

**立法會**  
**Legislative Council**

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(These minutes have been  
seen by the Administration)

Ref : CB1/F/2/2

**Public Works Subcommittee of the Finance Committee  
of the Legislative Council**

**Minutes of the 9th meeting  
held in the Chamber of Legislative Council Building  
on Wednesday, 14 February 2001, at 10:45 am**

**Members present :**

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)  
Hon Albert CHAN Wai-yip (Deputy Chairman)  
Hon Kenneth TING Woo-shou, JP  
Hon Cyd HO Sau-lan  
Hon Eric LI Ka-cheung, JP  
Hon Fred LI Wah-ming, JP  
Prof Hon NG Ching-fai  
Hon James TO Kun-sun  
Hon CHAN Yuen-han  
Hon CHAN Kam-lam  
Hon SIN Chung-kai  
Hon Andrew WONG Wang-fat, JP  
Hon WONG Yung-kan  
Hon LAU Kong-wah  
Hon Mrs Miriam LAU Kin-yee, JP  
Hon Emily LAU Wai-hing, JP  
Hon Andrew CHENG Kar-foo  
Hon LAW Chi-kwong, JP  
Hon TAM Yiu-chung, GBS, JP  
Hon Henry WU King-cheong, BBS  
Hon Michael MAK Kwok-fung  
Hon WONG Sing-chi  
Hon IP Kwok-him, JP  
Hon LAU Ping-cheung

**Members absent:**

Dr Hon TANG Siu-tong, JP  
Hon Abraham SHEK Lai-him, JP

**Public officers attending:**

Miss Elizabeth TSE	Deputy Secretary for the Treasury
Mr S S LEE, JP	Secretary for Works
Mr Gordon SIU, JP	Secretary for Planning and Lands
Mr Rob LAW, JP	Director of Environmental Protection
Mr James HERD	Principal Assistant Secretary of the Treasury (Works)
Ms Shirley LAM	Principal Assistant Secretary for Transport(5)
Mr Y C LO, JP	Director of Highways
Mr Y C TSE	Chief Engineer/Major Works 2-1, Highways Department
Mr Y M LEE	Chief Traffic Engineer/New Territories West, Transport Department
Mr William SHIU	Principal Assistant Secretary for Transport(4)
Mr L T MA	Government Engineer/Railway Development, Highways Department
Mr Harry CHAN	Chief Engineer/Strategy Roads, Transport Department
Mr Donald TONG	Principal Assistant Secretary for the Environment and Food
Mr J COLLIER, JP	Director of Drainage Services
Mr C H LAM	Assistant Director/Sewage Services, Drainage Services Department
Mr C K HON	Chief Engineer/Strategic Sewage Disposal Scheme, Drainage Services Department
Mr H K WONG, JP	Director of Territory Development
Mr M Y MA	Chief Engineer (Tin Shui Wai and Pak Shek Kok) Territory Development Department
Mr Hugh PHILLIPSON, JP	Director of Water Supplies
Mr LEUNG Mang-chiu	Assistant Director/New Works, Water Supplies Department

**Clerk in attendance:**

Miss Polly YEUNG                      Chief Assistant Secretary (1)3

**Staff in attendance:**

Ms Pauline NG  
Ms Anita SIT

Assistant Secretary General 1  
Senior Assistant Secretary (1)8

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**Head 706 - Highways**

<b>PWSC(2000-01)88</b>	<b>365TH</b>	<b>Castle Peak Road improvement between Area 2 and Sham Tseng, Tsuen Wan</b>
	<b>553TH</b>	<b>Castle Peak Road improvement between Sham Tseng and Ka Loon Tsuen, Tsuen Wan</b>

Mr Albert CHAN sought the Administration's confirmation on the provision of a cycle track along Castle Peak Road (CPR) and to explain the relevant work plan. The Secretary for Planning and Lands affirmed that the Administration shared members' view that the coastline along CPR provided some of the best scenic views in the territory and thus considered it desirable to provide a cycle track as well as other recreational and amenity facilities along this road section if practicable.

