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10 January 2020

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn.: Ms. Doris LO)

Dear Ms. LO,

**Legislative Council Public Works Subcommittee
Follow-up Actions to Meeting on 11 December 2019**

At the Public Works Subcommittee on 11 December 2019, some Members requested for supplementary information related to the agenda item on "332CL - West Kowloon Reclamation – main works (remainder)". The Government's responses are at the **Annex**.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Timothy LUI".

(Timothy LUI)
for Secretary for Development

C.C

Project Manager (South), Civil Engineering and Development

Legislative Council Public Works Subcommittee

PWP Item No. 332CL - West Kowloon Reclamation – main works (remainder)

Follow-up Actions arising from the Meeting held on 11 December 2019

The Public Works Subcommittee discussed the LegCo Paper No. PWSC (2019-20)16 concerning the construction of a footbridge system at the junction of Sham Mong Road and Hing Wah Street West in Sham Shui Po at its meeting on 11 December 2019. The Government was requested to provide supplementary information on the subject proposal. Our reply is set out in ensuing paragraphs.

The need for the proposed footbridge

2. The proposed work is part of the entire pedestrian footbridge system in the area, which aims at providing a safe walking environment around Sham Mong Road in Sham Shui Po and to enhance the connectivity between the existing and new developments. The proposed works, together with the newly opened footbridge system at the junction of Sham Mong Road and Tonkin Street West and another proposed footbridge system at the junction of Sham Mong Road and Yen Chow Street West¹, will form a continuous grade-separated pedestrian network, thereby providing a convenient, barrier-free and covered walking environment round-the-clock to users of different needs to walk safely and comfortably. These users include those from the nine existing and future housing development covering a total population of about 72,000, the 10 nearby primary and secondary schools attended by 9,000 students, those making their ways to the MTR Nam Cheong Station and the public transport interchanges, users of a number of recreational, cultural, welfare and district facilities² in the vicinity, and visitors from other districts. The site plan of the proposed footbridge system and its main service area are at **Annex 1** and **Annex 2**.

3. In preparing the technical details of the proposed works, our main considerations were safety of the pedestrians and motorists. At present, there are at-grade pedestrian crossings at relevant junctions, but according to our observations, the road-crossing situation at peak hours would give rise to safety concerns from time to time. **Annex 3** depicts some of these scenes. In this connection, to encourage

¹ The construction cost of the footbridge project at the junction of Sham Mong Road and Tonkin Street West was approved by the Finance Committee in June 2016. The project was completed and the footbridge was open to the public in December last year. The footbridge project at the junction of Sham Mong Road and Yen Chow Street West will be submitted to the Legislative Council for consideration in due course.

² These facilities include the residential home for the elderly, special child care centre, integrated vocational rehabilitation services centre, hostel for mentally handicapped persons and integrated children and youth services centre accommodated in the proposed social welfare facilities block; public library; indoor sports centre; park and other recreational and leisure facilities.

pedestrians to use the newly opened footbridge at the junction of Sham Mong Road and Tonkin Street West, the at-grade pedestrian crossings thereat had been removed. Similarly, upon completion of the proposed remaining footbridges, the at-grade crossings at the junctions of Sham Mong Road and Hing Wah Street West and Sham Mong Road and Yen Chow Street West will also be removed to ensure full segregation of pedestrians and vehicles for the safety of pedestrians and motorists. This will also help improve the traffic flow to cope with the increasingly busy traffic at the junctions following population increase and completion of relevant facilities. The locations of the above mentioned at-grade pedestrian crossings are at **Annex 4**.

The number of lifts at the proposed footbridge

4. The proposed footbridge at the junction of Sham Mong Road and Hing Wah Street West will be provided with a total of seven lifts, including two lifts at each of the three crossheads, to provide barrier-free access. The size of lifts is in compliance with the requirements set out in the “Structures Design Manual for Highways and Railways (2013 Edition)” issued by the Highways Departments, and is suitable for use by wheelchair-bound persons.

5. At present, there are no requirements in the relevant Government guidelines stipulating the circumstances under which more than one lift should be installed at relevant locations. The provision will depend on the characteristics of individual projects, such as connectivity with the nearby community facilities; whether there are significant number of public facilities nearby; distance with the closest barrier-free facilities; available space for construction, etc. For the pedestrian footbridge systems completed in the past, the Government has taken into account the above-mentioned factors in providing more than one lift at the landing point, e.g. the footbridge connecting Mikiki shopping mall and Trade and Industrial Tower in San Po Kong (adjoining Kai Tak Community Hall), the footbridge at Fung Tak Road/Po Kong Tsuen Road (near Fung Tak Street Market), and the footbridge across Choi Hung Road near Tai Shing Street (adjoining Tai Shing Street Market). As for the recently opened footbridge system at the junction of Sham Mong Road and Tonkin Street West, six lifts were provided (i.e. twin lifts were installed at the three connecting points of the footbridge system).

6. Having considered that there will be a large number of public facilities nearby (many of which are targeted for elderly and disabled persons), the relatively long distance that members of the public would make for detour to other barrier-free crossing facilities when the lifts are not in service, making lift service as convenient as possible to encourage pedestrians to use the footbridge system (particularly when at-grade crossing facilities are removed), and that there are sufficient space to accommodate two lifts, we propose to provide a total of seven lifts³ at the proposed footbridge system. On one hand, this could bring more convenience to those in need (including disabled persons, wheel-chair bounded persons, users of community and other public facilities, and residents using trolleys) for their use of barrier-free facilities and reduce waiting

³ Apart from the seven lifts to be provided by the proposed footbridge project, there is another public lift provided by the Aqua Marine.

time for lifts. On the other hand, it will minimize the inconvenience to members of the public in case they have to make a detour to other barrier-free facilities when the lifts are not in service.

