

**立法會**  
**Legislative Council**

LC Paper No. CB(1)1346/11-12  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/DEV/1

**Panel on Development**

**Minutes of meeting**  
**held on Monday, 19 December 2011, at 9:00 am**  
**in Conference Room 1 of the Legislative Council Complex**

- Members present** : Prof Hon Patrick LAU Sau-shing, SBS, JP (Chairman)  
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP  
Hon CHAN Kam-lam, SBS, JP  
Hon Mrs Sophie LEUNG LAU Yau-fun, GBS, JP  
Hon WONG Yung-kan, SBS, JP  
Hon Abraham SHEK Lai-him, SBS, JP  
Hon Frederick FUNG Kin-kee, SBS, JP  
Hon LEE Wing-tat  
Hon KAM Nai-wai, MH  
Hon Cyd HO Sau-lan  
Hon Starry LEE Wai-king, JP  
Dr Hon LAM Tai-fai, BBS, JP  
Dr Hon Priscilla LEUNG Mei-fun, JP  
Hon IP Kwok-him, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Tanya CHAN  
Hon Albert CHAN Wai-yip
- Members attending** : Hon WONG Kwok-hing, MH  
Hon Ronny TONG Ka-wah, SC

**Members absent** : Hon LAU Wong-fat, GBM, GBS, JP (Deputy Chairman)  
Hon James TO Kun-sun  
Hon Timothy FOK Tsun-ting, GBS, JP  
Hon CHEUNG Hok-ming, GBS, JP  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon Alan LEONG Kah-kit, SC

**Public officers attending** : **Agenda item IV**

Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP  
Secretary for Development

Ms Winnie HO Wing-yin  
Chief Assistant Secretary (Works)1  
Development Bureau

Mr LING Kar-kan, JP  
Deputy Director of Planning/Territorial

Mrs Sorais LEE  
Deputy Project Manager (Kowloon)  
Civil Engineering and Development Department

**Agenda item V**

Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP  
Secretary for Development

Mr Tony LI Yeuk-yue  
Principal Assistant Secretary for Development  
(Planning & Lands)2

Miss Ophelia WONG Yuen-sheung, JP  
Deputy Director of Planning/District

Ms Phyllis LI Chi-miu  
Assistant Director/Special Duties  
Planning Department

**Agenda item VI**

Mr Vitus NG  
Chief Assistant Secretary(Works) 3  
Development Bureau

Mr WONG Ming-to  
Project Manager (NTN&W)  
Civil Engineering and Development Department

Mr Edward LEE Yiu-wah  
Chief Engineer/Project 1 (NTN&W)  
Civil Engineering and Development Department

**Clerk in attendance** : Ms Connie SZETO  
Chief Council Secretary (1)4

**Staff in attendance** : Ms Sharon CHUNG  
Senior Council Secretary (1)4

Mr Simon CHEUNG  
Senior Council Secretary (1)9

Ms Christina SHIU  
Legislative Assistant (1)4

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Action

- I Confirmation of minutes**  
(LC Paper No. CB(1)600/11-12 -- Minutes of meeting on  
25 October 2011)

The minutes of the meeting held on 25 October 2011 were confirmed.

- II Information papers issued since the last meeting**  
(LC Paper No. CB(1)492/11-12(01) -- Referral memorandum  
dated 18 November 2011  
from the Clerk to Panel on  
Manpower relating to  
merging of

- LC Paper No. CB(1)573/11-12(01) -- construction-related cards  
Administration's paper on the funding proposal for "PWP Item No. 710CL -- Hung Shui Kiu development, stage 2 -- widening of Tin Ha Road and Tan Kwai Tsuen Road"
- LC Paper No. CB(1)575/11-12(01) -- Administration's paper on progress report on the HKSAR's work in support of reconstruction in the Sichuan earthquake stricken areas
- LC Paper No. CB(1)628/11-12(01) -- Referral memorandum dated 9 December 2011 from the Complaints Division regarding proposed amendments to the Town Planning Ordinance)

2. Members noted that the above information papers had been issued since the meeting on 22 November 2011.

### **III Items for discussion at the next meeting**

(LC Paper No. CB(1)599/11-12(01) -- List of outstanding items for discussion

LC Paper No. CB(1)599/11-12(02) -- List of follow-up actions)

3. Members agreed that the following items would be discussed at the regular meeting scheduled for 16 January 2012, and the meeting would be held from 9:00 am to 11:30 am --

- (a) Kowloon East Development Office;
- (b) Review on the work of the Development Opportunities Office under the Development Bureau;
- (c) Creation of a post in the Lands Unit of the Planning and Lands Branch of the Development Bureau; and

- (d) PWP Item No. 4152CD - Drainage improvement works in upper Lam Tsuen River, She Shan River, upper Tai Po River, Ping Long and Kwun Hang.

*(Post-meeting note: On the advice of the Chairman, members were informed on 22 December 2011 vide LC Paper No. CB(1)691/11-12 that the meeting on 16 January 2012 would be held from 9:00 am to 12:00 noon to allow sufficient time for discussion of the four items.)*

4. Mr KAM Nai-wai proposed that the Administration should brief the Panel at the next meeting on the progress of its discussion with the owner of Ho Tung Gardens ("the Gardens") on the preservation of the Gardens as a monument, and the way forward in the case that both sides failed to reach a consensus. Secretary for Development ("SDEV") advised that disclosure of the details on the discussion between the Administration and the owner concerned at an open meeting might jeopardize the progress and result of the discussion before its conclusion. She pointed out that the Gardens had been declared a proposed monument under the Antiquities and Monument Ordinance (Cap. 53) in January 2011. The declaration provided the Gardens with a non-extendable period of 12 months of statutory protection while allowing the Antiquities Authority ("AA") more time to consider whether or not the Gardens should be declared a monument on a permanent basis. In October 2011, the Antiquities Advisory Board unanimously supported the intended declaration of the Gardens as a permanent monument. Afterwards, the owner had expressed her opposition. The Chief Executive would consider the owner's representation before approving SDEV, in her capacity as AA, to declare the Gardens a permanent monument before the declaration of it as a proposed monument expired after 27 January 2012. The declaration for the Gardens as a permanent monument, if made, would be through a Notice under the Antiquities and Monument Ordinance, of which would be subject to the negative vetting procedure of the Legislative Council ("LegCo"). By then, members would have sufficient information and a platform to consider the matter and whether to support the proposed declaration. Mr KAM asked if the Administration could provide written information about the background of the issue and the progress of discussion with the owner. SDEV replied that the Administration would provide detailed information when the Notice was tabled before LegCo.

