

**For discussion
on 27 April 2018**

Legislative Council Panel on Transport

**Provision of Hillside Escalator Link and Elevator System
and Elevated Walkway**

PURPOSE

This paper seeks Members' views on the funding application for the following projects to enhance the accessibility of hillside area and create a pleasant walking environment –

- (a) Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung; and
- (b) Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station.

RECOMMENDATION

- (a) Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung

2. The proposed works comprise the construction of a lift tower at Kung Yip Street, construction of two lift towers with staircases adjacent to Castle Peak Road – Kwai Chung, and construction of 2 elevated pedestrian walkways to connect the abovementioned lift towers, Castle Peak Road – Kwai Chung and Shek Lei (I) Estate. The project will provide a comfortable, convenient, safe, environmentally friendly and barrier-free pedestrian access to the locals, facilitating the elderly and the disabled to travel between Shek Lei area, Castle Peak Road – Kwai Chung and Kung Yip Street. We estimate the capital cost of the Project to be \$584.4 million in money-of-the-day (MOD) prices. Details of this project are at **Enclosure 1**.

(b) Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station

3. The proposed works comprise the construction of a covered elevated pedestrian corridor along the Yuen Long Town Nullah from the West Rail Long Ping Station to the south of Kau Yuk Road and construction of six pedestrian connectivity platforms adjacent to Yuen Long On Ning Road, Castle Peak Road – Yuen Long and Kau Yuk Road with staircases, lifts and escalators to connect the covered elevated pedestrian corridor with the existing at-grade footpaths. The project will effectively divert pedestrian flow on at-grade footpaths and at road crossing facilities in the Yuen Long Town centre for relieving congestion and improving road safety. We estimate the capital cost of the Project to be \$1,708.5 million in MOD prices. Details of this project are at **Enclosure 2**.

BACKGROUND

4. In order to improve pedestrian environment, the Policy Agenda of the Chief Executive's 2017 Policy Address states that the Government will continue to progressively take forward the construction works of hillside escalator links and elevator system projects; and strive to implement the Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station project to relieve congestion at footpaths in the district.

WAY FORWARD

5. We plan to submit the proposal for upgrading the projects to Category A to the Public Works Subcommittee to seek its support, and to seek funding approval from the Finance Committee.

**Transport and Housing Bureau
Highways Department
April 2018**

**For discussion
on 27 April 2018**

Legislative Council Panel on Transport

178TB – Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung

PURPOSE

This paper seeks Members' views on the funding application for upgrading **178TB** "Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung" (the Project) to Category A.

PROJECT SCOPE AND NATURE

2. The proposed scope of works under the Project includes –
 - (a) construction of a lift tower with two lifts of approximately 40 metres (m) in height at Kung Yip Street;
 - (b) construction of a lift tower with one lift of approximately 12m in height adjacent to the western footpath of Castle Peak Road – Kwai Chung;
 - (c) construction of a lift tower with two lifts of approximately 40m in height adjacent to the eastern footpath of Castle Peak Road – Kwai Chung;
 - (d) construction of a covered elevated pedestrian walkway of approximately 3m in clear width and 75m in length to connect the lift towers mentioned in items (a), (b) and (c);
 - (e) construction of a covered elevated pedestrian walkway of approximately 3m in clear width and 50m in length to connect the lift tower mentioned in item (c) and Shek Lei (I) Estate;

- (f) construction of two staircases to connect the elevated pedestrian walkway mentioned in item (d) and Castle Peak Road – Kwai Chung; and
 - (g) ancillary works including associated geotechnical, road, drainage, utilities, landscaping, public lighting, and electrical and mechanical (E&M) works, etc.
3. A layout plan and artist’s impression of the Project are at **Annex 1**.
4. Subject to funding approval of the Finance Committee (FC) in this legislative year, the Highways Department (HyD) plans to commence the construction works in the first quarter of 2019 for completion in the second quarter of 2023.

JUSTIFICATIONS

5. At present, residents of Shek Lei area need to take a circuitous route through the footpath of Shek Pai Street or the trail between Shek Lei (I) Estate and Greenknoll Court for travelling between Shek Lei area and Castle Peak Road – Kwai Chung. If residents would like to travel further to/ from Kwai Hing MTR Station via Kung Yip Street, they have to make use of the existing footbridge spanning across Castle Peak Road – Kwai Chung and the staircase between Castle Peak Road – Kwai Chung and Kung Yip Street.
6. There are many residential buildings and schools in Shek Lei area. The area currently has a population of about 18 000 residents (including about 3 600 elderly). We plan to implement the Project for the convenience of the public (in particular the elderly and the disabled) for travelling between Shek Lei area, Castle Peak Road – Kwai Chung and Kung Yip Street, and to promote walking as an alternative to other means of transport.
7. The Project will provide a comfortable, convenient, safe, environmentally friendly and barrier-free pedestrian access to the locals, facilitating the elderly and the disabled to travel between Shek Lei area, Castle Peak Road – Kwai Chung and Kung Yip Street. We expect that the usage rate of the proposed lift and pedestrian walkway system will be about 5 100 pedestrians per day.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the Project to be \$584.4 million in money-of-the-day (MOD) prices.

