

For discussion on  
30 April 2019

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**7332CL(part)  
West Kowloon Reclamation – main works (remainder)  
– Footbridge at the junction of Sham Mong Road and Hing Wah Street West  
in Sham Shui Po**

**PURPOSE**

This paper briefs Members on the proposal to upgrade part of the remainder of **7332CL** entitled “Footbridge at the junction of Sham Mong Road and Hing Wah Street West in Sham Shui Po” to Category A at an estimated cost of about \$331.9 million in Money-of-the-Day (MOD) prices.

**PROJECT SCOPE AND NATURE**

2. The part of **7332CL** which we propose to upgrade to Category A (the proposed works) comprises -

- (a) a covered four-span footbridge system at the junction of Sham Mong Road and Hing Wah Street West, with the length of each span ranging from about 45 metres (m) to 58 m (222 m in total) and the clear width of about 4.0 m;
- (b) seven lifts, four covered escalators and two covered staircases linking the proposed footbridge system with the existing and future adjacent developments;
- (c) associated road works and ancillary works, including footpaths, drainage, utilities, electrical and mechanical (E&M) and landscaping works; and
- (d) necessary environmental mitigation measures.

\_\_\_\_\_ A site plan with elevations and an artist’s impression of the proposed works are at **Enclosure 1**.

3. Subject to funding approval of the Finance Committee (FC) of the Legislative Council, we plan to commence the proposed works in the third quarter of 2019 for substantial completion in the third quarter of 2023. To meet the programme, we plan to invite tenders in parallel to enable early commencement of

the proposed works. The contract will only be awarded upon obtaining FC's funding approval.

4. The remainder of **7332CL** covers a remaining footbridge system along Sham Mong Road at its junction with Yen Chow Street West in Sham Shui Po. We plan to seek upgrading of the remainder of **7332CL** upon completion of the necessary statutory procedures and design work.

## JUSTIFICATIONS

5. The proposed works seek to enhance the walking environment and connectivity of new and existing developments in the vicinity of the road junction of Sham Mong Road/Hing Wah Street West in Sham Shui Po including the MTR Nam Cheong Station and the public transport interchanges. On a wider geographical context, the proposed works, together with the footbridge system at the junction of Sham Mong Road and Tonkin Street West under construction<sup>1</sup> and another proposed footbridge system at the junction of Sham Mong Road and Yen Chow Street West referred to in paragraph 4 above, will form a continuous grade-separated pedestrian network, thereby providing a convenient, barrier-free and covered walking environment round-the-clock to serve the nine existing and future major housing developments nearby<sup>2</sup> covering a total population of about 72 000 in 2022 as well as 10 existing primary and secondary schools<sup>3</sup> attended by about 9 000 students (please see **Enclosure 2**). The proposed works will also enhance road safety and improve junction capacity. The design capacity of the proposed footbridge system will be able to cope with the estimated peak two-way pedestrian flow of about 1 400 pedestrians per hour per span in 2031.

6. The proposed works will be equipped with a total of seven lifts, four covered escalators and two covered staircases for greater pedestrian convenience and way-out. There are strong demands for the early implementation of the proposed works from the local community and nearby schools so that a continuous grade-separated pedestrian network could be provided in a timely manner as major housing developments in the vicinity take place.

---

<sup>1</sup> The FC approved in June 2016 the funding proposal for the construction of the footbridge system at the junction of Sham Mong Road and Tonkin Street West (see paragraph 21). Construction commenced in September 2016 for completion in 2019.

<sup>2</sup> The existing developments include Nam Cheong Estate, Fu Cheong Estate, Hoi Lai Estate and Aqua Marine. The future developments include housing developments at Fat Tseung Street West, NWKR Site 6, atop MTR Nam Cheong Station and at Lin Cheung Road Sites 3 and 5. These new developments are expected to be completed progressively in 2021/2022.

<sup>3</sup> Including Tack Ching Girls' Secondary School, Tsung Tsin Christian Academy, S.K.H. St. Mary's Church Mok Hing Yiu College, S.K.H. St. Andrew's Primary School, Maryknoll Fathers' School (Primary Section), Laichikok Catholic Primary School, Sham Shui Po Government Primary School, Ying Wa College, Ying Wa Primary School and St. Margaret's Co-educational English Secondary and Primary School.

## **FINANCIAL IMPLICATIONS**

7. We estimate the capital costs of the proposed works to be about \$331.9 million in MOD prices. We propose to engage consultants to supervise the construction works.

