

**For discussion
on 21 June 2019**

Legislative Council Panel on Transport

**190TB – Retrofitting of Escalators for Footbridge across
Castle Peak Road – Kwai Chung near MTR Tai Wo Hau Station Exit B**

PURPOSE

This paper seeks Members' views on the funding application for upgrading **190TB** "Retrofitting of Escalators for Footbridge across Castle Peak Road – Kwai Chung near MTR Tai Wo Hau Station Exit B" (the Project) to Category A.

PROJECT SCOPE AND NATURE

2. The proposed scope of works under the Project includes –
 - (a) construction of covered two-way escalators of approximately 1 metre in clear width at the existing footbridge No. NF77 across Castle Peak Road – Kwai Chung near MTR Tai Wo Hau Station Exit B;
 - (b) construction of a covered staircase, walkway cover and footpath;
 - (c) demolition of an existing covered staircase;
 - (d) demolition of a section of the existing walkway cover; and
 - (e) ancillary works including drainage, utilities, landscaping, public lighting and electrical and mechanical works, as well as installation of street furniture and traffic aids.

3. A layout plan and artist's impression of the Project are at **Annex 1**. Subject to funding approval of the Finance Committee (FC) by the fourth quarter of 2019, we plan to commence the construction works in early 2020 (see paragraph 20 below) for completion in the second quarter of 2022.

JUSTIFICATIONS

4. Footbridge No. NF77 spans across Castle Peak Road – Kwai Chung. At present, the northern side of the footbridge has a staircase linking to the footpath at ground level (near MTR Tai Wo Hau Station Exit B) and a lift for commuting to the footpath at ground level as well as the concourse of MTR Tai Wo Hau Station. There is also a major bus stop of more than 10 bus routes nearby. The southern side of the footbridge links to Tai Wo Hau Estate and connects to the nearby Kwai Chung Estate, schools and other community / recreational / commercial facilities.

5. According to a survey conducted by the Transport Department in January 2019, the estimated pedestrian flow in both directions during peak hours on weekdays at Footbridge No. NF77 was close to 7 000 per hour. Although the lift at the northern side of the footbridge can lead to the footbridge, the footpath at ground level and the concourse of MTR Tai Wo Hau Station, it is provided mainly for access to MTR Tai Wo Hau Station by those who are disabled or in need. Due to its limited capacity, the waiting time of the lift is relatively long. Most people would therefore opt to take the staircase to commute between the footbridge and the footpath, and this has made the staircase congested. In order to mitigate the congested condition, the Government proposes to retrofit escalators for the footbridge to facilitate access by the public.

6. The Project will provide covered two-way escalators at the northern side of Footbridge No. NF77 to provide a more comfortable route for pedestrians crossing Castle Peak Road, including residents in Tai Wo Hau Estate and Kwai Chung Estate. We estimate that the proposed escalators can attract about 29 000 users a day.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the Project to be about \$62.1 million in money-of-the-day (MOD) prices.

PUBLIC CONSULTATION

8. The Highways Department (HyD) consulted the Traffic and Transport Committees of the Tsuen Wan and Kwai Tsing District Councils on the Project on 6 November and 14 December 2017 respectively. Both Committees expressed support for the early implementation of the Project.

9. We gazetted the scheme and plan of the Project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 21 and 28 September 2018. During the statutory period, one objection was received. It was about the need of the project and the inconvenience that would cause during the construction period. HyD met the objector on 13 January 2019 and explained the need of the Project and the temporary detouring arrangement during the construction period. As the objection was unresolved, we have submitted the Project to the Executive Council. The Chief Executive in Council has, after considering the objection, authorised the project in accordance with Cap. 370 on 14 May 2019. The associated Authorisation Notice was gazetted on 31 May and 6 June 2019.

10. The HyD has consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)¹ on the aesthetic design of the covered two-way escalators, the covered staircase and the covered walkway of the Project. The Committee accepted the proposed aesthetic design.

ENVIRONMENTAL IMPLICATIONS

11. 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.

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.

12. At the planning and design stages, the HyD has considered optimizing the alignment of the proposed 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. 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 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.

13. 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 and will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. The HyD 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.

14. The HyD estimates that the Project will generate in total 2 115 tonnes of construction waste. Of these, we will reuse 520 tonnes (24.6%) of inert construction waste on site and deliver 1 390 tonnes (65.7%) of inert construction waste to public fill reception facilities for subsequent reuse. The HyD will dispose the remaining 205 tonnes (9.7%) 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 \$139 690 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)).

HERITAGE IMPLICATIONS

15. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of

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.

archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

TREE IMPLICATIONS

16. The Project does not require tree removal.

LAND ACQUISITION

17. The Project does not require acquisition of private land.

TRAFFIC IMPLICATIONS

18. The Project will not cause any significant traffic impact during construction. To facilitate the related construction works, the HyD will implement temporary traffic arrangements (TTA) and set up a traffic management liaison group to discuss and vet the TTA. This group comprises representatives from the contractor, the Hong Kong Police Force, the Transport Department, public transport operators and other concerned government departments. The HyD will specify requirements for implementing the TTA in 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