PUBLIC CONSULTATION

9. The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hillside escalator links) to determine the priority for conducting preliminary technical feasibility studies for the 20 proposals received at that time. In this regard, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Project is ranked 6th. The current progress of the above-mentioned 18 proposals is at Annex 2.

10. The HyD consulted the Traffic and Transport Committee of the Kwai Tsing District Council on the Project on 14 April 2016. The Committee expressed its support for the implementation of the Project.

11. We gazetted the scheme and plan of the Project under the Roads (Works, Use and Compensation) Ordinance (Cap 370) on 25 August and 1 September 2017. During the statutory period, no objection was received and the scheme was thus authorised accordingly. The associated authorisation notice was gazetted on 17 and 24 November 2017.

12. The HyD has consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)¹ on the aesthetic design of the lift tower and covered elevated pedestrian walkway of the Project. The Committee accepted the proposed aesthetic design.

¹ ACABAS, comprising representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, the Architectural Services Department, the HyD, the Housing Department, the Civil Engineering and Development Department, and a representative from an architectural or relevant faculty from a local academic institution, is responsible for vetting the design of bridges and other structures associated with the public highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

ENVIRONMENTAL IMPLICATIONS

13. The Project is not a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (Cap 499). It will not cause long-term environmental impact. The HyD will control construction noise, dust and site run-off nuisances to levels within established standards and guidelines through the implementation of appropriate mitigation measures. The expenses required for implementing the environmental mitigation measures have been included in the project estimates.

14. At the planning and design stages, the HyD has considered optimizing the alignment of the Project and adjusting the method of construction to reduce the generation of construction waste as far as possible. In addition, the HyD will require the contractor to reuse inert construction waste (e.g. use of excavated materials for backfilling) 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. The HyD will also require the contractor to maximise the use of recycled or recyclable inert construction waste, as well as encourage the use of non-timber formwork to further minimise the generation of construction waste.

15. At the construction stage, the HyD will require the contractor to submit for the Government's approval a plan setting out the waste management measures, which will include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. The HyD will ensure that the day-to-day operations on site comply with the approved plan. The HyD will require the contractor to separate inert construction waste from non-inert construction waste on site to facilitate their transportation to appropriate facilities for disposal. The HyD will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively for disposal through a trip-ticket system.

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 license issued by the Director of Civil Engineering and Development.

16. The HyD estimates that the Project will generate in total 14 920 tonnes of construction waste. Of these, we will reuse 3 260 tonnes (21.8%) of inert construction waste on site and deliver 10 920 tonnes (73.2%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose the remaining 740 tonnes (5.0%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfill sites is estimated to be about \$920,000 for the Project (the amount is based on an unit charge rate of \$71 per tonne for disposal at public fill reception facilities and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap 354N)).

HERITAGE IMPLICATIONS

17. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

18. The Project requires the resumption of about 1 324 square metres (m²) of private land and the creation of rights of temporary occupation of about 715 m² of private land.

TREE IMPLICATIONS

19. In order to make way for the proposed facilities and strengthen the slopes nearby, the Project will require removal of about 110 trees. According the established guidelines, tree preservation and removal proposal will be submitted to the Lands Department for approval. All trees to be removed are not important trees³. The HyD will incorporate planting

³ “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 events;
- (c) trees of precious or rare species;
- (d) trees of outstanding forms (taking account of overall tree sizes, shapes and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitats; or
- (e) trees with trunk diameter equal or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.

proposals into the Project, including the compensatory planting of about 110 new trees.

TRAFFIC IMPLICATIONS

20. The HyD has conducted traffic impact assessment for the Project, covering the assessment of traffic impact during construction period. According to the assessment findings, with the implementation of appropriate temporary traffic arrangements (TTA), the Project during its construction stage will not cause significant impact on the local traffic network in the area concerned. To facilitate the related construction works, the HyD will implement TTA and set up a traffic management liaison group to discuss and vet the TTA. This group comprises representatives from the contractor, the Police Force, the Transport Department and other concerned government departments. The HyD will specify requirements for implementing the TTA into the works contracts to minimise the traffic impacts during construction. The HyD will also display publicity boards on site, providing details of the TTA and the anticipated completion dates of individual sections of works. In addition, the HyD will set up a telephone hotline for public enquiries or complaints.