#### **IV Energizing Kowloon East**

- (LC Paper No. CB(1)599/11-12(03) -- Administration's paper on energizing Kowloon East
- LC Paper No. FS09/11-12 -- Paper on background information on the plan of energizing Kowloon East as well as views and concerns on the plan raised by various sectors in Hong Kong prepared by the Legislative Council Secretariat (Fact sheet))

5. With the aid of a powerpoint presentation, SDEV briefed members on the background, objectives and conceptual master plan for transforming Kowloon East into a core business district ("CBD").

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated via e-mail vide LC Paper No. CB(1)667/11-12(01) on 19 December 2011.)*

6. SDEV highlighted that the transformation of Kowloon East, an area comprising the Kai Tak Development ("KTD"), Kwun Tong and Kowloon Bay, into a CBD was an initiative under the Chief Executive's 2011-2012 Policy Address to meet growing business need for quality offices that would benefit the people of Hong Kong and sustain Hong Kong's position as an international business and financial centre. She said that over the last decade, there had been a strong and increasing presence of regional headquarters ("RHQ") and regional offices ("RO") of multi-national companies in Hong Kong and this trend was expected to continue. From 2000 to 2011, the number of RHQ and RO rose from 3 001 to 3 752, representing a 25% increase. Despite the strong demand, the gross floor areas of all the office space in Hong Kong only grew modestly from 12.1 million square metres to 14.3 million square metres from 2000 to 2010, representing a 18% increase. To capitalize on the fast-growing opportunities in the Mainland and sustain Hong Kong's position as a leading financial and business centre, a steady and adequate supply of quality office space was pivotal. The "Hong Kong 2030: Planning Vision and Strategy Study" had recommended appropriate planning measures to support economic growth in the long run. Following the recommendations in the Study, the Administration would continue to consolidate and enhance the existing CBD, while exploring new quality office nodes. Government accommodation not requiring a prime location would be freed up and new

office clusters at strategic locations in the metro areas such as KTD and West Kowloon would be developed. The demand for other general business use including non-prime offices and traditional industry/warehouse uses would be tackled through revitalization of old industrial areas and development of other office clusters outside prime locations.

7. SDEV advised that the proposal to transform Kowloon East into a vibrant business district was the Government's proactive response to the opportunities unfolded in the process of economic restructuring. The massive relocation of Hong Kong's manufacturing base to the Mainland in the 1980's and the relocation of the Airport to Chek Lap Kok in the 1990's had left a huge stock of industrial buildings not being fully utilized. Whilst the demand for quality office could no longer be met by the traditional CBD, some private developers had taken the first-mover initiatives to develop high grade office buildings and retail centres in Kowloon East. In the past decade, the total floor area of Grade A office space in Kwun Tong and Kowloon Bay had increased significantly to 1.4 million square metres. In his 2011-2012 Policy Address, the Chief Executive announced that the Government would adopt a visionary, coordinated and integrated approach to expedite the transformation of Kowloon East into an attractive, alternative CBD to support Hong Kong's economic development. The Planning Department had mapped out a conceptual master plan for the Kowloon East Business District by adopting the broad strategies namely, connectivity, branding, design and diversity ("CBD2"), which were summarized below--

- (a) Enhancing connectivity -- The Administration would consider enhancing inter- and intra-regional connectivity through the provision of an Environmentally Friendly Linkage System ("EFLS") linking KTD, Kwun Tong and Kowloon Bay with the existing Mass Transit Railway Kwun Tong Line and the future Shatin to Central Link. Enhancement to pedestrian facilities such as footbridge networks and wider pavements would also be considered. The Administration would commence the public engagement exercise for EFLS in early 2012 and report the initial public views to the Panel in the first quarter of 2012.
- (b) Branding the place with quality urban design -- The Administration would consider branding Kowloon East as a premier office node and promoting the image of this new CBD both locally and overseas. Quality urban design would play a pivotal role in enhancing and branding the place.

- (c) Promoting diversity -- While KTD would provide tourism, sports and leisure facilities to a predominantly office and commercial use in Kowloon Bay and Kwun Tong, other uses such as street - level shops, cafes by the waterfront, restaurants and entertainment uses at piers, marinas and water sports facilities might be considered for development at appropriate locations to enhance the vibrancy of the district.

8. SDEV said that the Administration had designated two clusters of Government sites in Kowloon East as Action Areas. Action Area 1 covered the Hoi Bun Road Redevelopment. The Administration proposed to relocate the existing waste recycling centre and vehicle examination centres in the area to release some 6.4 hectares of Government land for the development of a new vibrant node for offices, exhibition/conference facilities, hotel/service apartments and retail/entertainment outlets. Action Area 2 featured on the Kwun Tong Ferry Pier Waterfront Development. The bus terminus in the area would be decked over to provide public open space and an outdoor performance area, and would integrate with the upgraded Kwun Tong Ferry Pier Square and waterfront promenade. The area would become a new hub for small offices, artist workshops, entertainment, gallery and specialty retail and restaurants along the waterfront promenade to complement the tourism node to be developed at the Kai Tak Runway Park.

9. Concluding her briefing, SDEV said that a new, multi-disciplinary Kowloon East Development Office ("KEDO") would be set up in the Development Bureau to steer, supervise, oversee and monitor the transformation of Kowloon East. The Office would champion for the goals set for Kowloon East and engage stakeholders and the general public in the process. It would be responsible for advocating the conceptual master plan of Kowloon East and providing one-stop advisory and coordinating support to land development proposals from private sector proponents that were conducive to the development or transformation of the area into a modern and premier business district. The Administration was examining the preferred organizational structure of KEDO, its position vis-à-vis the Kai Tak Office under the Kowloon Development Office of the Civil Engineering and Development Department ("Kai Tak Office") and the level of staffing. The Administration planned to consult the Panel on the proposed establishment of KEDO in January 2012 prior to seeking the support of the Establishment Subcommittee ("ESC"). It would also submit funding proposals to the Public Works Subcommittee and the Finance Committee ("FC") in 2012 for commencing the constructions works for Kwun Tong Promenade Phase 2 and Kai Tak Runway Park.