## **PUBLIC CONSULTATION**

8. On 7 June 2018, we consulted the Transport Affairs Committee under the Sham Shui Po District Council on the proposed footbridge systems. Members generally supported the proposed works.

9. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 30 November 2018 and no objection was received. The authorization notice was gazetted on 29 March 2019.

10. On 19 March 2019, we consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)<sup>4</sup> on the aesthetic design of the proposed works. The Committee accepted the aesthetic design.

## **ENVIRONMENTAL IMPLICATIONS**

11. This is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). The proposed works will not cause long-term adverse environmental impact. We have included in the project estimate 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 established standards and guidelines through the implementation of mitigation measures in the relevant contract. These include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, 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, design level and construction method of the proposed works to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on

---

<sup>4</sup> ACABAS 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. It comprises representatives of the Hong Kong Institute of Architects, Hong Kong Institute of Engineers, Hong Kong Institute of Planners, academic institutions, Architectural Services Department, Highways Department, Housing Department, and Civil Engineering and Development Department.

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 facilities<sup>5</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 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 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. 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. During construction stage, the proposed works will not cause any significant traffic impact. 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 enquires or complaints. Upon completion of the proposed works and removal of the existing at-grade pedestrian crossings, traffic capacity of the road junction of Sham Mong Road with Hing Wah Street West will be improved.

## **LAND ACQUISITION**

17. The proposed works do not require land acquisition.

---

<sup>5</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 licence issued by the Director of Civil Engineering and Development.

## **BACKGROUND INFORMATION**

18. We upgraded **7332CL** to Category B in November 1989.

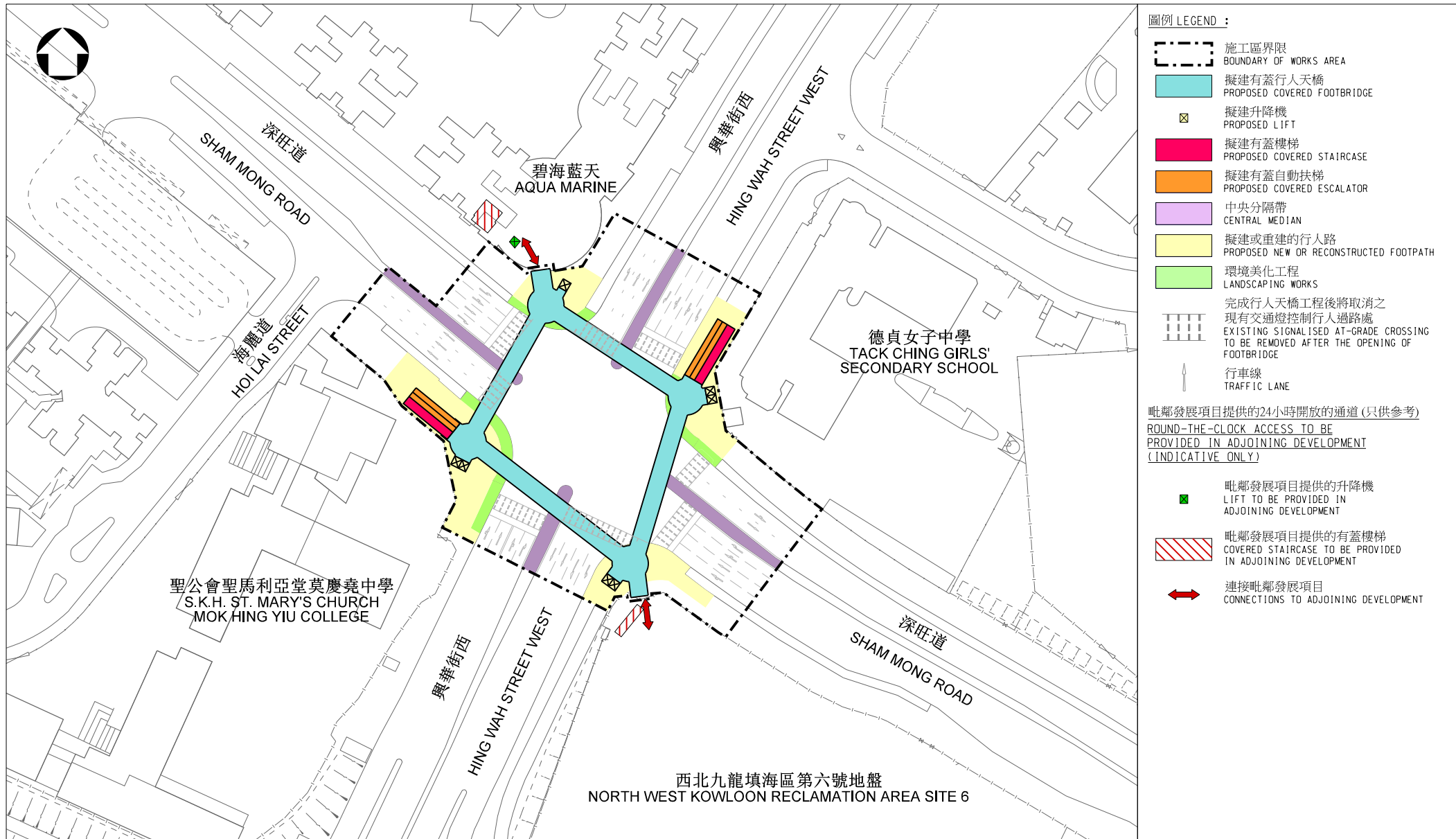
19. In June 1990, FC approved the upgrading of **2354CL** “West Kowloon Reclamation – consultants’ fees and site investigation” to Category A with an approved project estimate of \$287 million. Since June 1990, we have already upgraded 16 separate parts of the project to Category A for engagement of consultants to conduct design and site investigation for the West Kowloon Reclamation project providing a total of 340 hectares of land along the West Kowloon waterfront and associated supporting infrastructure. We have completed the design and site investigation under **2354CL** except the remaining footbridge system as mentioned in paragraph 4 above.