BACKGROUND

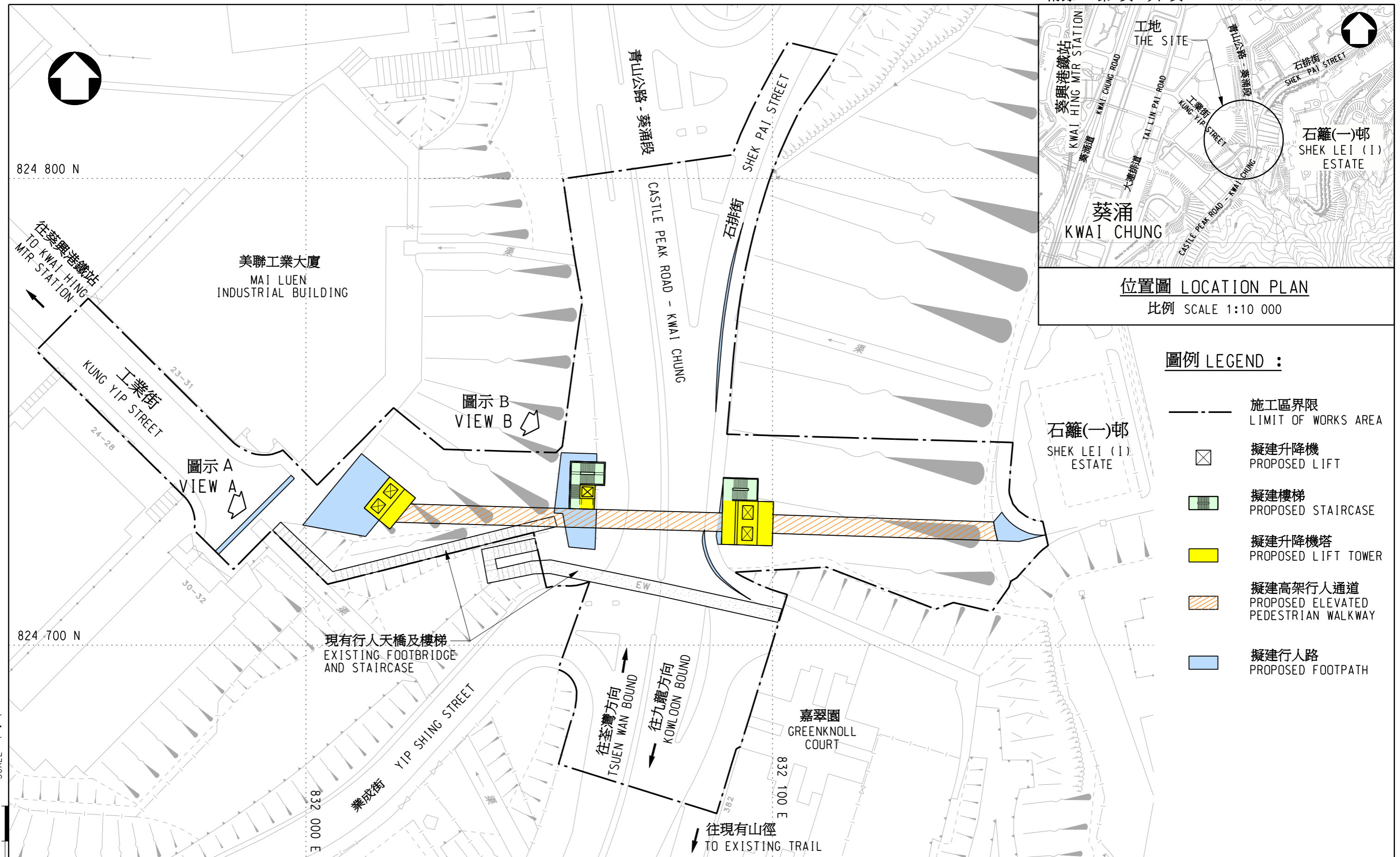
21. We upgraded the Project to Category B in September 2012. We engaged an engineering consultant to undertake the preliminary design, investigation and ground investigation works in June 2014. The total cost of the above consultancy service and investigation works is about \$2.0 million, funded by block allocation **Subhead 6100TX** "Highway works, studies and investigations for items in Category D of the Public Works Programme". These consultancy service and investigation works have been completed.

22. We engaged an engineering consultant to undertake the detailed design in November 2017. The estimated cost for the detailed design services in the said consultancy is about \$4.9 million, and will be funded by **Subhead 6100TX** "Highway works, studies and investigations for items in Category D of the Public Works Programme".

WAY FORWARD







23. We plan to submit the proposal for upgrading the project of **178TB** as mentioned in paragraph 2 above to Category A to the Public Works Subcommittee to seek its support, and to seek funding approval from the FC.

**Transport and Housing Bureau
Highways Department
April 2018**



位置圖 LOCATION PLAN
比例 SCALE 1:10 000

圖例 LEGEND :

-  施工區界限
LIMIT OF WORKS AREA
-  擬建升降機
PROPOSED LIFT
-  擬建樓梯
PROPOSED STAIRCASE
-  擬建升降機塔
PROPOSED LIFT TOWER
-  擬建高架行人通道
PROPOSED ELEVATED PEDESTRIAN WALKWAY
-  擬建行人路
PROPOSED FOOTPATH

50mm SCALE 1 : 1
40
30
20
10
0

圖則名稱 drawing title
工務計劃項目第178TB號—
葵涌青山公路至工業街升降機及行人通道系統
- 平面圖
PWP ITEM NO. 178TB -
LIFT AND PEDESTRIAN WALKWAY SYSTEM BETWEEN CASTLE PEAK ROAD AND KUNG YIP STREET, KWAI CHUNG
- LAYOUT PLAN

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office
**工程
WORKS DIVISION**

比例 scale A3
1 : 750
OR
AS SHOWN

圖則編號 drawing no.
HWDKS165A-SP0001
 **HIGHWAYS DEPARTMENT HONG KONG** 路政署



圖示 A
VIEW A



圖示 B
VIEW B

50 mm SCALE 1 : 1

工業街
KUNG YIP STREET

圖則名稱 drawing title

工務計劃項目第178TB號—
葵涌青山公路至工業街升降機及行人通道系統
- 構思圖

PWP ITEM NO. 178TB -
LIFT AND PEDESTRIAN WALKWAY SYSTEM BETWEEN CASTLE PEAK ROAD AND KUNG YIP STREET, KWAI CHUNG
- ARTIST'S IMPRESSION

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比例 scale A3

不適用
NA

圖則編號 drawing no.