7. Based on actual experience, each lift will be shut down temporarily for an average of half day per week for routine maintenance. If only a single lift is provided for the proposed footbridge at the connection point and if the lift will be under maintenance or out of service for other reasons, since the existing pedestrian crossings at relevant junction will be removed, those in need would have to make a detour to access other barrier-free facilities. The distances between the proposed footbridge and other at-grade barrier-free crossings are tabulated below:-

Crosshead of Proposed Footbridge	At-grade crossing across Sham Mong Road (in metre (m))	At-grade crossing across Hing Wah Street West (in meter (m))
SKH St. Mary's Church Mok Hing Yiu College	About 115m to the west	N.A. ^{Remark (1)}
Tack Ching Girls' Secondary School	About 295m to the east	About 235m to the north
North West Kowloon Reclamation Area Site 6 Remark (2)	About 295m to the east	N.A. ^{Remark (2)}

Remark (1): When the lift at the crosshead of SKH St. Mary's Church Mok Hing Yiu College is out of service, users have to walk to the west of about 115m along Sham Mong Road to cross the road at the at-grade barrier-free crossing near Hoi Lai Estate, and then walk in opposite direction along Sham Mong Road to the crosshead at Aqua Marine side. They need to use the proposed footbridge to cross Hing Wah Street West to Tack Ching Girls' Secondary School or continue to use the footbridge to reach Site 6.

Remark (2): When the lift at the crosshead of Site 6 is out of service, users may use the lifts at the public walkway open 24 hours at Site 6 located about 120m from the footbridge to access the proposed footbridge for crossing Hing Wah Street or Sham Mong Road.

8. As seen from the above-mentioned analyses of the distance between the proposed footbridge and the nearby at-grade crossings or other barrier-free facilities and the alternative routing (**Annex 5**), if the lift in one of the four crossheads is out of service, the public in particular the disabled persons and those using trolleys have to make a detour to other barrier-free facilities. The distance of detour ranges between some 100m and over 500m⁴ depending on the starting point and the destination.

9. The Transport and Housing Bureau/Transport Department (TD) together with relevant bureaux/departments would review relevant guidelines for lift provision at footbridges, and would consider the need to set out more specific details, including the factors as mentioned above, e.g. whether there is barrier-free pedestrian crossings in the vicinity, pedestrian diversion arrangement during footbridge maintenance or out of service, whether there is sufficient construction space for providing twin lifts and

⁴ It refers to the distance from the connection point at Site 6 of the proposed footbridge to walk along Sham Mong Road (about 295m) and cross the nearest at-grade crossing, and then walk in opposite direction along Sham Mong Road to the crosshead at Tack Ching Girls' Secondary School (about 295m).

whether there are special facilities such as community facilities nearby, etc.

Need for providing the escalator

10. In respect of escalators, according to the TD's "Transport Planning and Design Manual", the Government may consider installing escalators when the pedestrian flow rate is expected to exceed 3 000 people per hour for footbridge equipped with stairs and lifts. The quantitative indicator by pedestrian flow aside, other factors should also be considered when deciding whether to install the escalators, including actual circumstances in the district such as the pattern of use of road facilities by pedestrians, the space available in the work area, technical feasibility, local views, etc. For the proposed footbridge system at the junction of Sham Mong Road and Hing Wah Road West, according to the Traffic Impact Assessment (TIA) for the three footbridge systems at Sham Mong Road (refer to the **link**), the proposed footbridge has an estimated pedestrian flow of maximum 1 400 per hour in both directions; nonetheless, the TIA did not assess pedestrian flow by different timeslots nor provide breakdown by types of users.

<https://www.cedd.gov.hk/filemanager/majorprojects/eng/upload/30/TIA%20report.zip>

11. When the Government conducted local consultation for the proposed footbridge, the schools nearby requested to install the escalators during the consultation process with a view to providing a safe and convenient walking system for pedestrians especially the students at nearby schools. Having considered the above policy objectives, district views, technical feasibility and comments from government departments, it was decided that escalators in both direction would be provided at two of the connecting points of the proposed footbridge to provide convenience to the people in need (including students, local residents and users of social welfare and sports facilities) when using the footbridge.

Linkage between the proposed footbridge system and the North West Kowloon Reclamation Area Site 6

12. We have maintained close liaison with the Housing Department (HD) during the design stage of the proposed footbridge on the possibility to co-use the lifts, escalators and stairs to be provided at the adjacent North West Kowloon Reclamation Area Site 6 (i.e. Hoi Tat Estate), with a view to leveraging on the synergy effect. Taking into consideration that stairs and escalators will be provided by HD in the 24-hour walkway of Site 6 development and close to the connection point of the proposed footbridge for round-the-clock access to the footbridge by the public, there would be no additional stairs and escalators to be provided under the proposed footbridge system at the connection point adjacent to the Site 6 housing project. Instead, co-use arrangement will be adopted to share these facilities at Site 6.

13. As regards the lift installation for the proposed footbridge system connecting to Site 6, according to HD's overall planning of Site 6, the Social Welfare Facilities Block (welfare block) is located closest to the proposed footbridge. We have explored with HD on the possibility of shared use of the lift facilities within the welfare block for public use. In view of the actual operational need of different facilities within the

welfare block (e.g. home for the elderly, special child care centre, hostel for mentally handicapped persons, etc.) and for security reasons, the lift within the welfare block is considered not suitable for shared use with the public, and the lift therein will be restricted for use by service users and working staff of the block. Also, there would be no entrance at the deck floor of the welfare block leading to the proposed footbridge, thus all users of the block will gain access to the building at the ground floor entrance. For these reasons and to optimise the use of available floorspace of the welfare block primarily for the provision of welfare facilities, the lift at the welfare block within Site 6 will not be open for public use. Hence, the proposed footbridge system will provide separate lift facilities.