2. On the work plan for the cycle track, the Director of Highways (DH<sub>y</sub>) referred to the layout plan tabled at the meeting which showed the preliminary routing of the cycle track at certain sections of CPR, and advised that the Territory Development Department (TDD) would commission a consultancy study to further investigate the feasibility of providing a cycle track and other recreational and amenity facilities along CPR in March 2001 for completion in February 2002. Subject to the findings of the study, works for the cycle track might be wholly or partly incorporated into the CPR improvement project. Taking into account the time required for the detailed design, tendering of works contracts and construction, it was estimated that the cycle track, if found feasible, might be completed about the same time as the CPR improvement project in mid 2005.

3. In reply to Mr LAU Ping-cheung's enquiry about the extent of reclamation required for the provision of the cycle track, DH<sub>y</sub> advised that for planning purpose, the cycle track was divided into three sections as shown on the layout plan tabled. The two sections from Ka Loon Tsuen to Sham Tseng and from east of Ting Kau to Area 2, Tsuen Wan would run along the existing coastline and would not require any large-scale reclamation though some bridge-like structures might be required. Due to the presence of existing developments, infrastructure facilities and gazetted beaches along the section from Sham Tseng to Ting Kau, the feasibility and routing of the cycle track along this section would be further examined in the aforesaid consultancy study.

4. Miss Emily LAU reiterated her serious reservation on the justification for the proposed CPR improvement project. Referring to the information on traffic demand and traffic accidents set out in Enclosure 5 to the discussion paper, Miss LAU highlighted that for the section of CPR between Sham Tseng and Area 2, Tsuen Wan, there were only two planned residential developments involving some 3 900 flats and the developments would generate an additional traffic volume of only 100 vehicles per hour (morning peak, Kowloon bound). She considered that the low additional traffic volume could hardly justify the proposed CPR improvement project, and queried that the additional traffic volume could be absorbed by Tuen Mun Road (TMR) or other roads in the area.

5. In reply to the Chairman's enquiry on whether the proposed CPR improvement project and the associated traffic demand had been considered by the Transport Panel, the Principal Assistant Secretary for Transport (5) (PAS/T(5)) advised that while an information paper on the present proposal had been circulated to the Panel, the Panel had not discussed the proposal. Mrs Miriam LAU, Chairman of the Transport Panel, reported that Panel members had taken note of the information paper at a Panel meeting but had not requested that the proposal be discussed at the Panel before it was submitted to the Public Works Subcommittee (PWSC).

6. On the need for the proposed CPR improvement project in the light of the overall traffic forecasts in North West New Territories (NWNT), PAS/T(5) referred to the information on the projected population growth in NWNT (from 970 000 in 2001 to 1 510 000 in 2016) provided in the paper and explained that TMR and CPR were the main roads serving the east- and west- bound traffic between Tuen Mun and Tsuen Wan while the Tai Lam section of Route 3 served mainly the Yuen Long district and cross-boundary traffic. Although the Tai Lam section of Route 3 had reserve capacity to cater for future traffic growth, it might not be an attractive route for traffic between Tuen Mun and Tsuen Wan given its location.

7. PAS/T(5) and the Chief Traffic Engineer/New Territories West, Transport Department (CTE/NTW,TD) further explained that apart from the additional traffic volume of 100 vehicles per hour at the CPR section between Sham Tseng and Area 2, Tsuen Wan, the planned residential developments along the section between Sam Shing Hui and Sham Tseng would also generate an additional traffic volume of 1 900 vehicles per hour, resulting in a total additional traffic volume of 2 000 vehicles per hour along the entire section of CPR in question. These developments would have to rely on either TMR or CPR for access to urban areas. Since both TMR and CPR were fast approaching their design capacity, it was necessary to increase the capacity of CPR to cope with the increasing traffic demand. DHy further advised that the section of CPR in question was sub-standard and posed a safety hazard to motorists and pedestrians. Apart from increasing the road capacity, the proposed improvement

works also sought to upgrade CPR to meet the current standards so as to enhance road safety.

Admin

8. As regards members' concern about the impact of the proposed CPR improvement project on the existing vegetation along CPR, DHy advised that existing trees would be retained or transplanted as far as possible. It was estimated that some 7 200 trees would have to be felled while some 1 250 trees would be retained. However, some 72 000 trees would be planted along the widened road section. On Miss Emily LAU's concern about the number of old trees that would have to be felled, DHy agreed to provide relevant information after the meeting.