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工程 部
WORKS DIVISION

HIGHWAYS 路 香港
DEPARTMENT 政 署
HONG KONG

Current progress of the proposals of the HEL

Rank	Proposal	Progress of Project
1	Pedestrian Link at Tsz Wan Shan	<p>The pedestrian link is implemented under the Shatin to Central Link project and involves 15 facilities. The construction works commenced in July 2012. The pedestrian link has been opened for public use since October 2017.</p>
2	Braemar Hill Pedestrian Link	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Planning, Works and Housing Committee of the Eastern District Council on the design scheme in September 2016. Prior to gazettal of the works, the HyD further consulted the residents on the design scheme and attended residents' meetings in November and December 2017. The HyD also briefed the Planning, Works and Housing Committee of the Eastern District Council on the project progress in February 2018. In view of the comments recently raised by various parties, the HyD is reviewing the design scheme with a view to obtaining a majority consensus for the project scheme.</p>
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	<p>The construction works commenced in February 2017 for completion in mid 2019.</p>

Rank	Proposal	Progress of Project
4	Escalator Link and Pedestrian Walkway System at Pound Lane	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted the Central and Western District Council (C&WDC) and held a public forum on the refined proposal in 2015. The comments received have been collated and analyzed. In view of the diverse views, the HyD plans to consult the C&WDC further on the project.</p>
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	<p>The construction works commenced in June 2017 for completion in 2020.</p>
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the detailed design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Kwai Tsing District Council on the design scheme in April 2016. The Government published the notice of authorization to execute the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in November 2017.</p> <p>We will seek funding approval from the Finance Committee of the LegCo in 2017-18 legislative year with a view to commencing the construction of the project as soon as possible.</p>

Rank	Proposal	Progress of Project
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained the support from the Traffic and Transport Committee of the Wong Tai Sin District Council on the preliminary design in July 2016 and on the revised design in January 2018. The HyD is following up on the suggestions and views regarding the revised design of the project further raised by relevant stakeholders and is making preparation for the gazettal of the works.</p>
9	Lift and Pedestrian Walkway System at Waterloo Hill	The construction works commenced in December 2016 for completion in mid 2019.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It was revealed in the preliminary technical feasibility study that the project involved two dangerous private slopes. The owners of the slopes have completed the repair works for the slopes in February 2018. The HyD is revisiting this proposal.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	The Government obtained funding approval from the Finance Committee of the LegCo in December 2017. The advance works for diversion of utilities commenced in January 2018. The main works are scheduled to commence in the fourth quarter of 2018 for completion in the fourth quarter of 2021.

Rank	Proposal	Progress of Project
12	Lift and Pedestrian Walkway System at Luen On Street	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to carry out the investigation and preliminary design.</p> <p>The HyD consulted and obtained support from the Traffic and Transport Committee of the Kwun Tong District Council on the preliminary design scheme in February 2018. As the proposal needs to span across private lots and is in close proximity to existing buildings, the HyD will consult the relevant residents as suggested by the Kwun Tong District Council.</p>
13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department commenced construction for this project in April 2013. The Linkage has been completed and opened for public use since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	The scope of the project has been determined, and the HyD will carry out the preliminary technical feasibility study.
14 (same ranking)	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The HA commenced works in November 2015. The works have been completed and the facility has been opened for public use since January 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	The scope of the project has been determined, and the HyD will carry out the preliminary technical feasibility study.

Rank	Proposal	Progress of Project
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	The scope of the project has been determined, and the HyD will carry out the preliminary technical feasibility study.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	Since the proposal involves complicated land issues, the TD will liaise with relevant departments on the land matters.

For discussion
on 27 April 2018

Legislative Council Panel on Transport

182TB – Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station

PURPOSE

This paper seeks Members' views on the funding application for upgrading **182TB** "Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station" (the Project) to Category A.

PROJECT SCOPE AND NATURE

2. The proposed scope of works under the Project includes –
 - (a) construction of a covered elevated pedestrian corridor of about 540 metres (m) long and 6 m clear width along the Yuen Long Town Nullah from the West Rail Long Ping Station to the south of Kau Yuk Road;
 - (b) construction of six pedestrian connectivity platforms adjacent to Yuen Long On Ning Road, Castle Peak Road – Yuen Long and Kau Yuk Road with staircases, lifts and escalators to connect the covered elevated pedestrian corridor with the existing at-grade footpaths;
 - (c) associated road, drainage, utilities, public lighting, landscaping, and electrical and mechanical works; and
 - (d) implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in items (a) to (c) above.

A layout plan, cross section and artistic impression of the Project are at **Annex 3**. Subject to funding approval of the Finance Committee (FC) in this legislative year, the Project can commence in the second half of 2018 for anticipated completion in around 2023.