14. To cater for the needs of the disabled persons (including the wheelchair-bound persons) and other citizens, and having considered the estimated pedestrian flow, pedestrian safety, developments in the vicinity (including the welfare block and recreational facilities), the distance with the closest barrier-free crossing facilities, as well as the available space at the public walkway outside Site 6, we propose to install two lifts at the proposed footbridge connecting to the deck level of Site 6 to meet the needs of the residents nearby, the users of community facilities, students and people from other districts.

Costs of providing different combination of lifts and escalators

15. As regards the estimated costs for different combinations of lifts and escalators, the table below shows the comparison of the construction costs and annual recurrent costs for maintenance, etc. under two scenarios, namely (1) provision of more than one lift and escalator at individual connection points; and (2) installation of only one lift and escalator at the relevant connection point :

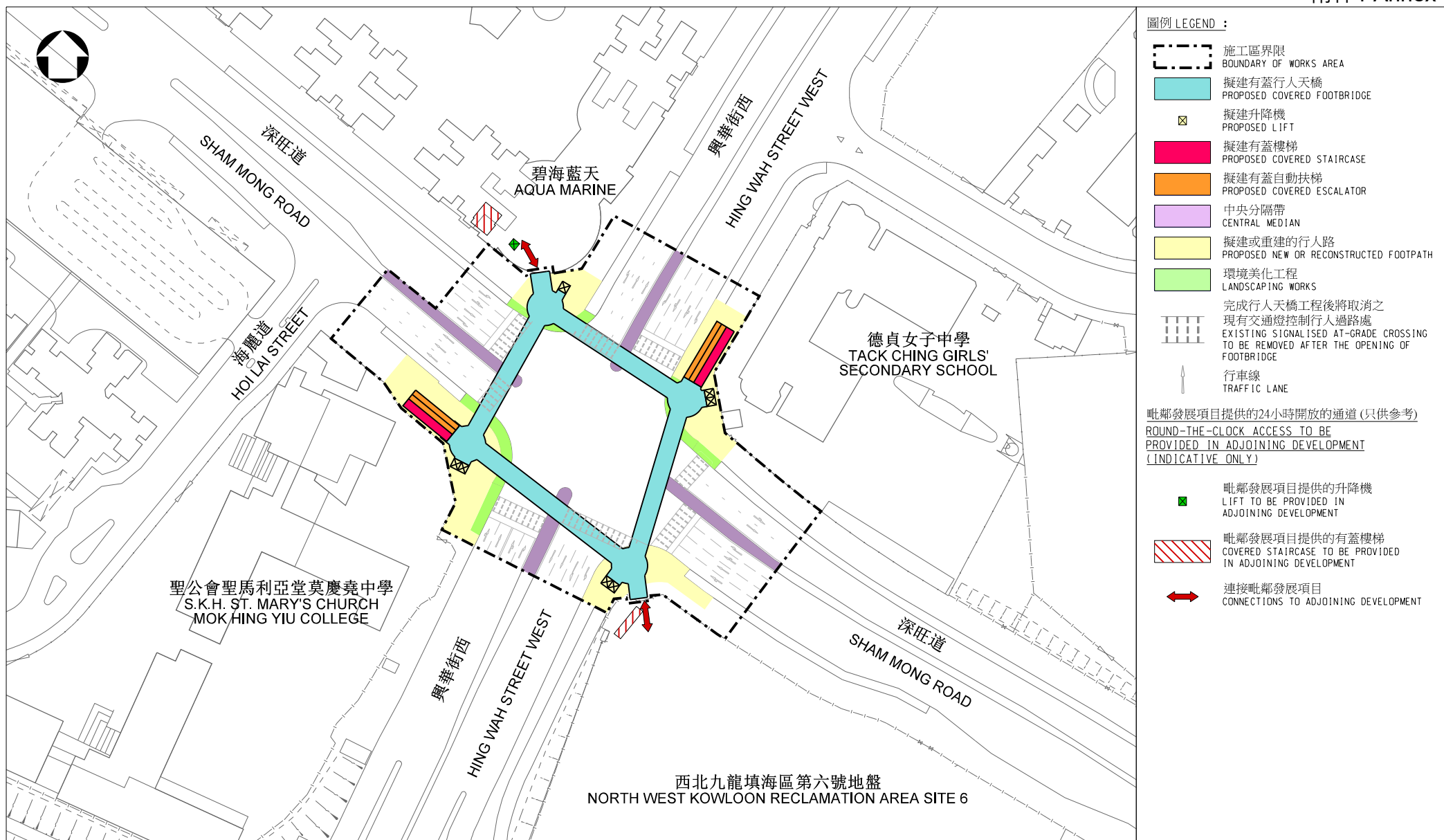
Combination	Scenario (1) (Subject proposal)	Scenario (2)
Key facilities	One set of two lifts will be provided at each of the three crossheads of the proposed footbridge and one lift for the remaining crosshead, and a pair of escalators (i.e. two escalators) at two connections each. (7 nos. of lifts and 2 pairs of escalators in total)	One lift will be provided at each of the three crossheads of the footbridge, and a pair of escalators (i.e. two escalators) at two connections each. (3 nos. of lifts and 2 pairs of escalators in total)
Construction Cost	\$274 million	\$250 million
Annual Recurrent Cost	\$4.692 million	\$3.129 million

Remarks : In both scenarios, the proposed footbridge system includes two sets of stairs and other facilities

