

**For discussion  
on 19 December 2018**

**Legislative Council Panel on Development**

**6188TB - Footbridge near MTR Kowloon Bay Station Exit B**

**PURPOSE**

This paper briefs Members on the funding application for upgrading **6188TB** “Footbridge near MTR Kowloon Bay Station Exit B” to Category A.

**PROJECT SCOPE AND NATURE**

2. The proposed scope of works under **6188TB** includes:
- (a) construction of a footbridge with a clear width of about 6 metres (m) and about 45m in length, connecting the existing elevated walkway adjoining MTR Kowloon Bay Station Exit B, an existing footbridge No. KF(LNTKE) and the East Kowloon Cultural Centre (EKCC) under construction;
  - (b) modification of about 10m in length of the existing elevated walkway adjoining MTR Kowloon Bay Station Exit B for connection to the proposed footbridge;
  - (c) modification of the elevated platform at the eastern end of the existing footbridge No. KF(LNTKE) for connection and support to the proposed footbridge;
  - (d) provision of a staircase at the western end of the proposed footbridge with a clear width of about 3m;
  - (e) provision of a covered ramp for barrier-free access connecting to the existing elevated walkway adjoining MTR Kowloon Bay Station Exit B; and

- (f) construction of ancillary works, including associated road, drainage, water mains, sewerage, utilities, landscaping, public lighting works, etc.

————— A layout plan and an artist's impression of the proposed works are at **Enclosure 1**.

## **JUSTIFICATION**

3. At present, pedestrians at MTR Kowloon Bay Station Exit B need to make use of the existing footbridge no. KF(LNTKE) across Kwun Tong Road to travel to and from the eastern footpath of Kwun Tong Road and the residential areas nearby. During peak hours, the existing elevated walkway is often overcrowded and this is not satisfactory. With the rapid development of the Kowloon Bay area and in anticipation of the commissioning of EKCC around end-2021, the crowdedness at the existing pedestrian passage will be further increased.

4. The proposed footbridge will provide an alternative passage to connect the existing elevated walkway at MTR Kowloon Bay Station Exit B and the EKCC under construction as well as the eastern footpath of Kwun Tong Road, thus alleviating the congestion at the existing walkway system (comprising the elevated walkway, footbridge no. KF(LNTKE) and staircases) and enhancing connectivity between the MTR Kowloon Bay Station Exit B, the future EKCC and the nearby residential areas.

5. There is a staircase of about 1.8m high at the western end of the existing footbridge No. KF(LNTKE) to cater for the limited headroom arising from the presence of the existing railway viaduct of MTR Kwun Tong Line. A stairlift is being built under another project to provide a barrier-free access. We take the opportunity to include in the proposed works a covered ramp connecting the proposed footbridge to the lower platform of the existing footbridge which will provide a more convenient barrier-free access. After completion of the proposed works, the existing walkway system near MTR Kowloon Bay Station Exit B will be greatly improved.

## **FINANCIAL IMPLICATIONS**

6. We estimate the capital cost of the proposed works to be \$268.4 million in money-of-the-day prices.

## **PUBLIC CONSULTATION**

7. On 18 May 2017, we consulted the Working Group on Access to Public Transport for People with Disabilities set up by the Transport Department. The Working Group supported the implementation of the proposed works including the ramp access as an additional barrier-free access facility.

8. We consulted the Traffic and Transport Committee of the Kwun Tong District Council on 6 June 2017. The Committee supported the implementation of the proposed works.

9. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 24 November 2017 and received no objection. The authorisation notice was gazetted on 16 March 2018.

10. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)<sup>1</sup> on 17 April 2018 on the aesthetic design of the proposed works. The Committee accepted the proposed aesthetic design.

## **ENVIRONMENTAL IMPLICATIONS**

11. This project is not a designated project under the Environmental Impact Assessment Ordinance (Cap 499). It will not cause long-term adverse environmental impacts. We have included in the project estimates the cost to implement suitable mitigation measures to control short-term environmental impacts.

12. During construction, we will control noise, dust and site run-off nuisances to within the required levels according to the established standards and guidelines through the implementation of mitigation measures in the relevant contract. These include the use of silencers, mufflers and temporary acoustic lining or shields for noisy construction activities,

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<sup>1</sup> ACABAS, comprising representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, Architectural Services Department, Highways Department, Housing Department, 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.

frequent cleaning and watering of the site, and the provision of wheel-washing facilities.