JUSTIFICATION

3. The existing Yuen Long Town centre is overcrowded with substantial pedestrian activities. Pedestrians walking along main streets (e.g. Yuen Long On Ning Road, Castle Peak Road – Yuen Long and Kau Yuk Road) in the district have to travel via narrow and congested footpaths so that they are at times forced onto the carriageway, resulting in potential safety problem. Currently, there are about 126 000 residents in the district. With the growth in population, stoppages or interruptions to pedestrian flow occur at some sections of at-grade footpaths. Therefore, there is an imminent need to relieve the prevailing congestion on at-grade footpaths and improve the pedestrian facilities to meet future needs with a view to providing a more comfortable, more convenient and safer walking environment for the community. In the 2017 Policy Agenda, it was reaffirmed that the Administration will strive to implement the Project to relieve congestion at footpaths and improve the environment for pedestrians in the district.

4. The proposed elevated pedestrian corridor can provide a direct route connecting the West Rail Long Ping Station and areas around Yuen Long On Ning Road, Castle Peak Road – Yuen Long and Kau Yuk Road, which will improve local pedestrian circulation in and enhance accessibility of the Yuen Long Town centre.

5. Upon commissioning of the proposed elevated pedestrian corridor, the pedestrian flow on at-grade footpaths and at road crossing facilities in the Yuen Long Town centre will be diverted effectively for relieving congestion and improving road safety. We expect that the busiest section of the proposed elevated pedestrian corridor (across Castle Peak Road – Yuen Long) can attract about 11 000 pedestrians per hour during peak hours. The proposed elevated pedestrian corridor of 6 m clear width can provide sufficient space for reasonable movement of pedestrians.

FINANCIAL IMPLICATIONS

6. We estimate the capital cost of the Project to be \$1,708.5 million in money-of-the-day prices.

PUBLIC CONSULTATION

7. The Highways Department (HyD) conducted the first phase of public engagement exercise on the pedestrian environment improvement scheme in Yuen Long Town between May 2009 and July 2010. Based on the public views collected, the HyD developed a series of small to medium-scale and

large-scale improvement measures and consulted the Traffic and Transport Committee (T&TC) of Yuen Long District Council (YLDC) as well as the Legislative Council Panel on Transport on 24 September 2010 and 15 April 2011 respectively. Subsequently, the HyD conducted the second phase of public engagement exercise on some large-scale improvement measures (including the proposed elevated pedestrian corridor) between March and May 2013 and consulted the T&TC of YLDC through a workshop held on 16 April 2013. Both the first and second phases of the public engagement exercise showed that the public generally supported the implementation of the proposed elevated pedestrian corridor.

8. During the public engagement exercise in 2013, some local professional institutes comprising the Hong Kong Institute of Architects, the Hong Kong Institute of Planners, the Hong Kong Institute of Urban Design and the Hong Kong Institute of Landscape Architects (the Professional Institutes) proposed to widen the footpaths along both sides of the Yuen Long Town Nullah as an alternative to some sections of the elevated pedestrian corridor. The HyD then conducted a number of workshops with the Professional Institutes to develop an alternative scheme¹ based on the Professional Institutes' proposal. The HyD and the Professional Institutes' representatives consulted the T&TC of YLDC on 24 July 2014 on both the original scheme of the proposed elevated pedestrian corridor and the alternative scheme. After deliberation, the T&TC of YLDC supported the HyD's original scheme of the elevated pedestrian corridor with the main considerations that the original scheme could divert the pedestrian flows on at-grade footpaths and road crossing facilities in the district for effectively relieving congestion at the footpaths, and enhance the accessibility to the elevated pedestrian corridor for the convenience of the elderly and disabled. The T&TC of YLDC also requested for early implementation of the Project. The Professional Institutes' representatives expressed that they would respect the final decision of the T&TC of YLDC.

9. Upon completion of the feasibility study for the Project in end 2014, the HyD consulted the T&TC of YLDC on 21 May 2015 on the design aspect of the elevated pedestrian corridor. Taking into account the comments collected, the HyD developed a design proposal of the elevated pedestrian corridor and consulted the T&TC of YLDC again on 10 March 2016. The T&TC of YLDC supported the design proposal and urged for early implementation of the Project. Furthermore, the T&TC of YLDC requested the HyD to extend the elevated pedestrian corridor southward for about 260 m to Ma Tong Road as early as possible. In view of the fact that there is no traffic need for the proposed

1 The alternative scheme comprises construction of a footbridge connecting West Rail Long Ping Station to the south of Yuen Long On Ning Road, construction of a footbridge across Castle Peak Road – Yuen Long and widening of at-grade footpaths along both sides of the Yuen Long Town Nullah between Yuen Long On Ning Road and Kau Yuk Road.

southward extension of the elevated pedestrian corridor in the short term as revealed from findings of relevant study, it is not justified at this stage to accept the request. However, the HyD will conduct pedestrian surveys at the concerned locations and review regularly on the need for such extension throughout the implementation of the Project. The HyD will also allow a provision at the southern end of the elevated pedestrian corridor for extension when necessary.

10. We gazetted the road scheme for the proposed works of the Project under the Roads (Works, Use and Compensation) Ordinance (Cap 370) on 28 October and 4 November 2016. No objection was received during the statutory period and the Project was hence authorised. The relevant authorisation notice was gazetted on 20 and 27 January 2017.

11. The HyD has consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)² on the proposed aesthetic design of the elevated pedestrian corridor of the Project. ACABAS accepted the proposed aesthetic design.