Others

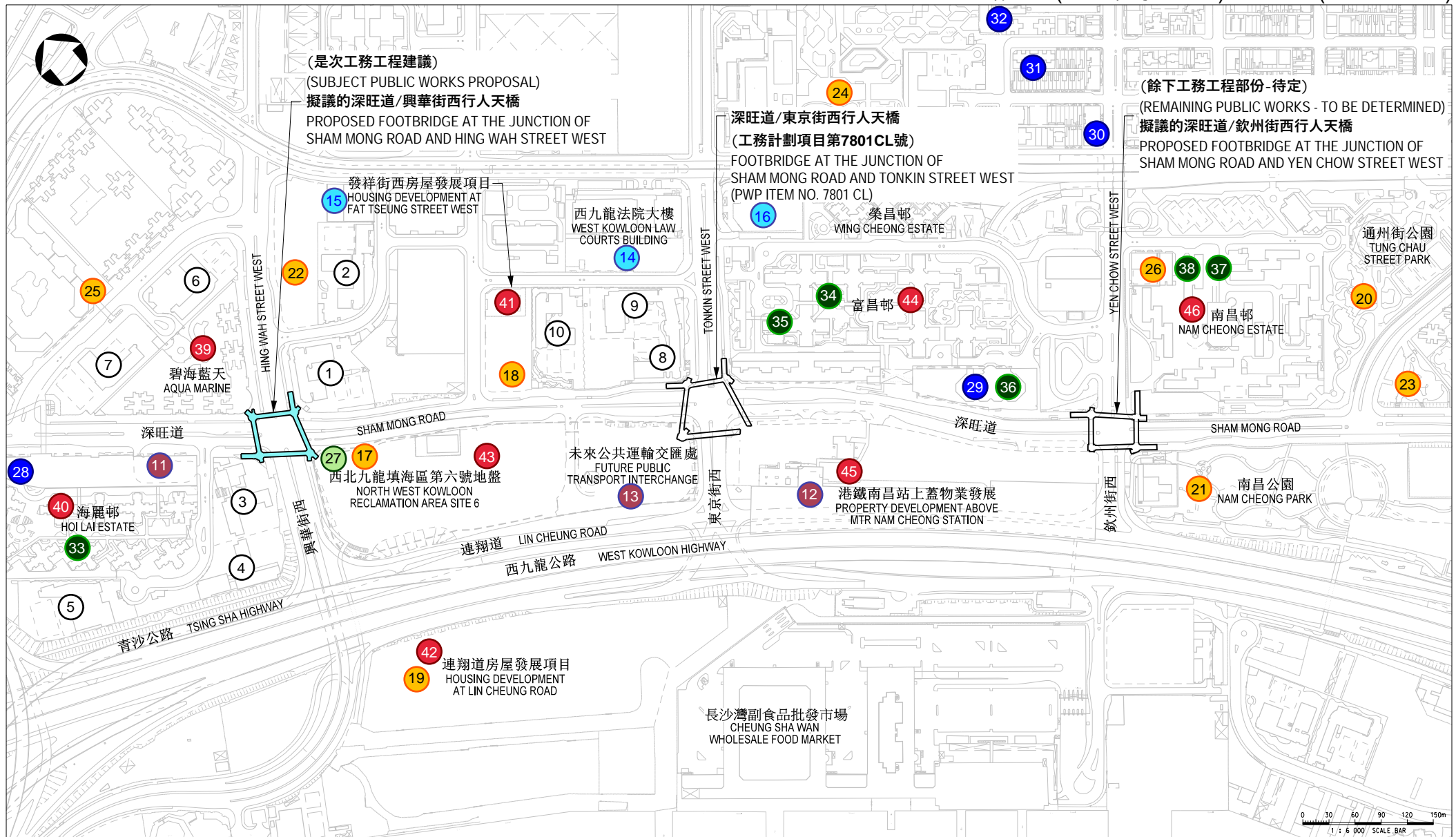
16. The artist's impression of the three footbridge projects under the pedestrian footbridge system network at Sham Mong Road are at **Annex 6**. The footbridge system located at the junction of Sham Mong Road and Tonkin Street West has just been completed at the end of last year, which includes two pairs (4 nos) escalators and 6 lifts (two lifts will be provided at each of the three crossheads) (**Annex 7**). As for the remaining footbridge system at the junction of Sham Mong Road and Yen Chow Street West, its design will be confirmed after completion of the required statutory procedures.

Development Bureau
Civil Engineering and Development Department
January 2020



工務計劃項目第 332CL 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. 332CL (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



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
擬建行人天橋系統附近的房屋、學校及社會設施

PWP ITEM NO.7332CL WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) - FOOTBRIDGE SYSTEMS AT SHAM MONG ROAD
HOUSING, SCHOOLS AND COMMUNITY FACILITIES IN THE VICINITY OF THE PROPOSED FOOTBRIDGES

項目 Item	學校 Schools	
1	德貞女子中學 Tack Ching Girls' Secondary School	
2	基督教崇真中學 Tsung Tsin Christian Academy	
3	聖公會聖馬利亞堂莫慶堯中學 SKH St. Mary's Church Mok Hing Yiu College	
4	聖公會聖安德烈小學 S.K.H. St. Andrew's Primary School	
5	瑪利諾神父教會學校(小學部) Maryknoll Fathers' School (Primary Section)	
6	荔枝角天主教小學 Laichikok Catholic Primary School	
7	深水埗官立小學 Sham Shui Po Government Primary School	
8	英華書院 Ying Wa College	
9	英華小學 Ying Wa Primary School	
10	聖瑪加利男女英文中小學 St Margaret's Co-educational English Secondary and Primary School	

項目 Item	交通設施 Transport Facilities	
11	公共運輸交匯處 Public Transport Interchange	
12	港鐵南昌站 MTR Nam Cheong Station	
13	公共運輸交匯處 Public Transport Interchange	

項目 Item	政府及司法機構 Government Offices and Judiciary	
14	西九龍法院大樓 West Kowloon Law Courts Building	
15	水務署九龍西區大樓 WSD Kowloon West Regional Building	
16	庫務大樓 Treasury Building	

