by the Director of Environmental Protection, that the proposed works would not cause long-term adverse environmental impacts. We included in the project estimate the cost to implement suitable mitigation measures during construction to control short-term environmental impacts.

12. For short-term impacts caused by the proposed works during construction, we will control dust, noise and site run-off nuisances to within established standards and guidelines through implementation of mitigation measures in the works contract. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers/enclosures and silenced plant to reduce noise generation, and the use of temporary drains to discharge site run-off.

13. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works to reduce generation of construction waste where possible.

14. 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 reuse inert construction waste (e.g. excavated soil) 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 facilities². We will encourage the contractor to maximise the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste. We will require the contractor to separate on site the inert portion of construction waste from the non-inert portion for disposal at appropriate

² 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.

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

15. 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

16. We completed a traffic impact assessment (TIA) for the proposed works. The TIA concluded that the proposed works would not cause any significant traffic impact on the surrounding areas during construction and upon completion. 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 enquiries or complaints.

LAND ACQUISITION

17. The proposed works do not require land resumption and clearance but require creation of easements and other permanent rights in an area of about 7 square metres of private land.

BACKGROUND INFORMATION

18. When submitting the draft KTTC Development Scheme Plan for the Town Planning Board's consideration in April 2007, URA conducted a preliminary connectivity study with a view to enhancing the pedestrian network and linkages to the neighbouring areas. Further to the preliminary connectivity study, URA also conducted a preliminary engineering feasibility study which recommended that the Government should build three grade-separated pedestrian facilities during the KTTC Redevelopment,

including the proposed footbridge, to enhance the connectivity of the KTTC to the adjoining neighbourhood. The Government decided to take forward the construction of the three grade-separated pedestrian facilities under PWP Item No. **163TB**.

19. In December 2008, we upgraded **163TB** to Category B.

20. Following the design competition in September 2009, we engaged consultants in June 2010 to undertake the detailed design of the proposed footbridge and the Yuet Wah Street Pedestrian Linkage at an estimated cost of about \$1.9 million under the block allocation Subhead 7100CX “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”.

21. In December 2012, we part-upgraded **163TB** to Category A for the construction of the Yuet Wah Street Pedestrian Linkage.

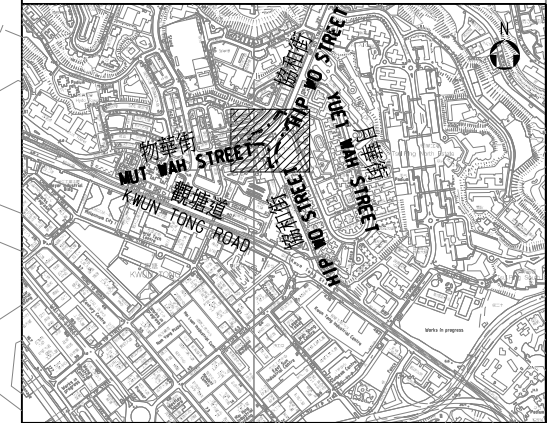
22. We will pursue the subway across Hong Ning Road at the junction with Ngau Tau Kok Road at a later stage to tie in with the development programme of the Main Site of the KTTC Redevelopment.