ENVIRONMENTAL IMPLICATIONS

12. The Project is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap 499) and an Environmental Permit (EP) is required for the construction and operation of the Project. After public inspection and consultation with the Advisory Council on the Environment, the EIA report for the Project was approved by the Environmental Protection Department in October 2016 and the EP was issued in February 2017 under the EIA Ordinance. The EIA report concluded that the environmental impact of the Project can be controlled to within the criteria under the EIA Ordinance and the Technical Memorandum on the EIA Process.

13. The HyD shall implement the mitigation measures and EM&A programme recommended in the approved EIA report. For the construction phase, the recommended mitigation measures mainly include the adoption of quieter equipment and movable temporary noise barriers to minimise the noise impact brought about by the construction; regular water spraying for dust control; and the installation of temporary cofferdams to minimise impact on the water quality when carrying out construction works within the Yuen Long Town

2 ACABAS, comprising representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, the Architectural Services Department, the HyD, the Housing Department, the Civil Engineering and Development Department, and a representative from an architectural or relevant faculty from a local academic institution, is responsible for vetting the design of bridges and other structures associated with the public highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

Nullah. For the operation phase, the mitigation measures mainly include optimising the aesthetic design of the elevated pedestrian corridor; and tree planting and provisioning of landscape areas. The HyD has included the cost for the implementation of the necessary environmental mitigation measures and the EM&A programme in the project estimate.

14. At the planning and design stages, the HyD has considered all the proposed works and construction procedures to reduce generation of construction waste where possible. In addition, the HyD will require the contractor to reuse inert construction waste (e.g. use of materials excavated within site area for backfilling) 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 facilities³. The HyD will require the contractor to maximise the use of recycled or recyclable inert construction waste, as well as encourage the use of non-timber formwork to further minimise the generation of construction waste.

15. At the construction stage, the HyD will require the contractor to submit for approval a plan setting out the waste management measures. The plan should include appropriate mitigation measures to avoid and reduce the generation of inert construction waste, and to reuse and recycle such waste. The HyD will ensure that the day-to-day operations on site comply with the approved plan. The HyD will require the contractor to separate inert construction waste from non-inert construction waste on site to facilitate their transportation to appropriate facilities for disposal. The HyD will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively for disposal through a trip-ticket system.

16. We estimate that the Project will generate in total about 79 400 tonnes of construction waste. Of these, we will reuse about 40 800 tonnes (51.4%) of inert construction waste on site and deliver 36 200 tonnes (45.6%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of the remaining 2 400 tonnes (3.0%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfill sites is estimated to be \$3.05 million for the Project (based on a unit charge rate of \$71 per tonne for disposal at public fill reception facilities and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap 354N)).

³ 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.

HERITAGE IMPLICATIONS

17. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

18. The Project does not require acquisition or clearance of private land. However, the Project requires creation of rights of temporary occupation of about 932 square metres (m²), and easements and other permanent rights of about 102 m² of land. The relevant land is vested in the Kowloon-Canton Railway Corporation pursuant to the Kowloon-Canton Railway Corporation Ordinance (Cap 372) for the operation of the Light Rail Transit by the MTR Corporation Limited.

IMPLICATIONS FOR TREES

19. There are 125 trees within the project boundary. Among them, 87 trees will be preserved. The Project will require removal of 38 trees, including 37 trees to be felled and one tree to be transplanted within the project boundary. All trees to be removed are not important trees⁴. The HyD will incorporate planting proposals into the Project, including the planting of 37 trees and 28 460 shrubs covering a planting area of about 2 000 m².

TRAFFIC IMPLICATIONS

20. The HyD has conducted traffic impact assessment for the Project, covering the assessment of the traffic impact during the construction period. According to the findings of the assessment, with the implementation of appropriate temporary traffic arrangements (TTA), the construction works will not cause significant impact on the traffic network in the area concerned. To facilitate the construction works, the HyD will implement TTA and set up a

4 An "Important tree" refers 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 tree, trees as landmark of monastery or heritage monument, and trees in memory of important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding forms (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.

traffic management liaison group to discuss and vet the TTA. This group comprises representatives of the Transport Department, the Hong Kong Police Force, other concerned government departments, concerned public transport operators and the contractor. The HyD will also consult the YLDC prior to the implementation of major TTA for the Project. The HyD will specify requirements for implementing the TTA in the works contract to minimise the traffic impacts during construction. The HyD will also display publicity boards on site providing details of the TTA and the anticipated completion dates of individual sections of works. In addition, the HyD will set up a telephone hotline for public enquiries or complaints.