項目 Item	文娛及康樂設施 Leisure and Cultural Facilities	
17	公共圖書館設施、室內運動館、五人足球場 Public Library Facilities, Indoor Sports Centre, 5-a-side Soccer Pitch	
18	羽毛球場 Badminton Court	
19	羽毛球場 Badminton Court	
20	通州街公園 Tung Chau Street Park	
21	南昌公園 Nam Cheong Park	
22	興華街西遊樂場 Hing Wah Street West Playground	
23	聚魚道休憩花園 Chui Yu Road Rest Garden	
24	深水埗公園 Sham Shui Po Park	
25	荔枝角社區會堂 Lai Chi Kok Community Hall	
26	南昌社區中心 Nam Cheong District Community Centre	

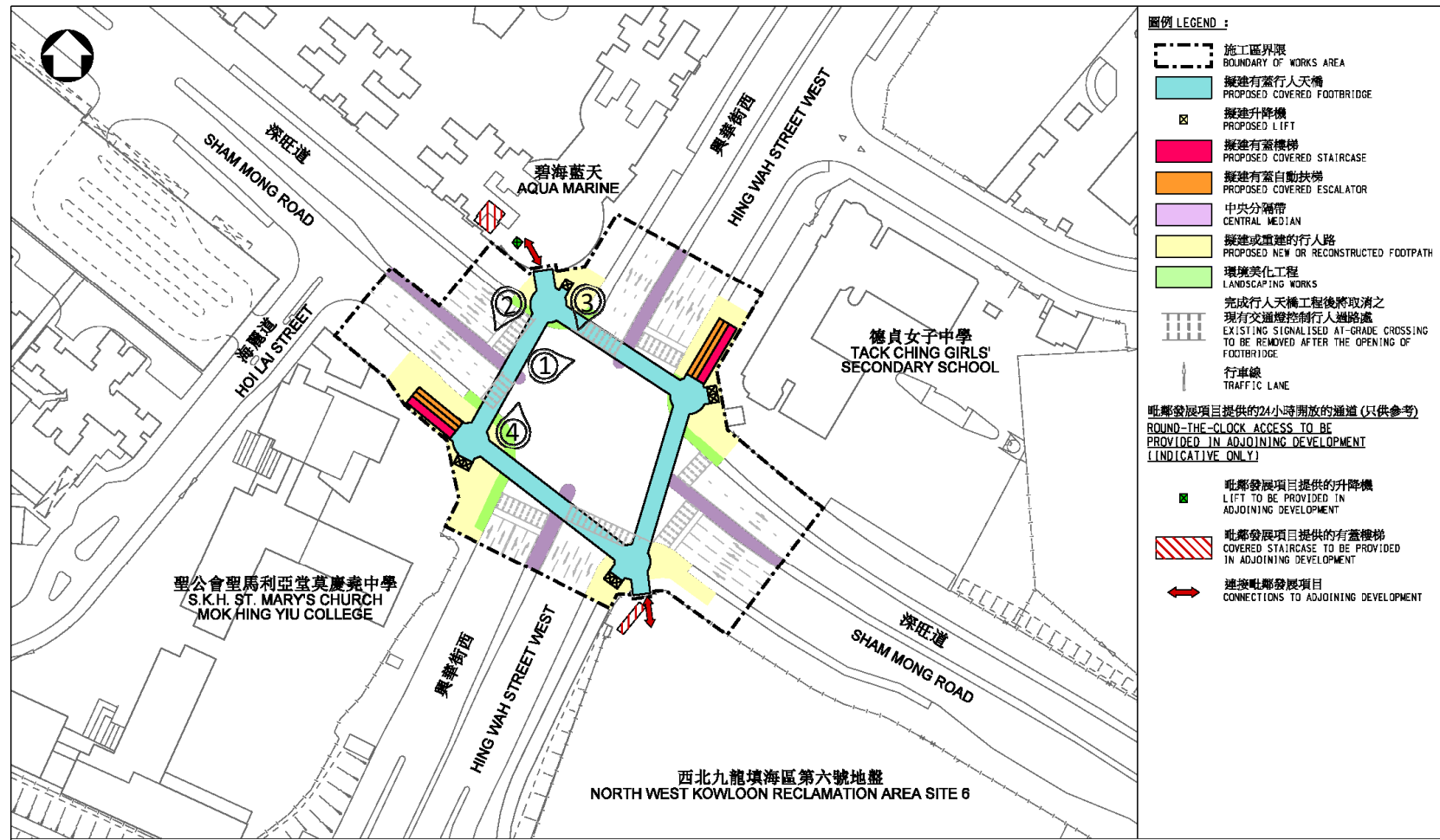
項目 Item	社會福利設施 Social Welfare Facilities	
27	社會福利設施大樓 Social Welfare Facilities Block - 安老院舍 Residential Care Home for the Elderly - 特殊幼兒中心 Special Child Care Centre - 早期教育及訓練中心 Early Education and Training Centre - 綜合職業康復服務中心 Integrated Vocational Rehabilitation Services Centre - 中度弱智人士宿舍 Hostel for Moderately Mentally Handicapped Persons - 嚴重弱智人士宿舍 Hostel for Severely Mentally Handicapped Persons - 展能中心 Day Activity Centre - 弱智人士輔助宿舍 Supported Hostel for Mentally Handicapped Persons - 綜合青少年服務中心 Integrated Children and Youth Services Centres	

項目 Item	安老院 / 長者地區中心 Homes for the Elderly / District Elderly Community Centres	
28	博愛醫院郭興坤長者鄰舍中心 Pok Oi Hospital Mr. Kwok Hing Kwan Neighbourhood Elderly Centre	
29	癸末年樂頤居暨耆安長者日間護理中心 Eco-Home for the Senior cum Sunny Green Day Care Centre for the Senior	
30	溫暖護老院欽州街分院 Wan Luen Home for Elderly (Yen Chow Street)	
31	福安老人院 Fuk On Home of Aged Limited	
32	杏林護老院 Doctor's Home for the Elderly Limited	

