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19 April 2021

Clerk to the Legislative Council Panel on Transport  
Legislative Council Complex,  
1 Legislative Council Road,  
Central, Hong Kong  
(Attn: Ms Sophie LAU)

**By Email & Fax**  
(Fax No.: 2840 0716)

Dear Ms LAU,

**Legislative Council Panel on Transport  
Meeting on 19 February 2021**

**6170TB - Braemar Hill Pedestrian Link**

**Supplementary Information**

Regarding the information requested by Members at the meeting on 19 February 2021, our reply is as follows -

**(a) Estimated Construction Time for Different Sections of the Project**

Braemar Hill Pedestrian Link (the Project) comprises the following three sections -

- (i) A pedestrian subway, a lift tower and an elevated pedestrian walkway connecting the concourse of MTR Fortress Hill Station, King's Road and the access road between Fortress Garden and Fortress Metro Tower;
- (ii) A lift tower, escalators and elevated walkways connecting Fortress Hill Road, Tin Hau Temple Road and Wan Tin Path; and
- (iii) Construction of covered escalators and travellers along Wan Tin Path, connecting Tin Hau Temple Road, Cloud View Road and Wai Tsui Crescent.

The construction works of the three sections mentioned above will commence simultaneously, with works at Fortress Hill Road to Tin Hau Temple Road and the works along Wan Tin Path expected to be completed in about four years. They will be opened for public use upon completion. In comparison, the works connecting the concourse of MTR Fortress Hill Station, King's Road and the access road between Fortress Garden and Fortress Metro Tower will be more complex. The proposed pedestrian subway is situated within hard rock stratum. In order not to affect the operation of the existing lift tower at King's Road and the traffic near King's Road, in lieu of large-sized excavating plants, only small-sized excavating plants can be used, thereby affecting the rate of excavation works and more time will be needed. We estimate that two more years will be required to complete that section of works.

**(b) Effectiveness of Implementing the Project under Single Contract**

Prior to inviting tender, the Highways Department took into account the scope of works and the actual works environment, and considers implementing the Project under one single contract to deliver the works is the most cost-effective approach.

Firstly, having one single contractor overseeing the whole project can minimize works interface and coordination work in respect of temporary traffic arrangement, which would help enhance project management efficiency and reduce the possible impact on works progress brought by coordination work. In addition, the costs of residential site staff (including site management staff and support staff of the contractor and the consultant) and other necessary facilities (including temporary site office and construction facilities) required under one single contract will also be lower than that when implemented under multiple contracts. This can reduce the administration cost of the contract.

Moreover, due to the narrow space around the works area, there is no sufficient space on site for different contractors to store their materials and construction equipment, and for setting up different temporary facilities. It is difficult to accommodate different contractors working at the same time during the construction. As such, we consider implementing the Project under one single contract is the most suitable arrangement.

  
( Miss Angela JONG )

for Secretary for Transport and Housing

C.C.

Director of Highways

(Attn: Mr Richard NG)

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