Increasing land supply for office/commercial uses

10. Mr CHAN Kam-lam supported the Administration's initiative to transform Kowloon East into an alternative CBD to increase the supply of office space which was in great demand in Hong Kong. As other major cities in the Mainland were pursuing development of new business districts in rapid pace, he called on the Administration to seize the business opportunities in the next decade, set concrete targets and formulate an action timetable for increasing the supply of office space in Hong Kong. In addition to administrative support from the future KEDO, he stressed the importance for the project of energizing Kowloon East to have full policy support which would be essential in resolving problems that might arise from redevelopment of old industrial buildings, such as providing incentives to attract redevelopment projects from industrial buildings owners. He also suggested that the Administration should consider reviewing the use of existing flatted factory buildings of the Housing Authority in Kwun Tong and Kowloon Bay, which might free up land for office/commercial uses.

11. SDEV shared Mr CHAN's view that the next decade would be an important period for Hong Kong to consolidate its leading position as a global business hub in the region. It would be pivotal for Hong Kong to seize the opportunities and take swift action in enhancing its competitiveness by, among other things, maintaining a steady and adequate supply of high-quality office accommodation. She pointed out that while in other Asian major cities, such as Shenzhen, Beijing, Shanghai and Singapore, a large number of high-quality office construction projects were underway rapidly, land supply for office/commercial uses in Hong Kong was constrained and the greatest challenge facing redevelopment of old industrial areas was fragmented ownership in land and buildings. The Administration was mindful of the need to take a visionary and innovative approach in tackling these problems and to incentivize the conversion of under-utilized industrial buildings. Instead of relying solely on market forces to transform Kowloon East, the Administration had taken the lead and catalyzed the process by initiating land use reviews, relocating Government offices to KTD, working on the improvement of Kowloon East's connectivity, promoting diversity, creating destination effect and facilitating private sector development.

12. Mr LEE Wing-tat pointed out that major shopping areas in Hong Kong such as Central were dominated by luxury goods shops. He asked whether the Administration had any plans to increase the supply of

commercial space in the short run to cater other retail businesses. He also expressed concern about the slow progress of the revitalization of old industrial buildings. In his opinion, the ground and lower levels of under-utilized industrial buildings could be converted to commercial use. While fragmented ownership in industrial buildings had made wholesale conversion of such buildings difficult, the Administration's policy and fire safety regulations had also imposed barriers to partial conversion of an industrial building to commercial use. He urged the Administration to look into these issues, formulate measures to overcome the obstacles, and expedite the progress in revitalizing old industrial buildings. Furthermore, he suggested that the Administration should examine the potentials of revitalizing other old industrial areas such as Cheung Sha Wan, Lai Chi Kok and Kwai Chung.

13. Mr Albert CHAN pointed out that a number of old industrial areas namely, Chai Wan, Aberdeen, Tsuen Wan, Kwai Chung, Sham Shui Po, etc, possessed potentials for revitalization. In selecting industrial areas for revitalization or transformation, he stressed that it was necessary for the Administration and would be fair to all parties to keep the public and industrial building owners informed of its plan and timetable in this aspect, as well as for the Administration to provide a projection of the amount and geographical distribution of office space in demand in future. In this connection, he requested the Administration to provide an analysis of the demand and supply of office space by district in the past 10 years and, as far as possible, a projection of the same in the next five years. He also suggested that the Administration should examine the feasibility for the Urban Renewal Authority ("URA") to take on the role in redeveloping old industrial buildings.

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14. On the supply of commercial/business sites, SDEV said that the Administration had included a number of commercial/business sites in the 2011-2012 Land Sale Programme. During the last three quarters, the Administration had invited public tender for three sites and another three sites on the Application List had been successfully triggered and sold. Coupled with such efforts, the initiative of revitalizing older industrial buildings would also increase the supply of commercial/business sites.

15. As regards suggestions to relax fire safety requirements in order to expedite revitalization of older industrial buildings, SDEV stressed that with protection of public safety as the prime concern, it would be difficult for the Administration to permit mixed uses in an industrial building which had no

separation floor to prevent spread of fire. Nonetheless, the Administration would consider measures to tackle the obstacle.

16. In revitalizing former industrial areas, SDEV advised that the Administration had not ignored the development potentials of areas other than Kowloon East, and planning and road traffic improvement studies in these districts were in progress. She said that during the motion debate relating to the development of Kowloon East at the LegCo meeting of 14 December 2011, she had explained to Members that the selection of Kowloon East for transforming into a CBD was not an arbitrary decision. Evolving from the MetroPlan and the "Hong Kong 2030: Planning Vision and Strategy Study", the plan to energize Kowloon East was in line with the Administration's planning direction in the past decade. Due to the present development in KTD and the availability of some 1.4 million square metres of office space already developed by the private sector in Kowloon Bay and Kwun Tong, Kowloon East possessed advantages in development density and diversity. The Administration considered that to make focused and cost-effective use of public resources, Kowloon East was the most suitable district for the time being for transforming into an alternative CBD.

17. As regards the information about demand and supply of office space requested by Mr Albert CHAN, SDEV advised that there was difficulty in making the projection but the Administration would strive to provide breakdowns of the statistics on office supply mentioned in the powerpoint presentation. She emphasized that the Administration had been taking proactive move in increasing the supply of office space in the past decade, for instance, more than 500 hectares of industrial land had been rezoned as commercial land. In view of the unsatisfactory progress in transforming these rezoned areas, the Administration launched a package of revitalization measures in April 2010 to encourage the redevelopment or wholesale conversion of older industrial buildings. She acknowledged that the redevelopment potentials of the aforesaid rezoned industrial land had yet to be fully released, and advised that the Administration had completed a mid-term review on the revitalization measures and would continue to listen to views in improving and refining the measures.

18. On the role of URA, SDEV remarked that the statutory functions of URA were to undertake renewal projects for improvement of the living conditions of residents in dilapidated urban areas. URA had no experience in redeveloping industrial buildings. While the Administration kept an open mind on the issue, if URA was to take on the new function, it would be

necessary to consider the impact of this on the Authority's core business under the new Urban Renewal Strategy.

19. Mr Paul TSE enquired whether the Administration could consider offering owners of industrial buildings tax or land premium concessions as incentives in order to expedite the revitalization of older industrial buildings in Kowloon East. In response, SDEV said that the Administration had already provided incentives for the wholesale conversion of industrial buildings. She cautioned that provision of tax and land premium concessions to building owners in Kowloon East would undesirably complicate the simple tax regime and would likely arouse opposition from owners of industrial buildings in other districts and those who had recently purchased land in Kowloon East for commercial uses.