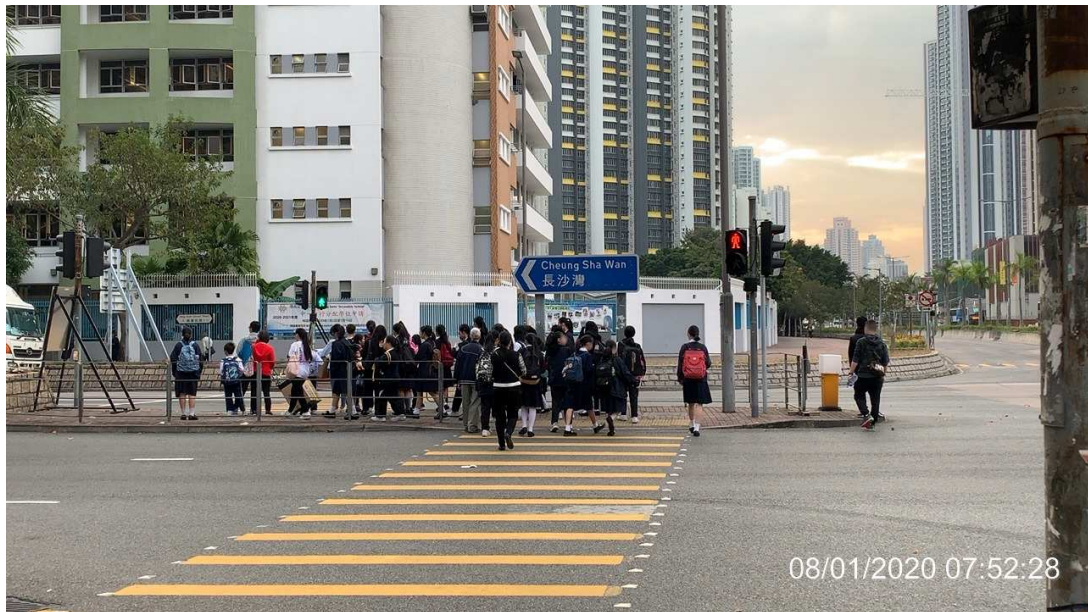
項目 Item	服務中心 Services Centres	
33	民社服務中心「海麗兒童發展中心」 People Service Centre – Hoi Lai Children Development Centre	
34	九龍婦女聯會劉舜雯富昌互助幼兒中心 Kowloon Women's Organisations Federation Lau Shun Man Fu Cheong Mutual Help Child Care Centre	
35	協康會富昌中心 Heep Hong Society Fu Cheong Centre	
36	東華三院凌瑞英中心 Tung Wah Group of Hospitals Ling Sui Ying Centre	
37	深水埗(南)綜合家庭服務中心 Shamshuipo (South) Integrated Family Service Centre	
38	香港輪椅輔助隊 Hong Kong Wheelchair Aid Service Limited	

項目 Item	住宅項目 Residential Development	
39	碧海藍天 Aqua Marine	
40	海麗邨 Hoi Lai Estate	
41	凱德苑 (發祥街西房屋發展項目) Hoi Tak Court (Housing Development at Fat Tseung Street West)	
42	海盈邨 及 凱樂苑 (連翔道房屋發展項目) Hoi Ying Estate and Hoi Lok Court (Housing Development at Lin Cheung Road)	
43	海達邨 (西北九龍填海區第6號地盤) Hoi Tat Estate (NWKR Site 6)	
44	富昌邨 Fu Cheong Estate	
45	港鐵南昌站上蓋物業發展 Property Development Above MTR Nam Cheong Station	
46	南昌邨 Nam Cheong Estate	

深旺道與興華街西交界處地面行人過路設施的現況
Existing use of at-grade road crossing facilities at the
junctions of Sham Mong Road and Hing Wah Street West