WAY FORWARD

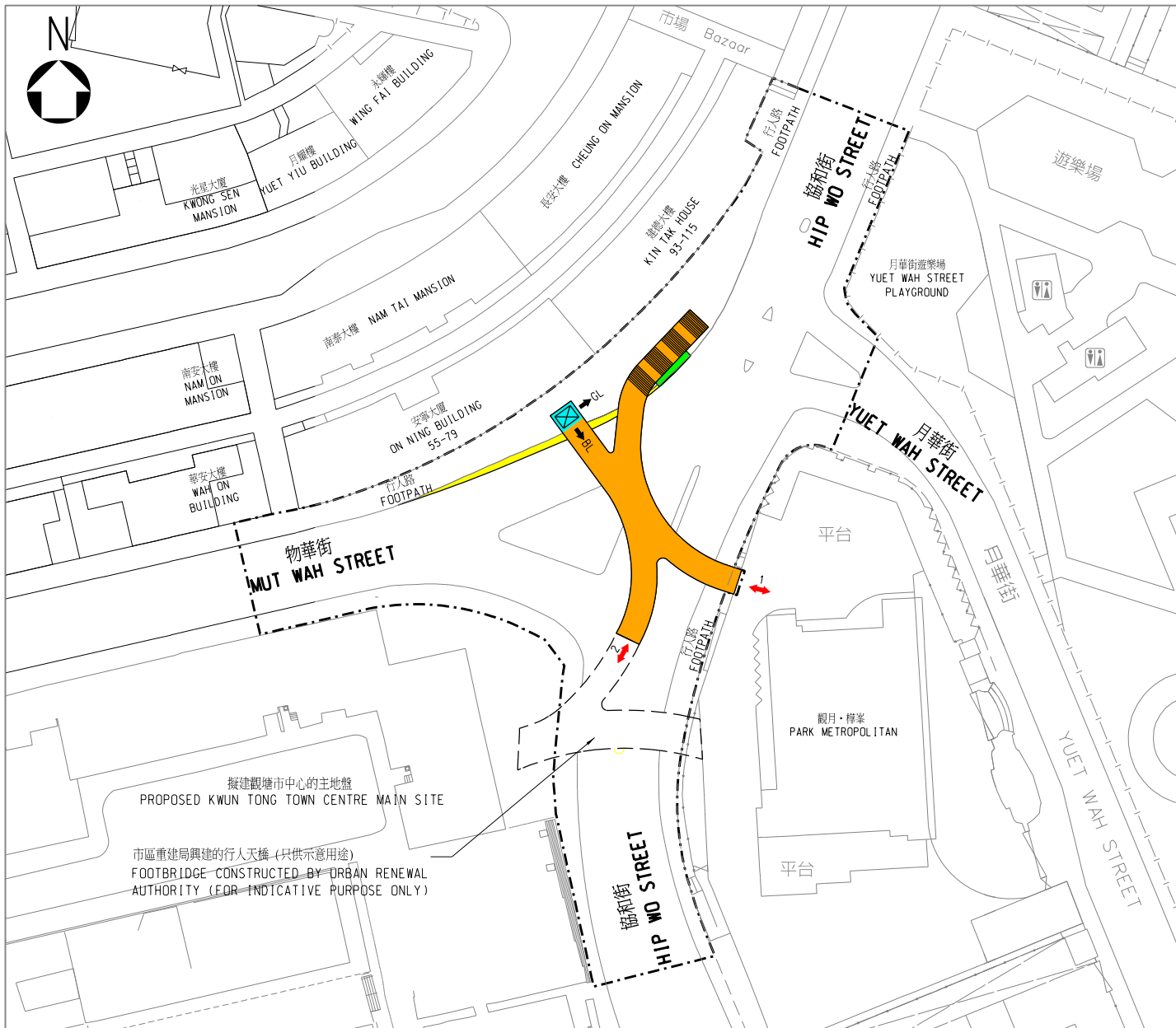
23. We plan to seek the endorsement of the Public Works Subcommittee for upgrading part of **163TB** to Category A before seeking funding approval from FC. We will invite tenders in parallel to enable early commencement of works and aim to commence the proposed works in the second quarter of 2018. We will only award the contract after having secured FC’s funding approval.

Development Bureau
Civil Engineering and Development Department
December 2017







附件一(兩張中的第一張)
Enclosure 1 (Sheet 1 of 2)



位置圖
KEY PLAN



圖例 LEGEND:

-  施工區界限
BOUNDARY OF WORKS AREA
-  擬建行人天橋
PROPOSED FOOTBRIDGE
-  擬建樓梯
PROPOSED STAIRCASE
-  擬建升降機
PROPOSED LIFT
-  擬建升降機地面出口
PROPOSED LIFT DOOR OPENING AT GROUND LEVEL
-  擬建升降機橋面出口
PROPOSED LIFT DOOR OPENING AT BRIDGE DECK LEVEL
-  擬建行人路
PROPOSED FOOTPATH
-  擬建環境美化工程
PROPOSED LANDSCAPING WORKS
-  1
連接觀月·樺峯
CONNECTION TO THE PARK METROPOLITAN
-  2
經市區重建局興建的行人天橋連接擬建觀塘市中心的主地盤
CONNECTION TO THE PROPOSED KWUN TONG TOWN CENTRE MAIN SITE VIA THE FOOTBRIDGE CONSTRUCTED BY URBAN RENEWAL AUTHORITY

項目名稱 PROJECT TITLE

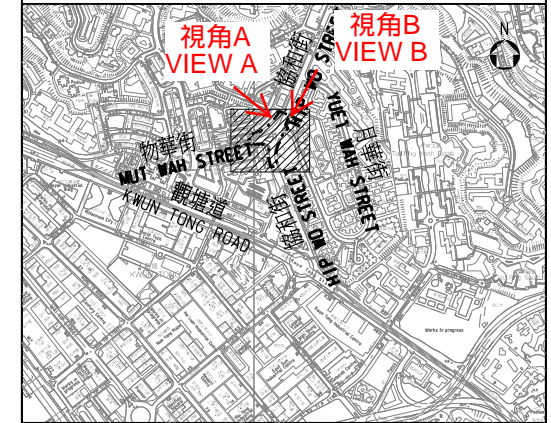
163TB號(部分) 觀塘市中心重建計劃—
興建分層行人連接系統

橫跨協和街近協和街/物華街交界處的行人天橋— 平面圖
163TB(PART) 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 - SITE PLAN

附件一(兩張中的第二張)
Enclosure 1 (Sheet 2 of 2)



視角A
VIEW A



位置圖
KEY PLAN



視角B
VIEW B

項目名稱 PROJECT TITLE
163TB號(部分) 觀塘市中心重建計劃—
興建分層行人連接系統
橫跨協和街近協和街/物華街交界處的行人天橋— 構想圖
163TB(PART) 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 - ARTIST IMPRESSION