#### Inter- and intra-regional connectivity

20. Mr CHAN Kam-lam pointed out that the existing road networks in Kowloon Bay and Kwun Tong might not have sufficient capacities to accommodate increased traffic flows arising from the new Kowloon East CBD. He considered that, in addition to undertake planning for an EFLS and the construction of Shatin to Central Link (which were both rail-based transport), it was necessary for the Administration to commence early studies for improving the road networks of Kowloon East to meet future inter- and intra-regional traffic demand.

21. Mr Albert CHAN said that while he would not object providing an EFLS in Kowloon East, he pointed out that the fare policy for the transport system was a key issue to be considered. He strongly requested that EFLS should not become another transport system to impose financial burdens on commuters, and that arrangements similar to the existing interchange schemes introduced by the Mass Transit Railway Corporation should be adopted.

22. Ir Dr Raymond HO considered that too much diversity in railway transportation might not be necessary and suggested that EFLS could be operated as a branch line of the existing railway system.

23. Ms Cyd HO pointed out that with Kowloon East to be transformed into a CBD, she anticipated that substantial amount of the increased traffic loads would be generated from private cars. Coupled with the large number of private car users travelling between Sai Kung/Clear Water Bay and Tsim Sha Tsui via Kowloon East, she considered that the existing road networks

would have to be significantly enhanced, and urged that the Administration's traffic impact assessment for the Kowloon East project should cover a wider geographical area so that the traffic demand from outside the district would be taken into account.

24. SDEV said that the Administration would discuss the EFLS proposal including relevant financial assumptions with the Panel in the first quarter of 2012. She said that given EFLS if supported in subsequent public consultation could be regarded as infrastructure for facilitating the development of Kowloon East, Government funding would be involved for the construction of the system and such investment might not have to be made subject to the usual financial returns. As regards external connectivity, SDEV advised that other than the rail-based Shatin to Central Link, Route 6 comprising Tseung Kwan O – Lam Tin Tunnel, Trunk Road T2 and the Central Kowloon Route, planning/preparatory work for the construction of which was in the pipeline, would ensure that Kowloon East would be well connected with other districts. The future KEDO would conduct a comprehensive traffic impact assessment and work closely with the Transport Department on improvement of road networks for the new CBD.

#### Implementation of the energizing Kowloon East project

25. Referring to the observations of the overseas duty visit conducted by the Harbourfront Planning Subcommittee under the Panel to major cities in the United States and Canada in April 2011, Ir Dr Raymond HO pointed out that public-private collaboration was common in pursuing land development projects. Very often, Government's involvement and flexible management of requirements or procedures could lead to success of a commercial project that would bring benefits to the public. He remarked that public-private collaboration would be key to the success of the project of energizing Kowloon East, which would involve complicated issues that could not be resolved solely by the efforts of the market or the Government. He also stressed that SDEV should play an overall coordinating role in land development projects where necessary to ensure that the different priorities and requirements of concerned Government departments would not become barriers to development opportunities.

26. The Chairman highlighted the importance for the future KEDO to be provided with sufficient power to achieve effective coordination among departments in taking forward and expediting the transformation of Kowloon East. He looked forward to discussing with the Administration at the next meeting the establishment of KEDO and how the office could share

the experience of the Development Opportunities Office in facilitating land development projects.

27. Drawing reference to the participation of the private sector in the development and management of waterfront projects visited by the delegation during the overseas duty visit conducted by the Harbourfront Planning Subcommittee, Mr Paul TSE opined that the Administration should involve the private sector and non-government organizations in taking forward the energizing Kowloon East project and tackling the wide range of issues that would emerge, so that the preparation and implementation of the project could be carried out in an efficient manner. Mr TSE further called for the adoption of innovative approaches in developing Kowloon East. While reclamation in Victoria Harbour was restricted by the law, he asked whether the Administration could consult the public for reaching a consensus to carry out reclamation at the stripe waterway between the ex-runway and Kowloon Bay. He pointed out that the proposal would generate new land for development within a comparatively short period so that the Kowloon East project could be implemented early and not constrained by difficulties in redeveloping or making wholesale conversion of older industrial buildings.

28. Sharing Ir Dr Raymond HO's view about the importance of high-level Government coordination in land development, SDEV said that the transformation of Kowloon East into a CBD required not only visionary approach, but also determination to put plans into action. She emphasized that, as the project was a key policy initiative under the Chief Executive's 2011-2012 Policy Address, concerned Government departments would accord priority to its implementation. On Mr Paul TSE's comments on the participation of the private sector or non-government organizations in land development projects, SDEV advised that the Administration was studying the feasibility of setting up a statutory body to oversee the planning and management of harbourfront enhancement projects. A similar study was being conducted on establishing a foundation, with public participation, to manage heritage conservation projects. As for the Kowloon East project, while the current plan was that the project would be administered by the Kai Tak Office and the future KEDO which were government offices, the Administration would not rule out other forms of institutional arrangements. As for Mr Paul TSE's suggestion to undertake reclamation in KTD, SDEV replied that while she fully agreed that innovative ideas and actions were required for expediting the transformation of Kowloon East into a vibrant CBD, achieving public consensus to carry out reclamation as proposed by Mr TSE would be difficult and might delay the progress of development of Kowloon East. She said that the zero-reclamation approach for developing

KTD was a result of years of discussions and planning. It would be difficult, if not possible, to restart discussions on reclamation in Victoria Harbour near Kai Tak. Moreover, in her view, it would be unlikely for such proposed reclamation to meet the high threshold of overriding public needs set by the Court of Final Appeal. That said, on other planning matters related to the Kowloon East project, including the provision of EFLS and other ancillary facilities, where there was much room for exploration and discussion, suggestions and views from the public were welcome.

29. Ms Starry LEE held the view that local cultural and heritage elements should become essential components of the new CBD in Kowloon East to enrich its colour and vibrancy. Given that the new CBD would be developed into a business, cultural and tourism district, she considered that the scope of development could be enlarged to cover nearby areas like Kowloon City and Wong Tai Sin so as to bring benefits to these areas. To achieve synergy for the development project, proposals such as building a heritage trail to showcase the history of the former Kai Tak Airport and other local heritage features could be considered. She hoped that the future KEDO would promote not only the development of a CBD but also the conservation of heritage.