9. Miss Emily LAU said that being a resident in the Sham Tseng area for years, she was not aware of strong calls from the local community for widening CPR. Taking note of the traffic accident statistics and the information on future traffic demand provided by the Administration, she was not convinced that the proposed CPR improvement project was justified. Having regard to the serious impact of the project on the surrounding environment and landscape, she raised strong objection to the project.

10. Mr LAU Ping-cheung said that while he shared the concern about the environmental impact of the CPR improvement project, he supported the project on account of the need to increase the capacity of CPR to cope with increasing traffic demand.

11. Noting from the discussion paper that the provision of noise-reducing road surfacing material was considered unsuitable for the CPR section in question as frequent start-stops at the run-ins and junctions would lead to quick wear and tear requiring frequent and costly maintenance, Mr LAW Chi-kwong sought elaboration on the effectiveness and the additional costs required for this noise mitigation measure. He opined that if excessive noise was generated, the provision of noise-reducing road surfacing material at higher costs might be warranted.

12. In response, DHy explained that the noise-reducing road surfacing could reduce noise by about 5 dB(A) and was most suitable for roads with fast and steady traffic flows, which would not cause quick wear and tear of the surfacing material. The capital cost of normal asphalt surfacing was \$600 per square metre (m<sup>2</sup>) while that of noise-reducing surfacing was \$980 per m<sup>2</sup>. Moreover, noise-reducing surfacing would require a higher maintenance cost as it was subject to faster wear and tear. DHy further advised that the volume and speed of traffic, rather than the frequency of vehicle start-stops, were the main determining factors of traffic noise.

13. The Director of Environmental Protection supplemented that noise-reducing road surfacing was an effective noise mitigation measure for roads with heavy but smooth traffic flow. This type of road surfacing mainly mitigates the tyre noise component of traffic noise, which would increase when vehicles were

running at a steady and high speed. On the other hand, its effectiveness would be limited if there were frequent start-stops.

14. Mr Henry WU commented that where practicable, complementary recreational and amenity facilities should be provided at gazetted beaches for the enjoyment of the public. It was a misconceived idea to regard the provision of these facilities as a compensatory measure as in the case of the proposed project. He enquired about the effects of the proposed improvement works on beach goers.

15. Miss Emily LAU shared the view of Mr Henry WU and echoed Mr WU's concern about the effects of the proposed improvement works on beach goers. She also enquired about the estimated number of beach goers who would be affected and which beach(es) might need to be closed during the construction period.

16. PAS/T(5) and the Chief Engineer/Major Works 2-1, Highways Department advised that the road works within the gazetted beaches would be carried out between the months of September and March as far as possible. Overall, the works would not cause significant disturbance to beach goers. Among the six affected gazetted beaches, only one beach, i.e. the Gemini Beach, might need to be temporarily closed for some structural engineering works. PAS/T(5) agreed to provide the estimated number of affected beach goers in consultation with the Leisure and Cultural Services Department (LCSD).

Admin

17. In reply to the Chairman's enquiry about the requirements in the works contract relating to the beaches, DHy advised that special provisions would be included in the contracts to specify the facilities to be maintained at each of the six beaches and the reprovisioning requirements in the case of necessary closure of any existing facilities. If reprovisioning was impracticable, the Administration would consult the relevant District Council(s) on alternative arrangements and instruct the contractor(s) accordingly.

18. Miss Emily LAU urged the Administration to ensure that the works contract(s) would contain clear requirements on the contractor(s) to deploy all practicable measures to minimize disturbance to the public in their use of beach facilities, as well as other specific requirements on the maintenance of existing beach facilities. In response, DHy assured members that under the relevant contract provisions, where the operation of existing beach facilities had to be suspended, the contractor would be required to reprovision the facilities as far as practicable. LCSD and the public would be consulted on the reprovisioning arrangements or alternative arrangements. Mr Henry WU urged the Administration to shorten the duration of temporary alienation of land from the six beaches and to strictly monitor the project works to ensure that the works would not cause any unnecessary disturbance to the public. The Administration took note of his concerns.