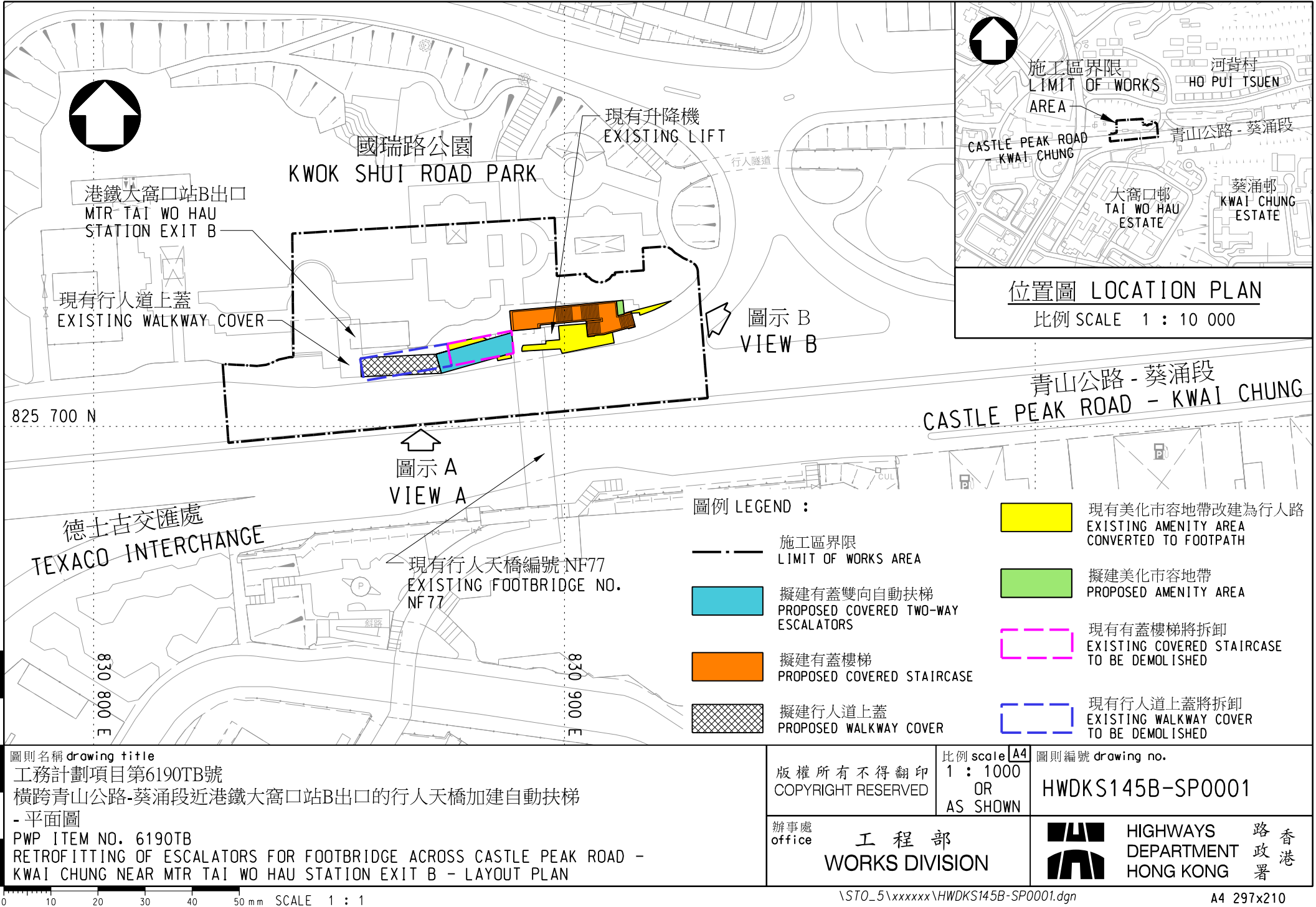
19. We upgraded the Project to Category B in September 2016. We engaged a term contractor to undertake the ground investigation works in April 2017. The total cost of the above investigation works was about \$0.15 million and was funded by block allocation **Subhead 6100TX** "Highway works, studies and investigations for items in Category D of the Public Works Programme". The investigation works have been completed.

WAY FORWARD

20. After consulting the Panel on Transport, we plan to submit the proposal for upgrading the project of **190TB** 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 in the next legislative session. We will invite tender in parallel to enable early commencement of the proposed works. Notwithstanding so, contract will only be awarded after obtaining FC's funding approval.

**Transport and Housing Bureau
Highways Department
June 2019**





擬建行人道上蓋
PROPOSED WALKWAY COVER

現有行人天橋編號 NF77
EXISTING FOOTBRIDGE NO. NF77

擬建有蓋雙向自動扶梯
PROPOSED COVERED TWO-WAY
ESCALATORS

圖示 A
VIEW A



現有行人天橋編號 NF77
EXISTING FOOTBRIDGE
NO. NF77

擬建有蓋樓梯
PROPOSED COVERED STAIRCASE

圖示 B
VIEW B

50 mm SCALE 1 : 1

40

30

20

10

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圖則名稱 drawing title
工務計劃項目第6190TB號
橫跨青山公路-葵涌段近港鐵大窩口站B出口的行人天橋加建自動扶梯
- 構思圖
PWP ITEM NO. 6190TB
RETROFITTING OF ESCALATORS FOR FOOTBRIDGE ACROSS CASTLE PEAK ROAD -
KWAI CHUNG NEAR MTR TAI WO HAU STATION EXIT B - ARTIST'S IMPRESSION

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比例 scale A4
不適用
NA

圖則編號 drawing no.
HWDKS145B-SP0002

辦事處
office

工程 部
WORKS DIVISION



HIGHWAYS 路 香港
DEPARTMENT 政 署
HONG KONG

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