30. SDEV assured members that Kowloon East would be a district of diversity, and conservation of heritage would be among the key features of the development project. The conservation of the Lung Tsun Stone Bridge at Kai Tak was an example of the Administration's efforts in this aspect. While other units within the Government would be responsible for cultural and heritage promotion in districts other than Kowloon East, the future KEDO would focus on development and heritage conservation within the new CBD.

31. Ms Cyd HO urged the Administration to meet the rehousing needs of residents affected by the development in Kowloon East. As there would be vigorous redevelopment in the industrial areas in the district, she envisaged that active property acquisition activities would follow in the peripheral residential areas such as Kowloon City. Since many tenants in Kowloon City, in particular the elderly, affected by property acquisition would very much prefer to be rehoused in-situ in the public housing units in Kai Tak but this aspiration could not be met under the prevailing policy, Ms HO hoped that the Administration should start planning the rehousing arrangements for affected building owners/residents as soon as possible, and consider offering in-situ rehousing for affected parties. For the shop operators, Ms HO was concerned that as most of them did not have proper tenancy agreements with their landlords, their livelihood would be seriously affected once there were

ownership changes for the shops. She appealed to the Administration for considering the situations of these shop operators when conducting the social impact assessment on the Kowloon East project.

32. SDEV said that she would relay Ms HO's views about in-situ rehousing for consideration of the Transport and Housing Bureau. As for the continuation of businesses for existing shop operators in the same district after redevelopment, she believed that such opportunities would increase with increasing number of old industrial buildings in Kowloon East converted to commercial use.

33. Mr CHAN Kam-lam urged the Administration to start the public consultation on the metro park in Kai Tak as soon as possible, as the park would be a major ancillary facility for the new CBD. SDEV took note of the views.

**V Measures to expand land resources**

(LC Paper No. CB(1)599/11-12(04) -- Administration's paper on measures to expand land resources

LC Paper No. CB(1)599/11-12(05) -- Paper on measures to expand land resources prepared by the Legislative Council Secretariat (Background brief))

34. With the aid of powerpoint presentation, Assistant Director (Special Duties)/Planning Department ("AD(SD)/PlanD") briefed members on the measures announced in the Chief Executive's 2011-2012 Policy Address for expanding land resources to meet the various development needs of Hong Kong and sought the Panel's support for the proposal to create a supernumerary post of Chief Town Planner ("CTP") for five years from 13 April 2012 to head a new Housing and Office Land Supply ("HOLS") Section in PlanD.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated via e-mail vide LC Paper No. CB(1)667/11-12(02) on 19 December 2011.)*

35. AD(SD)/PlanD elaborated the measures which were --

- (a) to release about 60 hectares ("ha") of industrial land for non-industrial uses, half of which would be made available for housing;
- (b) to explore the option of reclamation on an appropriate scale outside Victoria Harbour;
- (c) to actively explore the use of rock caverns to re-provision existing public facilities and release such sites for housing and other uses as well as to increase land supply;
- (d) to look into the use of green belt areas in the New Territories that are devegetated, abandoned or formed, thus no longer performing their original functions, and converting them into housing sites;
- (e) to examine "Government, Institution or Community" sites to avoid the under-utilization of sites long reserved but without specific development programmes; and to study ways to reduce the constraints posed by Government utilities to the development of adjacent areas; and
- (f) to explore the possibility of converting into housing land some 150 ha of agricultural land in North District and Yuen Long currently used mainly for industrial workshops or temporary storage, or which was abandoned.

36. AD(SD)/PlanD advised that the Administration's working target was to make available land for delivery of 20 000 private flats, 15 000 public rental flats and 5 000 new Home Ownership Scheme ("HOS") flats annually, as well as a one-off provision of about 5 000 "My Home Purchase Scheme" flats. The newly developed land would be kept in the Government's land reserve and made available when appropriate. In this way, the Administration would be able to supply sufficient land for more than 40 000 units each year when the demand arose. The Administration considered it necessary to set up a dedicated HOLS Section under the Special Duties Division of PlanD to oversee all planning inputs, resolve issues in site delivery and land disposal, take charge of public engagement associated with the housing site studies, and oversee the implementation of the planning measures to increase housing and office land supply. Moreover, a dedicated CTP with extensive professional planning experience, wide exposure and strong leadership ability was required to steer the work of the new HOLS

Section to ensure that the objectives for increasing land supply through innovative measures would be achieved in a timely manner. The proposed CTP post would be underpinned by a dedicated team comprising 13 additional non-directorate posts, to be created on a time-limited basis for five years starting from 2012-13. Subject to the Panel's support for the above proposal of creating a supernumerary post of CTP for a period of five years, the Administration would seek the approval of ESC and FC.

### Expanding land resources

37. Mr Albert CHAN expressed concern that most of the measures for expanding land resources announced in the 2011-2012 Policy Address would be capable of identifying only small plots of land for development. Such measures were not as effective as strategies like large scale reclamation and development of new towns in the New Territories ("NT") adopted by the Government in the past in creating land to meet the present pressing demand for housing. Acknowledging that large scale land development projects would be more effective in addressing different development needs of Hong Kong, SDEV said that among the six measures mentioned in the powerpoint presentation, reclamation outside Victoria Harbour, if supported by the public, would generate large plots of land for housing and office developments. As regards resumption of private land in NT, the Administration had been encountering difficulties in dealing with complicated land ownership and compensation issues. Hence, the Administration's strategy was to expand land resources through various means. The Administration would look into the use of green belt areas in NT, with a view to identifying as many suitable sites for housing development as possible. Moreover, the Administration was conducting planning and engineering studies on the remaining development in Tung Chung and new development areas in Northeast and Northwest NT. These sites would offer good opportunities for housing and other developments in the medium to long term.

38. To facilitate public monitoring on the land supply situation, Mr Albert CHAN suggested that the Administration should work out a five-year land supply programme similar to the one maintained by the Housing Authority and release the details for public information. Mr LEE Wing-tat requested the Administration to provide more information about the 50 ha of land in green belt areas and the 150 ha of agricultural land which had been preliminarily identified for review to consider their suitability for conversion into housing land.

39. SDEV remarked that as the Administration had just embarked on the six new measures to expand land resources, it would be premature to discuss every measure in detail and provide detailed information. She assured that the Administration would keep the Panel and the public informed of the progress of implementation of the measures as well as the medium and long term plans for supply of housing and office land at a later stage.