13. At the planning and design stages, we have considered the alignment of the proposed footbridge and the method of construction to reduce generation of construction waste where possible. In addition, we 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 disposal of inert construction waste at public fill reception facilities<sup>2</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

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 measures 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 inert construction waste 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 at public fill reception facilities and landfills respectively through a trip-ticket system.

15. We estimate that the proposed works will generate in total about 5 860 tonnes of construction waste. Of these, we will reuse about 1 300 tonnes (22.2%) of inert construction waste on site and deliver 3 740 tonnes (63.8%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 820 tonnes (14%) 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 \$430,000 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)).

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<sup>2</sup> 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.

## **HERITAGE IMPLICATIONS**

16. The proposed works 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**

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

## **TRAFFIC IMPLICATIONS**

18. We have conducted a traffic impact assessment for the proposed works. According to the assessment findings, with the implementation of appropriate temporary traffic arrangements (TTAs), the proposed works will not cause significant impact on the local traffic during the construction stage. We will set up a traffic management liaison group<sup>3</sup> to review and agree on the TTAs. We will specify the requirements for implementing the TTAs in the works contract to facilitate construction works and minimise traffic impacts during construction. We will also display publicity boards on site, providing details of the TTAs and the anticipated completion dates of individual sections of works. In addition, we will set up a telephone hotline for public enquiries.

## **BACKGROUND**

19. We upgraded **6188TB** to Category B in September 2015.

20. In October 2016, we engaged an engineering consultant to undertake the investigation, design and ground investigation works at an estimated cost of about \$3.3 million under block allocation **Subhead 6100TX** “Highway works, studies and investigations for items in Category D of the Public Works Programme”. The investigation works and the detailed design have been completed.

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<sup>3</sup> The traffic management liaison group will comprise representatives of the contractor, the Hong Kong Police Force, the Transport Department, public transport operators and other relevant government departments.

21. The proposed works will involve removal of about 32 trees including about 24 trees to be transplanted within the project boundary and about 8 trees to be felled. All trees to be transplanted and removed are not important trees<sup>4</sup>. We will incorporate planting proposals as part of the project, including the compensatory planting of about 8 trees.