20. In June 2016, part of **7332CL** entitled “West Kowloon Reclamation – main works (remainder) – footbridge at the junction of Sham Mong Road and Tonkin Street West in Sham Shui Po” was upgraded to Category A at an approved estimated cost of \$368.9 million. The construction works commenced in September 2016 and the works are on schedule for completion in the third quarter of 2019.

## **WAY FORWARD**

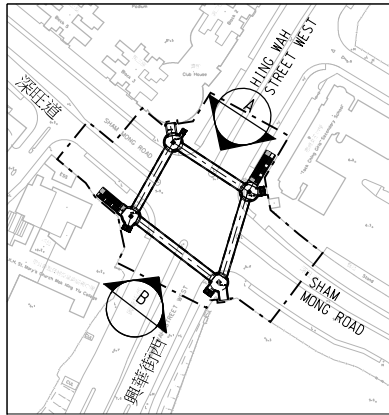
21. We plan to seek funding approval from the FC after consulting the Public Works Subcommittee.

**Development Bureau**  
**Civil Engineering and Development Department**  
**April 2019**

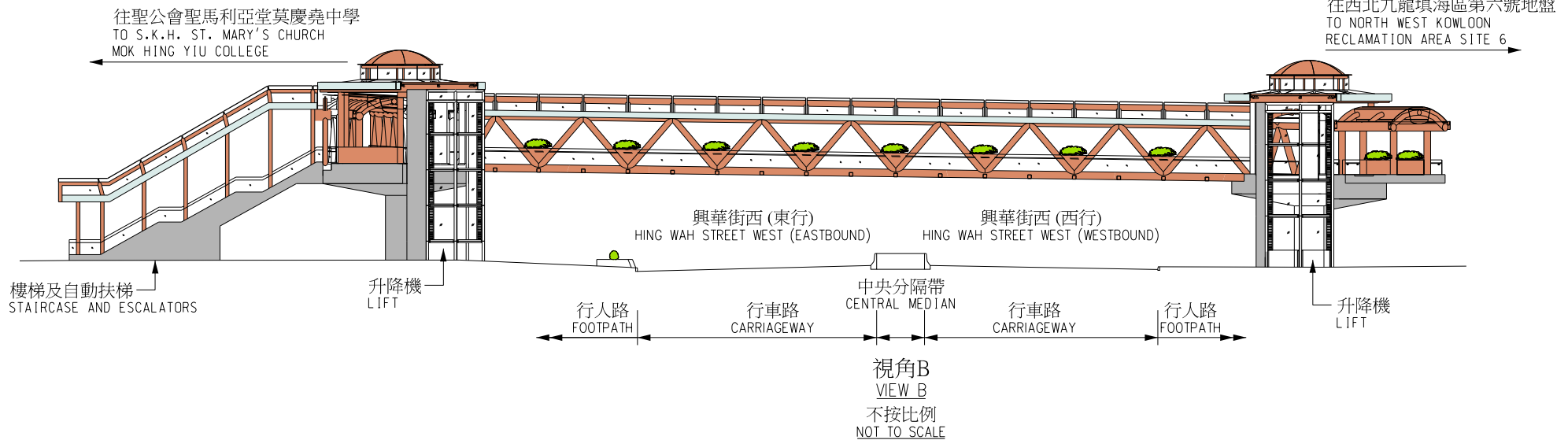