Admin

19. Mr Albert CHAN stated that Members of the Democratic Party (DP) were

not satisfied with the Administration's planning approach for the CPR improvement project, in particular retracting from the provision of a cycle track in the subsequent project plan. Members of DP however recognized the Administration's hard work to address public concerns over the past two months. In view of the Administration's pledge to endeavour to complete the construction of a cycle track along CPR by 2005, and taking into account calls for widening the CPR by the Tsuen Wan District Council, Members of DP would abstain from voting on this item.

20. The item was put to vote. 13 members voted for the item, two voted against and eight abstained -

*For:*

Mr Kenneth TING Woo-shou  
Prof NG Ching-fai  
Mr CHAN Kam-lam  
Mr WONG Yung-kan  
Mrs Miriam LAU Kin-yee  
Mr Henry WU King-cheong  
Mr LAU Ping-cheung  
(13 members)

Mr Eric LI Ka-cheung  
Mr CHAN Yuen-han  
Mr Andrew WONG Wang-fat  
Mr LAU Kong-wah  
Mr TAM Yiu-chung  
Mr IP Kwok-him

*Against:*

Miss Cyd HO Sau-lan  
Miss Emily LAU Wai-hing  
(2 members)

*Abstention:*

Mr Fred LI Wah-ming  
Mr SIN Chung-kai  
Mr LAW Chi-kwong  
Mr Albert CHAN Wai-yip  
(8 members)

Mr James TO Kun-sun  
Mr Andrew CHENG Kar-foo  
Mr Michael MAK Kwok-fung  
Mr WONG Sing-chi

21. The item was endorsed by the Subcommittee.

Clerk

22. Miss Emily LAU requested that this item be voted on separately from other PWSC items at the relevant Finance Committee (FC) meeting.

**PWSC(2000-01)86**

**47TR**

**East Rail Extension - essential  
public infrastructure works for Ma  
On Shan to Tai Wai Rail Link**

23. Members noted that the present proposal had been discussed by the Transport Panel Subcommittee on Matters Related to the Implementation of

Railway Development Projects on 4 January 2001.

24. Mr LAU Kong-wah highlighted the need to provide cycle tracks to link up the stations of the Ma On Shan (MOS) Rail with the existing cycle track network in Sha Tin and to provide adequate bicycle parking facilities at the stations. In this connection, he enquired about the provision of bicycle parking facilities at Che Kung Temple Station and Heng On Station of the MOS Rail.

Admin

25. In response, the Government Engineering/Railway Development, Highway Department (GE/RD, HyD) clarified that provision of bicycle parking facilities did not fall within the scope of essential public infrastructure works (EPIW) but would be provided by the Kowloon-Canton Railway Corporation (KCRC) as part of the MOS Rail project. He understood that KCRC planned to provide a bicycle parking area at both Che Kung Temple Station and Heng On Station. He agreed to discuss with KCRC the suggestion of Mr LAU of providing additional parking areas at both stations and provide relevant details before the FC meeting to consider the item (on 9 March 2001).

26. Mr Andrew CHENG said that Members of DP had all along objected to the MOS Rail project as it failed to provide a direct rail link between MOS and urban Kowloon. Since the proposed EPIW were to complement the MOS Rail, Members of DP would also object to the present proposal.

27. Mr Andrew CHENG conveyed the grave concern of the residents of MOS that in order to boost the patronage of the MOS Rail, the Administration would reduce bus services for MOS when the MOS Rail came into operation. In this regard, Members of DP held the view that existing bus services for MOS should not be reduced upon commissioning of the MOS Rail and that works for the rail link and associated infrastructure facilities should not affect existing bus services as far as practicable.

28. Regarding the Administration's plan to close a slip road of Hang Shun Street for the proposed EPIW, Mr Andrew CHENG said that the road closure would affect 21 existing bus routes running to/from MOS and in particular, residents of Chevallier Garden would be seriously affected. He asked the Administration to take heed of the residents' request and provide a permanent road link from A Kung Kok Street to Ma On Shan Road to replace the slip road.

29. In response, PAS/T(4) stressed that the Administration attached much importance to views of the local community in planning infrastructure projects. He explained that the provision of the road link as suggested by Mr CHENG needed to be considered in the context of the overall development plan for the Tai Shui Hang area. He assured members that the Administration would consult the Sha Tin District Council (STDC) and affected residents on the traffic arrangements relating to the closure of the slip road of Hang Shun Street and the plan for future bus services upon the commissioning of MOS Rail before making relevant decisions.