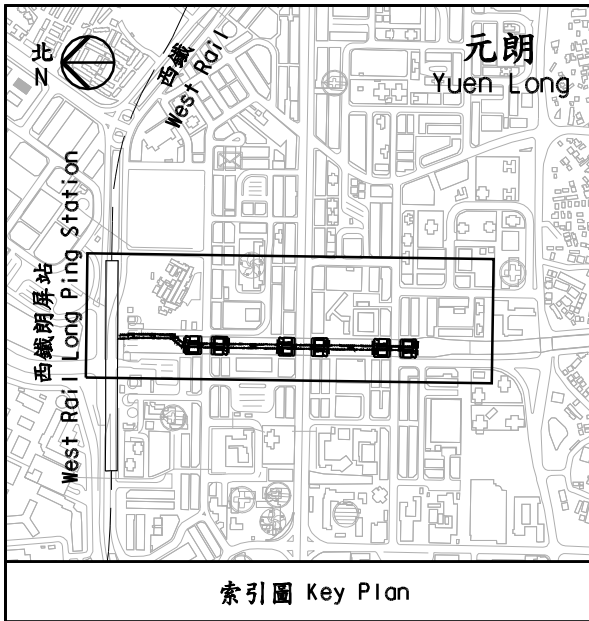
BACKGROUND

21. We upgraded **182TB** to Category B in September 2013. The HyD engaged a consultant in December 2014 to undertake the investigation, design and ground investigation works. The total cost of the above consultancy service and investigation works is about \$17.7 million, funded by block allocation **Subhead 6100TX** "Highway works, studies and investigations for items in Category D of the Public Works Programme". The investigation works of the Project have been completed and the detailed design has also been substantially completed.

WAY FORWARD

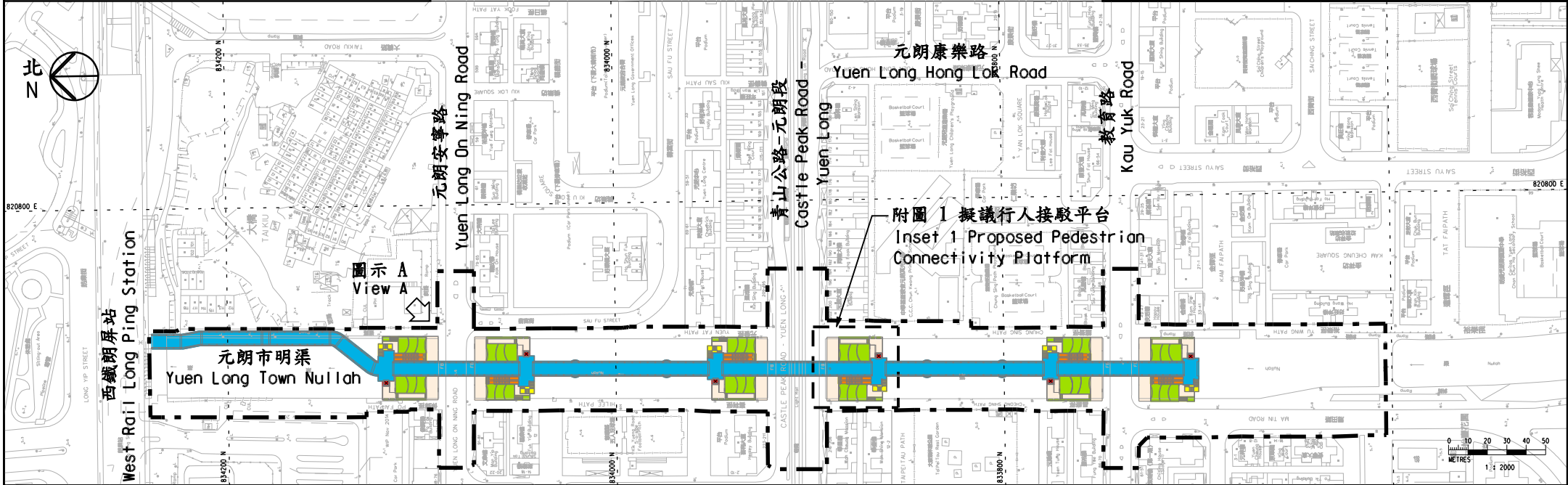
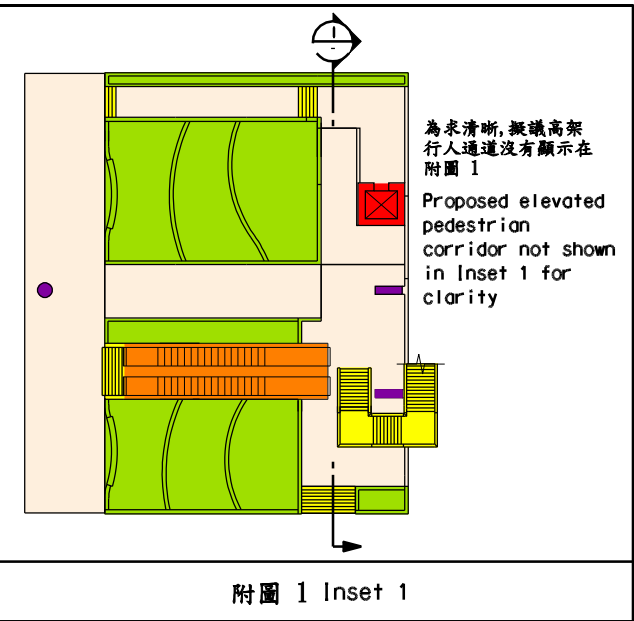
22. We plan to submit the proposal for upgrading the works of **182TB** as mentioned in paragraph 2 above to Category A to the Public Works Subcommittee to seek its support, and to seek funding approval from the FC.