圖一 Photo 1



圖二 Photo 2

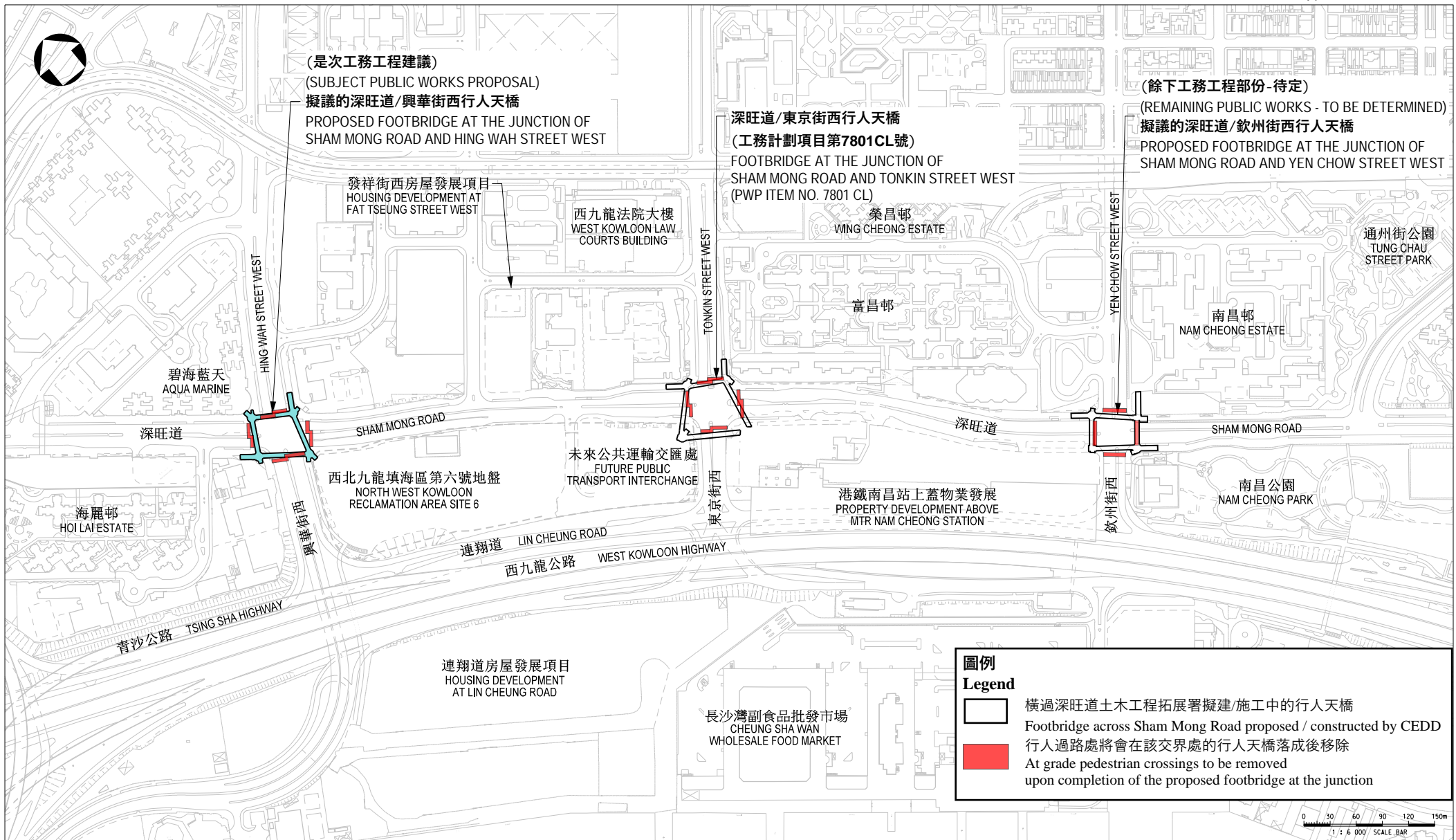


圖三 Photo 3



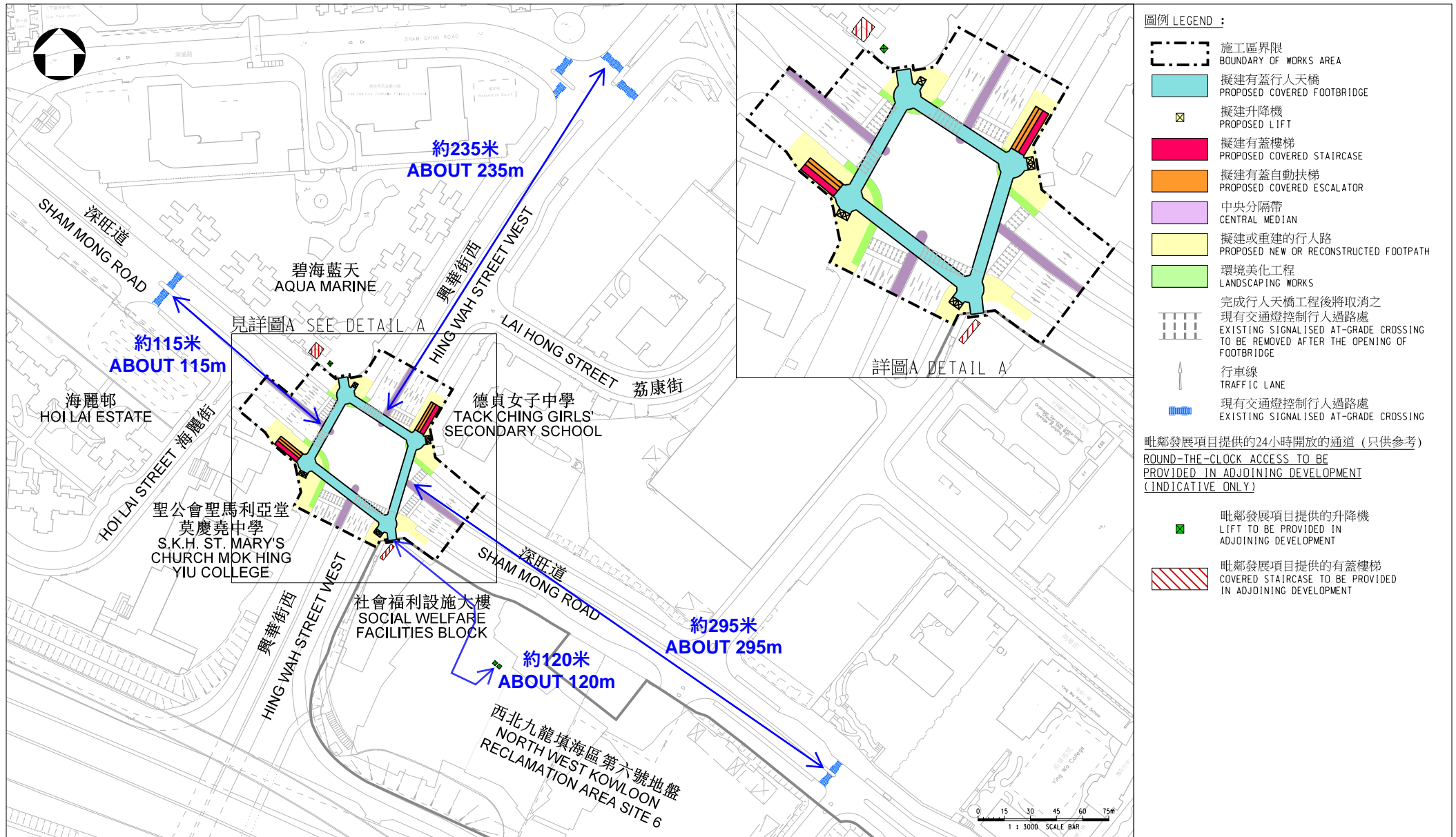
圖四 Photo 4





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
在三條行人天橋落成後移除的行人過路處

PWP ITEM NO.7332CL WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) - FOOTBRIDGE SYSTEMS AT SHAM MONG ROAD
THE LOCATION OF AT-GRADE CROSSINGS TO BE REMOVED UPON COMPLETION OF THE THREE FOOTBRIDGES