30. GE/RD,HyD and the Chief Engineer/Strategy Roads, Transport Department (CE/SR,TD) further explained that the slip road of Hang Shun Street was not intended to be a permanent road according to the 1994 development plan for Area 77, MOS. The closure of the slip road was not related to the MOS Rail project nor the proposed EPIW. However, having regard to residents' concern, the Administration had agreed to provide a temporary substitute slip road upon the closure of the existing slip road. If in future, the Administration considered it necessary to close the substitute slip road, it would consult STDC on the proposed road closure and related traffic arrangements.

Admin

31. Mr WONG Sing-chi asked the Administration to consider the provision of a permanent road link between A Kung Kok Street and MOS Road and to provide a timetable for the closure of the existing slip road and the associated changes in bus services to the Tai Shui Hang area, with information on the timing for consultation with STDC and local residents. Mr Andrew CHENG requested the Administration to provide information on the effects of the MOS Rail and the proposed EPIW on the bus services for MOS. PAS/T agreed to provide the information requested by Mr WONG and Mr CHENG before the FC meeting to consider this item on 9 March 2001.

Admin

32. Mr Andrew CHENG also conveyed residents' concern about the position of the exhaust outlets of the proposed public transport interchanges (PTIs) at Tai Wai Station and Wu Kai Sha Station (the construction of which was recommended to be retained under Category B of the Public Works Programme pending the completion of the PTI design). He urged that in planning for the PTIs, the Administration should exercise care and conduct adequate public consultation to ensure that the exhaust outlets would not cause nuisance to the residents nearby. The Administration took note of the concern for follow-up action as necessary.

33. Referring to the on-cost at 16.5% of the project base cost payable to KCRC for undertaking the technical studies, design and construction supervision of the proposed EPIW, Mr Henry WU queried the justification for setting the on-cost rate at 16.5%. In reply, DHy advised that the on-cost rate of 16.5% was a standard rate agreed between the Government and the two railway corporations for all entrustment projects. This formula approach was considered a more pragmatic and convenient alternative to seeking reimbursement on an actual cost basis. In this connection, the Chairman informed members that the background for adopting the 16.5% on-cost formula and the results of the recent review of the formula had been set out in the information note PWSCI(2000-01)42 issued to members on 5 January 2001.

34. Mr Henry WU pointed out that the consultants' fees for the previous item PWSC(2000-01)88 represented only about 10% of the estimated project cost. Comparatively, he considered the on-cost rate of 16.5% too high for the EPIW

proposed in the present paper which comprised mainly the usual construction of subways and footbridges. He opined that the Administration should critically review the existing arrangement whereby a standard on-cost rate of 16.5% was applied to all entrustment projects irrespective of their differing levels of complexity.

35. In response, the Secretary for Works clarified that the consultants' fees for item PWSC(2000-01)88 covered only the supervision of construction works and project management during the construction stage, while for the proposed EPIW under discussion, the 16.5% on-cost also covered the technical studies and the design for the EPIW. He reported that the 16.5% on-cost formula had been reviewed recently and was found appropriate for continued application.

Admin

36. Mr Henry WU maintained that the Administration should determine the appropriate on-cost rate in the light of the scope and complexity of individual projects. In this regard, the Chairman commented that the 16.5% on-cost formula should be subject to regular review. The Administration took note of their comments.

37. As regards the follow-up actions taken in respect of the concerns raised by members at the meeting of TPSRDP on 4 January 2001, PAS/T(4) reported that the Administration had provided supplementary information after the meeting. The Chairman confirmed that the supplementary information had been circulated by the Panel Clerk to all Members (vide LC Papers Nos. 467, 469 and 482/00-01).