## **WAY FORWARD**

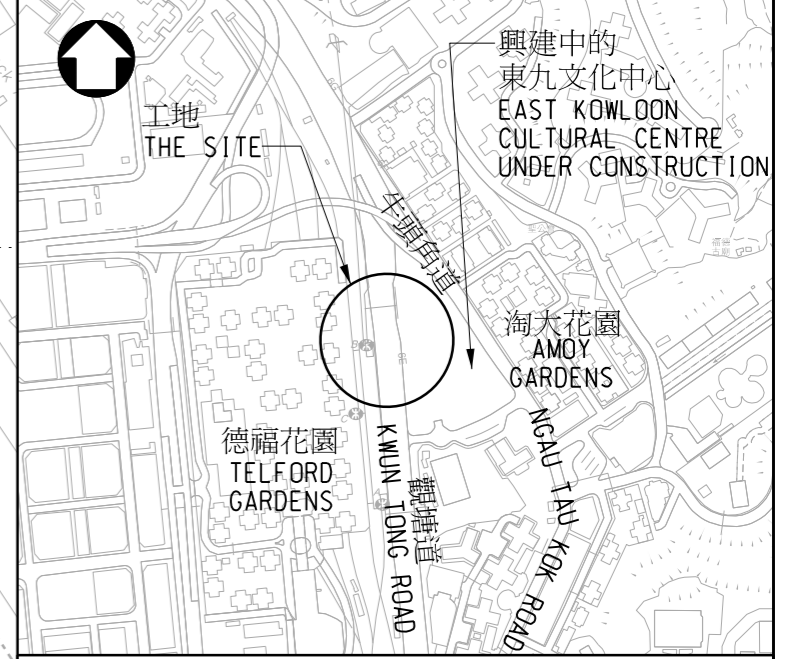
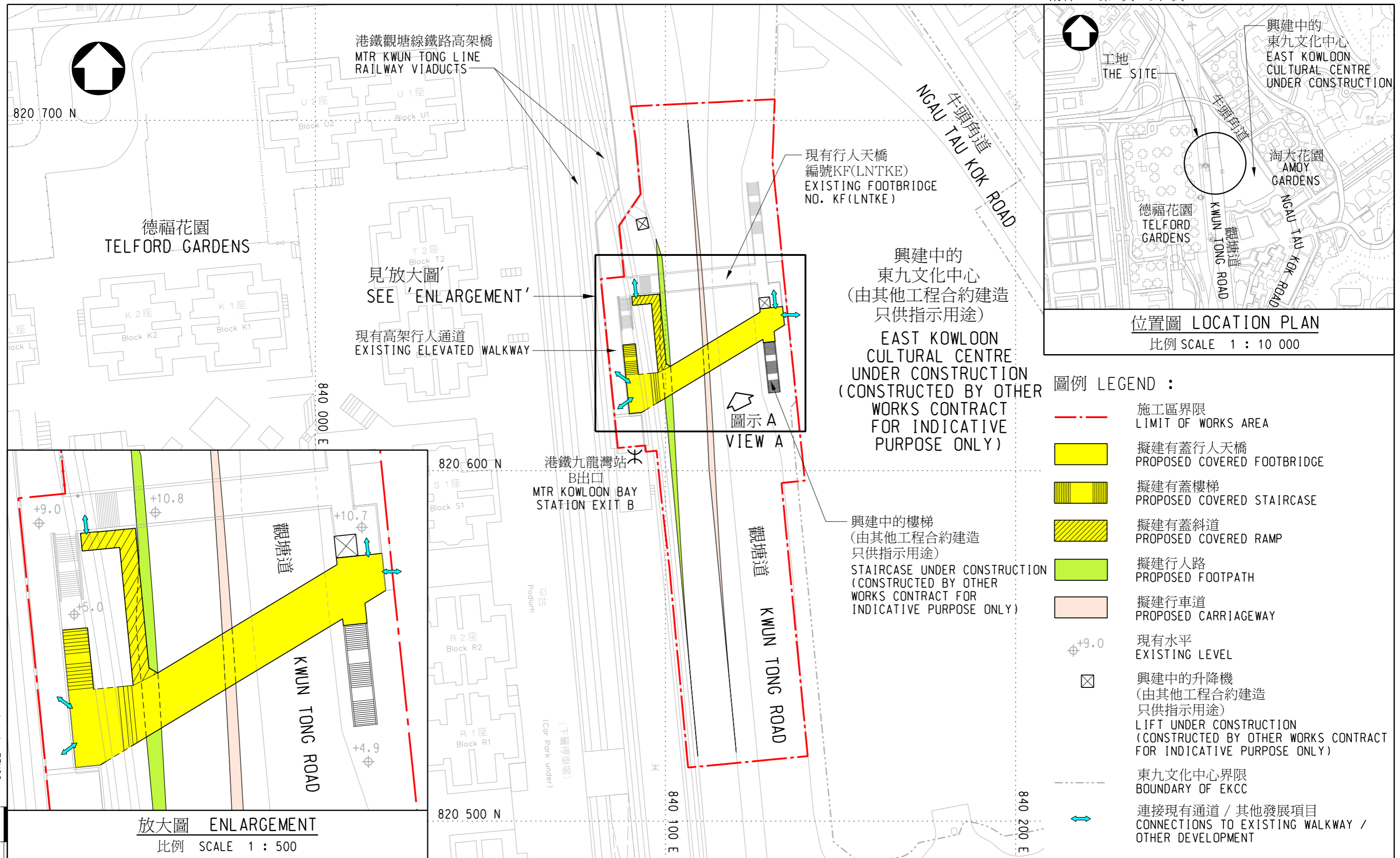
22. We plan to seek the endorsement of the Public Works Subcommittee for upgrading **6188TB** to Category A before seeking funding approval from the Finance Committee (FC). We will invite tender in parallel to enable early commencement of the proposed works. We will only award the contract after obtaining FC's funding approval. Subject to the funding approval of FC, we plan to commence the proposed works in the second quarter of 2019 for completion in the first half of 2022.