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 - 橫過深旺道及興華街西的鄰近無障礙設施
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 -
BARRIER-FREE FACILITIES FOR CROSSING SHAM MONG ROAD AND HING WAH STREET WEST IN THE VICINITY

Photomontages of the three footbridges along Sham Mong Road

沿深旺道三個行人天橋的設計構想圖

I. **Footbridge at the junction of Sham Mong Road and Hing Wah Street West (light copper)**
位於深水埗深旺道與興華街西交界處的行人天橋 (淺紅銅色)

Subject Public Works Proposal
是次工務工程建議



II. **Footbridge at the junction of Sham Mong Road and Tonkin Street West (light bronze)**
位於深水埗深旺道與東京街西交界處的行人天橋 (淺青銅色)

Opened to public (PWP Item No. 7801CL)
已開放公眾使用 (工務計劃項目第 7801CL 號)



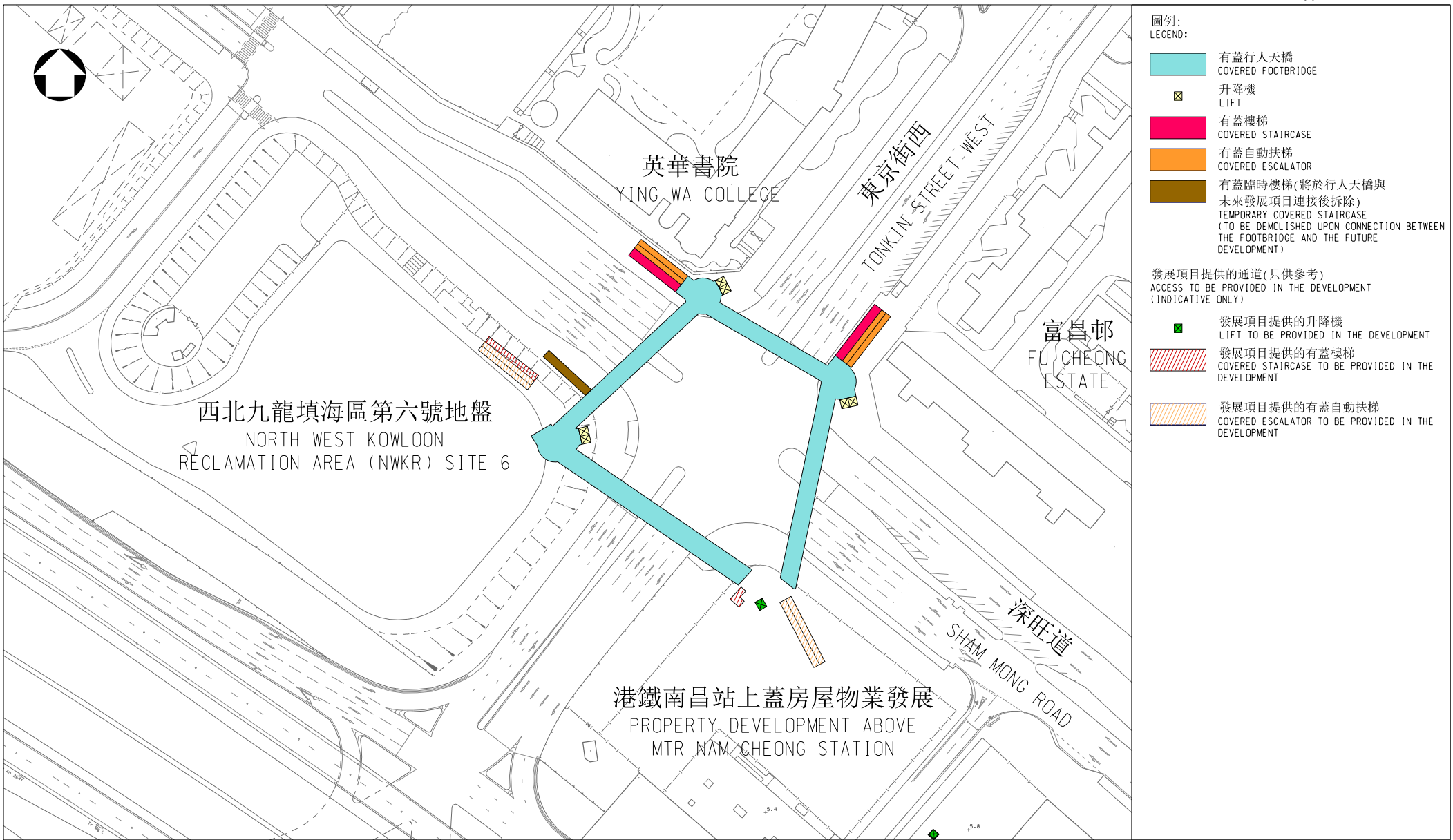
III. **Footbridge at the junction of Sham Mong Road and Yen Chow Street West (mid-to-dark green)**

位於深水埗深旺道與欽州街西交界處的行人天橋 (偏深綠色)

Remaining Public Works (to be determined)

餘下工務工程部分 – 待定





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) - 位於深旺道與東京街西交界處的行人天橋自動扶梯及升降機的位置(已完成)

PWP ITEM NO.7332CL (PART) WEST KOWLOON RECLAMATION - MAIN WORKS (REMAINDER) - LOCATION OF ESCALATORS AND LIFTS AT THE FOOTBRIDGE AT THE JUNCTION OF SHAM MONG ROAD AND TONKIN STREET WEST (COMPLETED)