38. On the suggestion of setting up an independent panel to assess claims for compensation by residents affected by the East Rail Extension projects, PAS/T(4) and GE/RD,HyD stressed that KCRC would carry out intensive supervision and Government would maintain close liaison with KCRC during construction to ensure that the railway projects and the associated EPIW would be delivered with minimum disturbance to the public and in compliance with all statutory requirements. KCRC had also put in place mechanisms to handle claims for compensation. Pre-construction surveys on the conditions of existing buildings, structures and slopes adjacent to the works sites were being carried out and the conditions would be continuously monitored throughout the construction period. KCRC would require its contractors to take out third-party insurance and would refer claims for compensation to independent adjudicators for assessment. PAS/T(4) added that KCRC was considering the need to set up an independent body for assessment of claims. The Administration would request KCRC to provide a response on this matter before the FC meeting on 9 March 2001.

Admin

39. Mr LAU Kong-wah recapitulated that at the aforesaid Subcommittee meeting, KCRC had made two important undertakings. Firstly, most of the areas along the MOS Rail alignment would not be exposed to noise levels exceeding 55 dB(A) during the railway's operation. Secondly, subject to a few conditions,

passengers would normally be able to board the first train to Kowloon at the Tai Wai Interchange during the morning peak period. He enquired whether the Administration/KCRC would further consult the Legislative Council (LegCo) on the measures to fulfil these undertakings.

Admin

40. In response, GE/RD,HyD advised that all the environmental mitigation measures to be implemented in the East Rail Extension projects had been set out in detail in the relevant environmental impact assessment (EIA) reports. For members' reference, two copies of the EIA reports had been deposited at the LegCo Secretariat. If members so wished, the Administration would request KCRC to brief the relevant Panel(s) on the mitigation measures at appropriate intervals in the course of the projects.

41. The item was put to vote. 14 members voted for the item and seven voted against -

*For:*

Mr Kenneth TING Woo-shou  
Prof NG Ching-fai  
Mr CHAN Kam-lam  
Mr WONG Yung-kan  
Mrs Miriam LAU Kin-ye  
Mr TAM Yiu-chung  
Mr IP Kwok-him  
(14 members)

Miss Cyd HO Sau-lan  
Mr CHAN Yuen-han  
Mr Andrew WONG Wang-fat  
Mr LAU Kong-wah  
Miss Emily LAU Wai-hing  
Mr Henry WU King-cheong  
Mr LAU Ping-cheung

*Against:*

Mr Fred LI Wah-ming  
Mr SIN Chung-kai  
Mr LAW Chi-kwong  
Mr WONG Sing-chi  
(7 members)

Mr James TO Kun-sun  
Mr Andrew CHENG Kar-foo  
Mr Albert CHAN Wai-yip

42. The item was endorsed by the Subcommittee.

**PWSC(2000-01)87**

**48TR**

**East Rail Extension - essential  
public infrastructure works for  
Hung Hom to Tsim Sha Tsui  
Extension**

43. Members noted that the present proposal had been discussed by the Transport Panel Subcommittee on Matters Related to the Implementation of Railway Development Projects on 4 January 2001.

44. The Chairman declared his interest that the firm he worked for might

have been engaged by KCRC to carry out certain studies for the East Rail Extension from Hung Hum to Tsim Sha Tsui (TST Extension).

45. Mr James TO declared his interest that he was a member of the Managing Board of the Land Development Corporation (LDC), which had lodged two objections to the proposed EPIW after gazettal.

Admin

46. At Mr Andrew CHENG's request, PAS/T(4) agreed to provide information, before the FC meeting on 9 March 2001, on the effects of the TST Extension project and the proposed EPIW on existing bus services for the areas in question.

47. Miss CHAN Yuen-han asked whether a mechanism was in place to receive public views and handle complaints throughout the construction of the TST Extension and the proposed EPIW.

48. In reply, PAS/T(4) advised that before the commencement of the East Rail Extension project works, KCRC had set up community liaison groups and community liaison offices to provide a direct and effective channel of communication between KCRC, the relevant Government departments, and the local communities. The community liaison groups would operate and convene regular meetings throughout the construction period. Besides, representatives of relevant Government departments and KCRC would form site liaison groups to co-ordinate traffic arrangements and there would be a hotline to receive public feedbacks and complaints.