40. Mr Albert CHAN further suggested that the Administration should seize the opportunities in implementing major infrastructure projects to develop new housing sites. For example, in the construction of the new Boundary Control Point at Liantang/Heung Yuen Wai, the Administration should explore the feasibility of and make timely plans for developing medium-density residential housing in the adjacent areas by making improvement to road networks and other infrastructure facilities for the areas.

41. Ir Dr Raymond HO said that he was pleased to see that the Administration had eventually recognized the need to build up a land reserve for Hong Kong's long term development and started to work hard in achieving the goal. Mr LEE Wing-tat welcomed the Administration's initiatives to maintain a land reserve and speed up land supply for housing developments. In his view, the Administration had done very little on land reserve planning from 2003 to 2008. It was necessary for the Administration to enhance its efforts in this area to make up the deficiency in the past.

42. SDEV said that there were diverse views in the community on the emphasis that should be placed on land development. Should the public accord top priority to maintaining a stable supply of housing land, the land development process could be much smoother. The creation of a land reserve which would necessitate public infrastructure works would inevitably have some crowding-out effect on other infrastructure development due to competitive resources. She hoped members would appreciate that it was not easy to strike a balance in allocating public resources between meeting the needs of infrastructure development and building up a land reserve.

#### Land supply for housing developments

43. Mr LEE Wing-tat noted that the candidates for the next office of the Chief Executive had advocated increased supply of housing land and individual candidates had called for reducing the waiting time for public rental housing to two years or a supply of 35 000 private residential units

each year. Pointing out that the current targets of the Administration were to make available land for delivery of 20 000 private flats, 15 000 public rental flats and 5 000 new HOS flats annually, he enquired how the Administration would meet the targets advocated by the candidates which might mean that the existing targets would have to be revised upwards in a few months' time after the new Chief Executive was in office.

44. SDEV replied that the Development Bureau ("DEVB") was the resource bureau responsible for formulating strategic planning for land supply to cater the needs of various bureaux in meeting their policy objectives. Should the fourth term of the Government set any new targets for supply of public and private housing units, DEVB would endeavour to facilitate the achievement of such targets.

#### Density of developments

45. Mr LEE Wing-tat recognized the difficulties faced by the Administration in the resumption of land in NT as many scattered plots had been purchased by developers. While the Administration's review of green belt areas and agricultural land in NT might involve less complexities, he was concerned that these measures would only increase land supply modestly in the short-to-medium term. In view of the difficulties faced by the Administration in land development, he stressed the importance for the Administration to strike a balance between nature conservation and developing land to meet housing demand. He also considered it unacceptable that Hong Kong being a world-class metropolitan city, the accommodation space per person had remained very low. While expressing support to control development density at waterfront areas and regulation of "inflated flats", he opined that the development density in remote areas and Kai Tak should be increased. In this regard, Mr LEE opined that in developing the remote and vast area of Lok Ma Chau Loop ("the Loop"), a reasonable development density should apply to meet the strong demand for housing. The Chairman shared Mr LEE's view that the density for new developments should be reasonably increased, unless there were constraints.

46. SDEV said that the work in reviewing green belt areas and agricultural land in NT could not increase land resources in the short term as necessary technical assessments and rezoning procedures were required and possible problems involving private ownership and compensation had to be resolved before the sites identified could be used for developments. As for the development in the Loop, she advised that some 87 ha of land would be available for development, and based on the results of a relevant public

engagement exercise, it had been decided that higher education would be the leading land use in the Loop, to be complemented by hi-tech research and development and cultural and creative industries. Housing developments at the area would be of a limited scale, mainly to cater for the housing needs of those studying and working in the area. Moreover, high-density development in the Loop would be constrained by conservation of an ecological area which was required to preserve the flight path for birds. For KTD, the development density was not low except for locations at the waterfront areas. For private housing in the area, the plot ratio was 5. Whereas for commercial developments, the plot ratio was 9.5. SDEV said that while the Administration would strive to identify as many new sites as possible under the six measures to expand land resources, high vertical density should continue as a principle in land development in Hong Kong since land was a scarce resource and the Administration would apply the principle flexibly in various developments in the territory. She reiterated that reclamation outside Victoria Harbour was most effective among the six measures to expand land resources in Hong Kong on a large scale. She hoped that the public as well as environmentalists would support the measure. Reclamation outside Victoria Harbour would not only provide land for housing purposes, but also cater for the disposal of surplus public fills and contaminated sediments.

The proposed creation of a supernumerary Chief Town Planner post and manpower resources at the Planning Department

47. Ir Dr Raymond HO remarked that having studied the Administration's information about the scope of work for the proposed supernumerary CTP post and taking into consideration that the HOLS Section would have many imminent issues to tackle, the Professionals Forum supported the proposal. Mr LEE Wing-tat expressed support for creation of the proposed CTP post.

48. Given that developing land resources was one of the regular duties of PlanD, Mr Albert CHAN enquired whether there had been deletion of posts in PlanD since the introduction of the package of nine measures by the then Housing, Planning and Lands Bureau in November 2002 with a view to stabilizing the property market, so that it now became necessary for the Administration to strengthen the professional manpower in the department by establishing a new section and create the CTP post to take forward the six measures of expanding land resources.

49. SDEV said that she had been prudent in containing directorate establishments in the departments under the purview of DEVB. In respect of PlanD, two vacant CTP posts were deleted in 2009. One supernumerary CTP post was created for a period of three years with effect from May 2011 to support the work of the District Urban Renewal Forums set up under the new Urban Renewal Strategy. She explained that land planning work had become more complicated and the process had taken much longer time now as compared with several years before, where PlanD had to engage the public, respond to their aspirations and follow up on the stakeholders' views on each major planning proposal. The recent discussions by the Town Planning Board on public presentations expressed on the proposed extension of landfill in Tseung Kwan O, which had taken more than 50 hours, had illustrated the heavy workload of PlanD and the complexity of planning issues involved. Hence, she appealed to members to support the creation of the proposed supernumerary CTP post, which was important for implementing the new policy initiatives of expanding land resources.