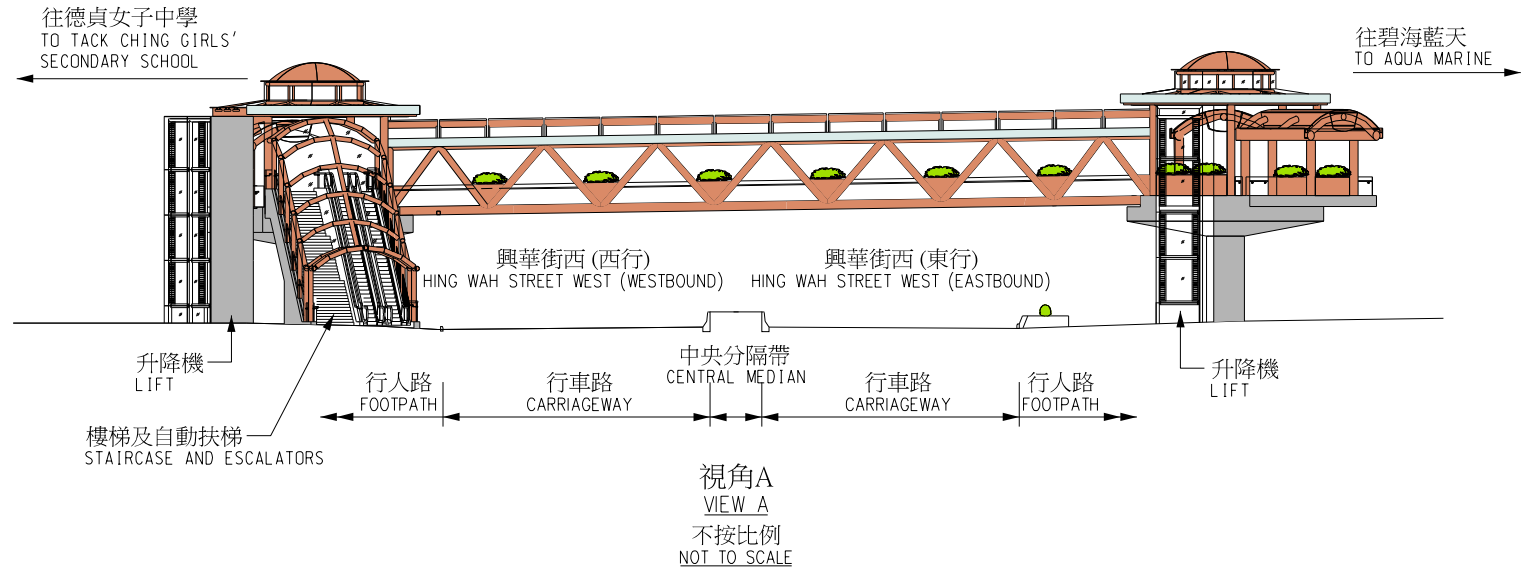


工務計劃項目第7332CL號 (部分) 西九龍填海計劃 - 主要工程 (餘下部分) -  
位於深水埗深旺道與興華街西交界處的行人天橋 - 平面圖

PWP ITEM NO.7332CL (PART) WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) -  
FOOTBRIDGE AT THE JUNCTION OF SHAM MONG ROAD AND HING WAH STREET WEST IN SHAM SHUI PO - SITE PLAN



位置圖  
LOCATION PLAN



工務計劃項目第7332CL號(部分)西九龍填海計劃 - 主要工程(餘下部分) -  
位於深水埗深旺道與興華街西交界處的行人天橋 - 立視圖

PWP ITEM NO.7332CL (PART) WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) -  
FOOTBRIDGE AT THE JUNCTION OF SHAM MONG ROAD AND HING WAH STREET WEST IN SHAM SHUI PO - ELEVATION