**Transport and Housing Bureau
Highways Department
April 2018**

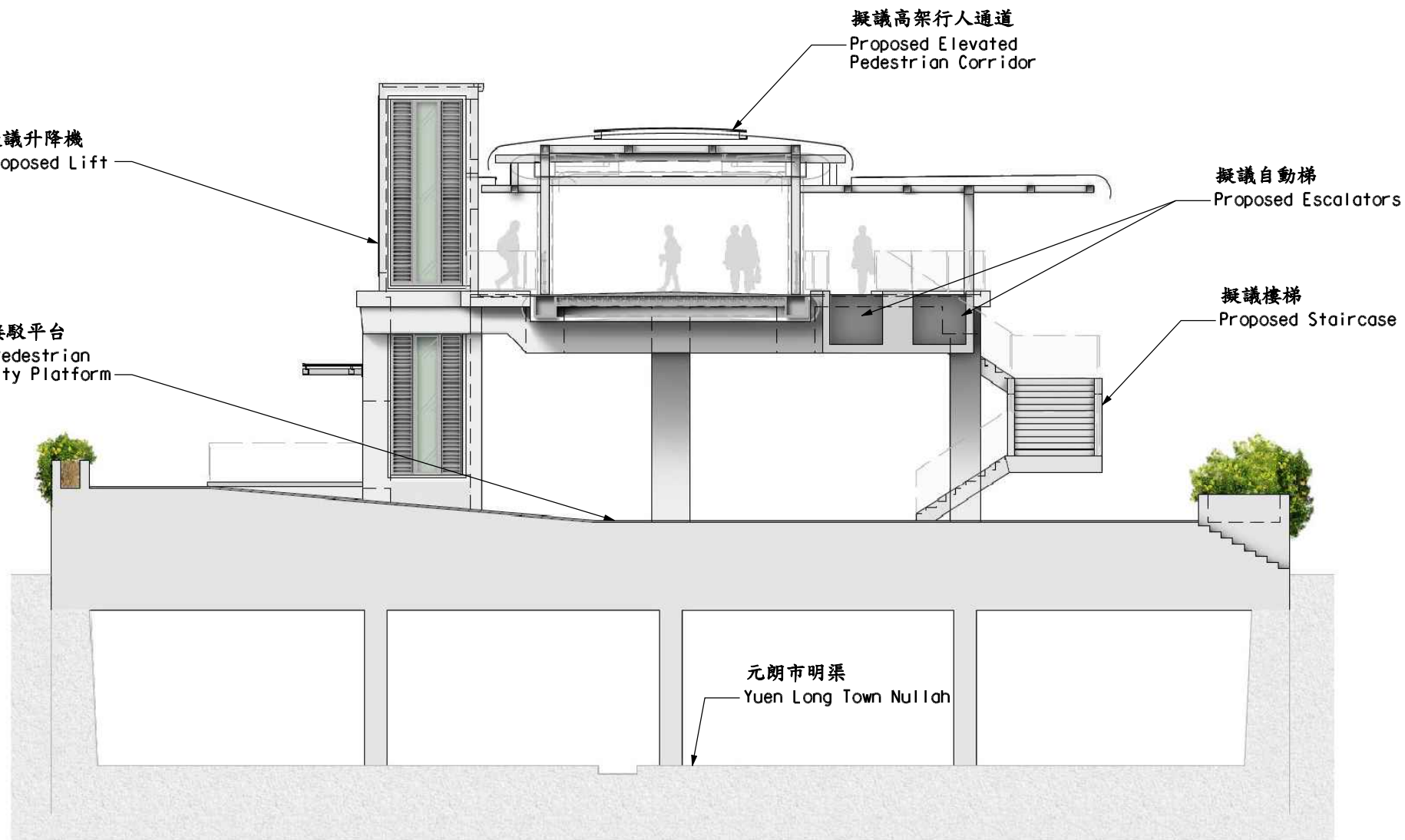


圖例 Legend

- | | | | |
|--|---|--|--|
| | 施工區界限
Limit of Works Area | | 擬議升降機
Proposed Lift |
| | 擬議高架行人通道
Proposed Elevated Pedestrian Corridor | | 擬議行人路
Proposed Footpath |
| | 擬議樓梯
Proposed Staircase | | 擬議圍境美化帶
Proposed Landscape Area |
| | 擬議自動梯
Proposed Escalator | | 擬議高架行人通道支柱
Proposed Elevated Pedestrian Corridor Column |



圖則名稱 drawing title	圖則編號 drawing no.	比例 scale
工務計劃項目第182TB號 連接朗屏站的元朗市高架行人通道 - 總平面圖 PWP Item No. 182TB Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station - Layout Plan	HMW6182TB-SK0036	1:2000 ON A3
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		路政署 HONG KONG



切面 I - I
Section I - I

圖則名稱 drawing title

工務計劃項目第182TB號
連接朗屏站的元朗市高架行人通道 - 切面圖

PWP Item No. 182TB

Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station - Cross Section

圖則編號 drawing no.

HMW6182TB-SK0037

比例 scale

示意圖

DIAGRAMMATIC

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元朗安寧路
Yuen Long On Ning Road

圖示 A
View A

圖則名稱 drawing title

工務計劃項目第 182TB 號
連接朗屏站的元朗市高架行人通道 - 構思圖

PWP Item No. 182TB

Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station - Artistic Impression

圖則編號 drawing no.
HMW6182TB-SK0038

比例 scale
示意圖
DIAGRAMMATIC

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HIGHWAYS
DEPARTMENT
HONG KONG

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