49. Mr James TO expressed concern that the works for the TST Extension and the associated EPIW together with other infrastructure projects to be carried out in the Tsim Sha Tsui district during the same period might cause considerable impact on the traffic in the district. In response, DHy advised that the consultants for the TST Extension project would ensure that through traffic flows on the roads within the project site would be maintained throughout the construction period. Moreover, the Transport Department (TD) and the Highways Department would constantly conduct traffic impact assessments for the TST Extension project, taking into account other planned public works to be carried out in the district during the same period. Based on the assessment results, the programmes of the TST Extension and other public works projects would be adjusted where necessary to avoid causing undue traffic impact. A dedicated unit would be set up under TD for this purpose and to monitor the overall traffic condition during the construction of the TST Extension and the associated EPIW.

50. Mr James TO suggested that the relevant District Council(s) should be consulted on the traffic monitoring arrangements and the necessary diversion measures, preferably with detailed quantitative information on estimated traffic flows. PAS/T(4) assured members that the Administration would brief the relevant District Council(s) on the progress of the TST Extension project and the related traffic arrangements on a regular basis.

Admin

51. Mr TAM Yiu-chung enquired about the number of business undertakings which would be affected by the TST Extension project and the associated EPIW and the channels for affected operators to seek compensation. In reply, PAS/T(4) advised that the business undertakings located along the roads within the works site would be affected to different degrees. The Administration would liaise with the affected operators on the works programme and a booklet setting out the procedures for seeking redress or compensation would be distributed to them. He added that the aforesaid community liaison groups set up by KCRC would include representatives of affected business operators. He agreed to provide information on the number of affected business undertakings after the meeting. Mr TAM urged the Administration to handle the claims that might be lodged by affected business operators in a fair and reasonable manner.

52. Mr Henry WU reiterated his concern about the application of a standard on-cost rate of 16.5% on all projects entrusted to the two railway corporations. He queried whether the application of the 16.5% on-cost rate for the works entrusted respectively to KCRC and the Mass Transit Railway Corporation Limited (MTRCL) under the present proposal was justified. In response, DHy re-affirmed that the on-cost rate was considered justified for the works entrusted to KCRC and MTRCL having regard to the scope and complexity of the works. He remarked that the entrusted works comprised mainly structural works which were usually more complicated than civil engineering works and thus would require greater design input.

53. Noting that LDC had not withdrawn its two objections to the proposed EPIW, Miss Emily LAU enquired about the concerns of LDC and the Administration's response. PAS/T(4) and GE/RD,HyD advised that LDC was mainly concerned about whether a vehicle ingress/egress could be maintained respectively at Hanoi Road and at Mody Road during construction of the proposed EPIW for a LDC development project at the site between Bristol Avenue and Hanoi Road. The Administration had requested LDC to specify the locations of the required vehicle ingresses/egresses but LDC was unable to give a confirmation before the approval of the Executive Council was sought on the gazetted TST Extension including the proposed EPIW. The issue had now been resolved as the vehicle ingresses/egresses for LDC's development project had been designated in the project plan of the TST Extension. The Administration and KCRC would liaise closely with LDC to resolve any interface problems that might arise in future.

54. Miss Emily LAU queried why the proposed pedestrian subway along Middle Road was not connected with the proposed pedestrian subway along Blenheim Avenue. GE/RD,HyD advised that there would be a 24-hour pedestrian subway in the future East Tsim Sha Tsui Station of the TST Extension linking the aforesaid two pedestrian subways. As to why no travelator would be provided in the pedestrian subway along Middle Road, GE/RD,HyD advised that

given the need to accommodate various circulation facilities, it was not practicable to provide a travelator of a reasonable length at this pedestrian subway.

55. In reply to Miss Emily LAU's enquiry about the existing pedestrian subway straddling Nathan Road and Salisbury Road, GE/RD,HyD confirmed that the subway had already been completed by a private developer and was in use at present.

56. Regarding the need to extend the limit of the project site to the north of Chatham Road South, DHy advised that this area was a public park at present. While no works would be carried out in this area, the contractor would require this area for temporary storage of construction and excavated materials.

57. The item was voted on and endorsed.

58. In view of insufficient time, the Chairman instructed that the remaining items on the agenda, i.e., PWSC(2000-01)89, 91 and 92, would be carried over to the next additional meeting scheduled for 21 February 2001 starting at 8:30 am.

59. The meeting ended at 12:45 pm.

Legislative Council Secretariat

7 March 2001