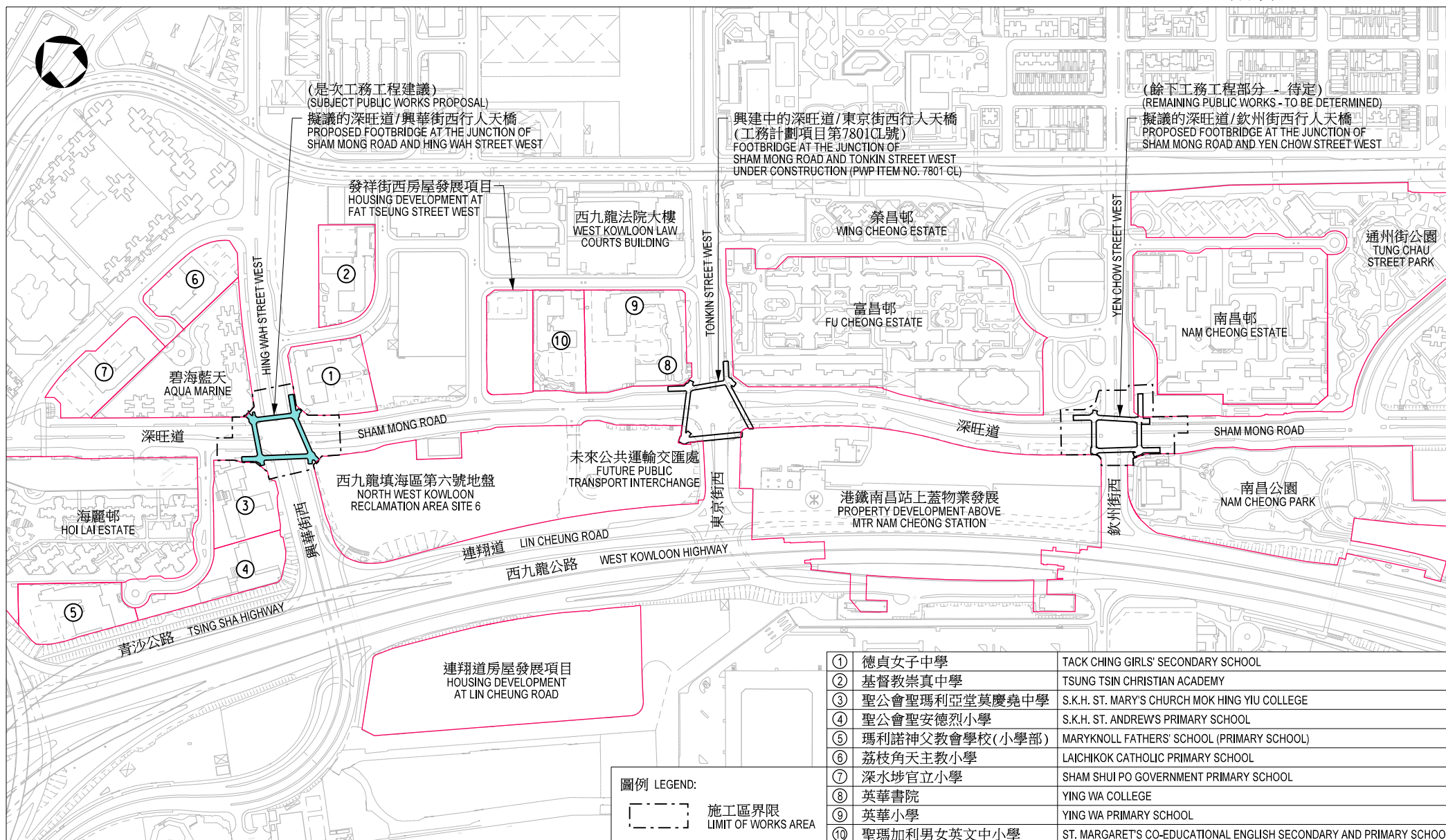




工務計劃項目第7332CL號（部分）西九龍填海計劃 - 主要工程（餘下部分） -  
位於深水埗深旺道與興華街西交界處的行人天橋 - 構想圖

PWP ITEM NO.7332CL (PART) WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) -  
FOOTBRIDGE AT THE JUNCTION OF SHAM MONG ROAD AND HING WAH STREET WEST IN SHAM SHUI PO - ARTIST IMPRESSION





# 工務計劃項目第7332CL號西九龍填海計劃 - 主要工程 (餘下部分) - 深旺道行人天橋

PWP ITEM NO.7332CL WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) -  
FOOTBRIDGE SYSTEMS AT SHAM MONG ROAD