**Development Bureau  
Highways Department  
December 2018**

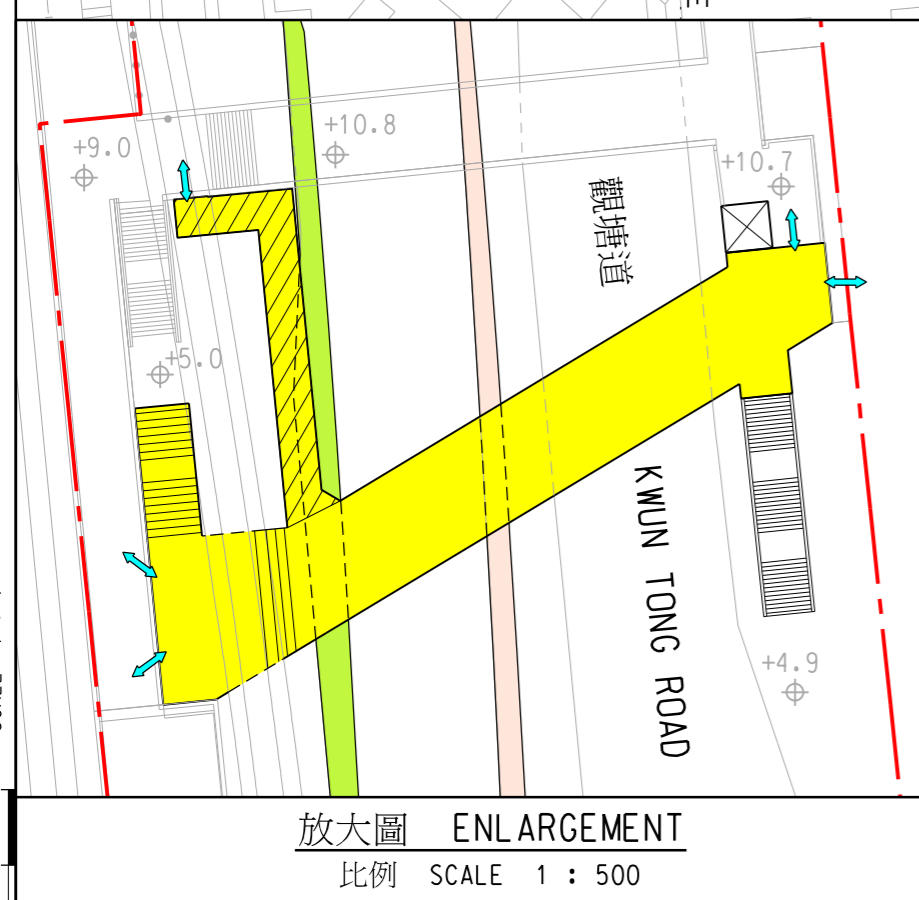
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<sup>4</sup> "Important trees" refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (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 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.



- 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
  - 擬建有蓋斜道  
PROPOSED COVERED RAMP
  - 擬建行人路  
PROPOSED FOOTPATH
  - 擬建行車道  
PROPOSED CARRIAGEWAY
  - $\phi$  +9.0 現有水平  
EXISTING LEVEL
  - 興建中的升降機  
(由其他工程合約建造  
只供指示用途)  
LIFT UNDER CONSTRUCTION  
(CONSTRUCTED BY OTHER WORKS CONTRACT FOR INDICATIVE PURPOSE ONLY)
  - 東九文化中心界限  
BOUNDARY OF EKCC
  - ↔ 連接現有通道 / 其他發展項目  
CONNECTIONS TO EXISTING WALKWAY / OTHER DEVELOPMENT



<p>圖則名稱 drawing title</p> <p>工務計劃項目第6188TB號 近港鐵九龍灣站B出口的行人天橋 - 平面圖</p> <p>PWP ITEM NO.6188TB FOOTBRIDGE NEAR MTR KOWLOON BAY STATION EXIT B - LAYOUT PLAN</p>	<p>版權所有不得翻印 COPYRIGHT RESERVED</p>	<p>比例 scale A3 1 : 1000 OR AS SHOWN</p>	<p>圖則編號 drawing no. HWDKT155A-SP0001</p>
<p>辦事處 office</p> <p>工程 WORKS DIVISION</p>	<p>HIGHWAYS DEPARTMENT HONG KONG</p> <p>路 政 署</p>		





德福花園  
TELFORD GARDENS

彩德邨  
CHOI TAK ESTATE

得寶花園  
TAK BO GARDEN

港鐵觀塘線鐵路高架橋  
MTR KWUN TONG LINE  
RAILWAY VIADUCT

港鐵九龍灣站B出口  
MTR KOWLOON BAY  
STATION EXIT B

擬建有蓋行人天橋  
PROPOSED COVERED FOOTBRIDGE

觀塘道  
KWUN TONG ROAD

圖示 A  
VIEW A

50 mm SCALE 1 : 1

圖則名稱 drawing title  
工務計劃項目第6188TB號  
近港鐵九龍灣站B出口的行人天橋  
- 構思圖  
PWP ITEM NO.6188TB  
FOOTBRIDGE NEAR MTR KOWLOON BAY STATION EXIT B  
- ARTIST'S IMPRESSION

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比例 scale A3  
不適用  
NA

圖則編號 drawing no.  
HWDKT155A-SP0002

辦事處  
office

工程 部  
WORKS DIVISION

HIGHWAYS 路 香港  
DEPARTMENT 政 署  
HONG KONG

0 10 20 30 40 50 mm SCALE 1 : 1