50. While expressing support for the creation of the proposed CTP post, Ms Cyd HO stressed the importance for the CTP to apply new thinking in town planning work. To cater for modern day needs and improve the living environment of Hong Kong, she opined that new planning standards including those related to urban climatic and wind environment should be developed, various kinds of impact assessment for development projects should cover not only the new development area but also the peripheral areas, and sufficient pedestrian and barrier-free access in addition to vehicular access should be designed for new development areas. Moreover, inter-departmental coordination work should start at the initial stage of development projects to achieve better results in planning. She hoped that good planning standards that promote people-oriented, sustainable and quality built environment for the long-term benefits of Hong Kong would be worked out as soon as possible and that the Government of the next term would fully support the pursuit of such goals.

51. SDEV assured that the Administration had been applying new and innovative thinking in tackling land development issues in recent years. The principles adopted by the Administration in town planning work were in the same direction as suggested by Ms HO. On the impact of developments on urban climatic and wind environment, PlanD had commissioned the Chinese University of Hong Kong to conduct a feasibility study of formulating urban climatic maps and standards for wind environment. The study, which was near completion, aimed to refine the Air Ventilation Assessment System for Hong Kong and provide a more scientific and objective basis for identifying

climatically sensitive areas, formulating planning recommendations and assessing the impacts of major developments and planning proposals on the urban climate and local wind environment. To foster a quality and sustainable built environment in Hong Kong including addressing the issues related to "inflated flats", measures to promote sustainable building design for new buildings were implemented with effect from April 2011. While it was no easy task to strike a balance between varied objectives in formulating land development policies, it was hoped that through discussions with members and the public, balanced planning policies and decisions for long-term benefits of Hong Kong could be worked out.

52. In concluding the discussion, the Chairman said that he supported the creation of the proposed supernumerary CTP post to steer the work of the new HOLS Section in view of increasing complexity in town planning work. Members supported that the proposal be submitted to ESC and FC for consideration.

**VI PWP Item No. 7268RS -- Cycle track between Tsuen Wan and Tuen Mun**

(LC Paper No. CB(1)599/11-12(06) -- Administration's paper on PWP Item No. 268RS -- Cycle track between Tsuen Wan and Tuen Mun)

53. At the invitation of the Chairman, Chief Assistant Secretary (Works)3 ("CAS(W)3") and Project Manager (NTN&W), Civil Engineering and Development Department ("PM/NTN&W") briefed members on the Administration's proposal with the aid of a powerpoint presentation. They highlighted the following points --

- (a) In response to rising aspirations of the community, the Administration had been making efforts in implementing a comprehensive cycle track network in the New Territories ("NT") comprising a "backbone section" of about 82 kilometres ("km") between Tuen Mun and Ma On Shan and between Tsuen Wan and Tuen Mun, and "branching off sections" of about 23 km.
- (b) For the Tuen Mun - Ma On Shan backbone section, construction of the first phase covering the sub-section between Sheung Shui and Ma On Shan would be completed in early 2013. As for the

second phase covering the sub-section between Tuen Mun and Sheung Shui, the Environmental Impact Assessment ("EIA") and detailed design were in progress.

- (c) For the Tsuen Wan - Tuen Mun backbone section (under project 268RS), investigation and preliminary design were scheduled for completion in December 2011. The Administration planned to carry out detailed design and site investigation work for the sub-section between Tsuen Wan and Ting Kau in June 2012. As regards the sub-section between Ting Kau and Tuen Mun, the Administration would, in response to public views, review the alignment before carrying out another round of consultation.
- (d) As for the branching off sections extended from Yuen Long to Nam Sang Wai and from Ma On Shan to Sai Kung, the Administration was currently carrying out EIA which would be completed in mid-2012. After that, the Administration would proceed with detailed design for these branching off sections.
- (e) On the proposed cycle track between Tsuen Wan and Tuen Mun, in order to allow time to respond to local residents' aspirations and address their concerns on the alignment, the cycle track would be implemented in three phases: (i) Advance Works covering a new cycle track with footpath of about 2.3 km long from Tsing Tsuen Bridge to Bayview Garden, (ii) Stage 1 Works covering a new cycle track with footpath of about 4.5 km long from Bayview Garden to Ting Kau, and (iii) Stage 2 Works covering a new cycle track with footpath of about 15.2 km long from Ting Kau to Tuen Mun.
- (f) The Administration planned to seek members' support for a proposal to upgrade part of project 268RS -- Cycle track between Tsuen Wan and Tuen Mun, to Category A at an estimated cost of \$28.2 million in money-of-the-day prices for carrying out detailed design and site investigation works for the cycle track between Tsuen Wan and Ting Kau as well as a review of the alignment of a new cycle track between Ting Kau and Tuen Mun. The project would cover (i) detailed design, preparation of tender documents, assessment of tenders and associated site investigation works and supervision of the Advanced Works and Stage 1 Works, (ii) an EIA for Stage 1

Works, and (iii) a review of the alignment of Stage 2 Works and public consultation work.

- (g) The proposed cycle track was for the enjoyment of the public. Supporting facilities along the cycle track would include entry/exit hubs, resting stations, signage, greening and beautification works.
- (h) With the Panel's support, the Administration would seek the endorsement of the Public Works Subcommittee on the proposal to upgrading part of project 268RS in January 2012 and the approval of the FC in April 2012.

54. Prior to discussion on the proposal, the Chairman reminded members that in accordance with rules 83A and 84 of the Rules of Procedures of the Legislative Council, members should disclose direct or indirect pecuniary interests, if any, relating to the subjects under discussion at the meeting as appropriate.

#### Alignment of the cycle track from Tsuen Wan to Tuen Mun

55. Mr WONG Kwok-hing welcomed the Administration's decision to take forward construction of the cycle track between Tsuen Wan and Tuen Mun, and supported the proposal to upgrade part of project 268RS. Noting from paragraph 8 of the Administration's paper that residents of some private residential developments in Sham Tseng and So Kwun Wat had raised concerns about public safety problems and adverse effect to the living environment relating to the proposed alignment of the cycle track, he enquired how the Administration would address the concerns, in particular, whether it would consider re-aligning the track.

56. Mr Albert CHAN appreciated the efforts taken by the Development Bureau in taking forward the cycle track project between Tsuen Wan and Tuen Mun which should have been incorporated under the road project to widen the section of Castle Peak Road between Tsuen Wan and Tuen Mun years before. He urged the Administration to commence construction of the cycle track as soon as practicable so that the public could enjoy the facility early. On the concerns expressed by local residents on the proposed alignment for the cycle track near Sham Tseng and So Kwun Wat, he was confident that the problem could be resolved with adjustment in the alignment. He also suggested that the Administration should improve the connection points of the existing cycle tracks in Tuen Mun.

57. PM/NTN&W advised that some residents of the private residential developments in Sham Tseng and So Kwun Wat, mainly those living in Ocean Pointe, Bellagio and Aegean Coast, did not support the proposed cycle track alignment. Residents had expressed various concerns, including safety of children, possible obstruction to the seaview of the developments due to construction of viaducts along the waterfront, and safety issues with regards to possible interaction between local residents and young cyclists in the area. The Administration had been holding discussions with local residents to address their concerns. For instance, in the light of concerns of residents living in So Kwun Wat, the Administration had proposed some seven revised cycle track alignments but local residents' consensus still could not be reached on any alignment. He added that the scope of project 268RS had included reviewing the proposed alignment of the cycle track in the vicinity of the above mentioned developments. He took note of the views expressed by Mr WONG Kwok-hing and Albert CHAN for the Administration to step up efforts to engage the local residents in working out an acceptable alignment of the cycle track.

#### Design of the cycle track from Tsuen Wan to Tuen Mun

58. Mr LEE Wing-tat expressed support for the funding proposal. He enquired about details of the proposed alignment of the cycle track at So Kwun Wat and whether the Administration could expedite the completion of the cycle track from Tsuen Wan to Tuen Mun. He also considered that the Administration should increase the width of the new cycle track to facilitate cyclists. In his opinion, the existing cycle tracks, such as the one in Sha Tin, were too narrow and would pose risks to cyclists.

59. PM/NTN&W advised that the proposed cycle track between Tsuen Wan and Tuen Mun would be implemented in three phases. The Administration's proposal was to upgrade part of project 268RS to seek funding for undertaking detailed design for the Advanced Works and Stage 1 Works of the new cycle track. The Administration aimed to complete the section of the cycle track between Tsing Tsuen Bridge and Ting Kau as soon as practicable. As for Stage 2 Works between Ting Kau and Tuen Mun, as there were concerns from local residents on the proposed alignment along some sections, it was envisaged that more time would be required to reach a consensus with local residents. The Administration would proceed immediately with the detailed design for Stage 2 Works as soon as a consensus on the alignment was reached. On the design of cycle tracks, he said that the standard width for a two-way cycle track was four metres.

Nonetheless, due to site constraints, the track might be narrower at some locations.

60. Miss Tanya CHAN welcomed the Administration's proposal. On the supporting facilities to be provided along the cycle track, she suggested that there should be practice grounds at suitable locations for new and young cyclists. Moreover, prominent and user-friendly signage providing information on routes, direction and distance, etc., should be installed at appropriate locations along the track to facilitate cyclists.

61. PM/NTN&W advised the cycle track between Tsuen Wan and Tuen Mun was about 22 km in length. There would be two entry/exit hubs, one near Mass Transit Railway Tsuen Wan West Station and the other near Sam Shing Hui in Tuen Mun, with ancillary facilities including cycle rental kiosk, cycle parking spaces, practicing yard, refreshment kiosk, information board, first-aid kiosk, sitting-out area and public toilet etc; and eight resting stations along the track. The Administration would consider Miss Tanya CHAN's suggestion on provision of signage along the cycle track.

62. The Chairman suggested that the Administration should engage professionals to design the landscaping at the entry/exit hubs along the cycle track. He enquired about the design of the cycle track viaducts and sought the Administration's clarification on whether reclamation would be required for construction of the cycle track at locations along the waterfront.

63. PM/NTN&W assured members that the Administration attached great importance to the greening and beautification works at the entry/exit hubs and would take into account members' views in working out the detailed design. As for the use of viaducts, he explained that due to site constraints such as narrow pavements alongside Castle Peak Road, some sections of the cycle track would need to be built on viaducts. The Administration would further consult local residents on the alignment of the cycle track from Sham Tseng to Tuen Mun. In constructing the cycle track, the Administration would strive to avoid reclamation as far as possible.

64. Mr WONG Kwok-hing opined that each of the eight proposed resting stations to be constructed along the cycle track should provide refreshment kiosk, public toilet, and first-aid kiosk. For long-term planning, he also suggested that the Administration should consider constructing cycle track at the bridge link between Tuen Mun and Tung Chung so that in future cyclists could enjoy the seaview and travel to Lantau Island on bicycle.

65. PM/NTN&W said that public toilet would be provided at entry/exit hubs and resting stations if feasible and the Administration would consider Mr WONG Kwok-hing's views on provision of ancillary facilities at the resting stations. Mr WONG Kwok-hing re-iterated his suggestion regarding the provision of cycle track at the bridge link between Tuen Mun and Tung Chung and requested his suggestion be put on record.

66. Mr YIP Kwok-him enquired about the views of Tsuen Wan District Council ("DC") and Tuen Mun DC on the cycle track from Tsuen Wan and Tuen Mun, and whether the Administration had consulted cyclist organizations on the proposed alignment and design of the cycle track.

67. PM/NTN&W said that the Administration had consulted Tsuen Wan DC and Tuen Mun DC and obtained their support for constructing the cycle track from Tsuen Wan to Tuen Mun. He re-iterated that the Administration would commence works for the Advanced Works and Stage 1 Works, where there were no disputes over the alignment, as early as possible. In the meantime, the Administration would continue with its efforts in improving the design and alignment of the other sections of the track to solicit local residents' support on the revised alignment so that construction for Stage 2 works could commence early. The Administration would update the two DCs on progress of the cycle track project and consult their views on the project after the track alignment was finalized. As regards consultation with the cyclist groups, he said that the Transport Department ("TD") had been maintaining regular dialogue with the groups to seek their views on areas for improving the planning standards and design of cycle tracks, and had consulted the groups on project 268RS in 2009.

#### Other views

68. With a view to encouraging more Hong Kong people to engage in cycling activities, Miss Tanya CHAN considered that the Administration should explore with public transport companies to allow cyclists to bring bicycles on board public transport. CAS(W)3 undertook to reflect Miss CHAN's views to Transport and Housing Bureau.

69. The Chairman opined that the Administration should promote the use of helmets by cyclists to enhance safety in cycling. PM/NTN&W agreed to relay the Chairman's view to TD for consideration.

## **VII Any other business**

70. There being no other business, the meeting ended at 11:57 am.

Council Business Division 1  
Legislative Council Secretariat  
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