

立法會

Legislative Council

LC Paper No. CB(1)545/12-13
(These minutes have been seen
by the Administration)

Ref : CB1/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Friday, 16 November 2012, at 10:45 am
in Conference Room 3 of the Legislative Council Complex**

Members present : Hon CHAN Kam-lam, SBS, JP (Chairman)
Hon Gary FAN Kwok-wai (Deputy Chairman)
Hon LEE Cheuk-yan
Hon James TO Kun-sun
Hon WONG Kwok-hing, MH
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Ronny TONG Ka-wah, SC
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon NG Leung-sing, SBS, JP
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon CHAN Han-pan
Dr Hon KWOK Ka-ki
Dr Hon Elizabeth QUAT, JP
Hon POON Siu-ping, BBS, MH
Hon TANG Ka-piu
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen

Members attending : Hon CHAN Yuen-han, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung

Member absent : Hon CHUNG Kwok-pan

Public Officers attending : **Agenda item V**

Prof Anthony BL CHEUNG, GBS, JP
Secretary for Transport and Housing

Ms Rebecca PUN, JP
Deputy Secretary for Transport and Housing
(Transport) 1

Mr Edward TO
Principal Assistant Secretary for Transport and
Housing (Transport) 5

Mr LAU Ka-keung, JP
Director of Highways

Mrs Joanna KWOK
Project Manager, Major Works
Highways Department

Mr CHU Shun-wah
Assistant Director (Development) (Acting)
Highways Department

Mr Raymond KONG
Chief Engineer 1, Major Works
Highways Department

Agenda item VI

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Ms Rebecca PUN, JP
Deputy Secretary for Transport and Housing
(Transport) 1

Mr Edward TO
Principal Assistant Secretary for Transport and
Housing (Transport) 5

Mrs Joanna KWOK
Project Manager, Major Works
Highways Department

Mr Sam WONG
Chief Engineer 5, Major Works
Highways Department

Miss LUI Ying
Assistant Commissioner/Bus & Railway
Transport Department

Mr CHENG Wing-fai
District Environmental Hygiene Superintendent
(Tuen Mun)
Food and Environmental Hygiene Department

Agenda item VII

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Ms Rebecca PUN, JP
Deputy Secretary for Transport and Housing
(Transport) 1

Mr Edward TO
Principal Assistant Secretary for Transport and
Housing (Transport) 5

Mrs Joanna KWOK
Project Manager, Major Works
Highways Department

Mr Sam WONG
Chief Engineer 5, Major Works
Highways Department

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

Staff in attendance : Ms Sophie LAU
Chief Council Secretary (1)2

Ms Macy NG
Senior Council Secretary (1)2

Ms Emily LIU
Legislative Assistant (1)2

Miss Ariel SHUM
Clerical Assistant (1)2

Action

- I Confirmation of minutes of meeting and matters arising**
(LC Paper No. CB(1)95/12-13 - Minutes of meeting on
16 October 2012)

The minutes of the meeting held on 16 October 2012 were confirmed.

- II Information papers issued since the last regular meeting on 10 July 2012**

(LC Papers Nos. CB(1)2346/11-12(01) and CB(1)2657/11-12(02) - Submission from Mr ON Hing-ying, Islands District Council Member, on ferry services provided by the Hong Kong and Kowloon Ferry Holdings Limited ("HK&KFHL") and HK&KFHL's response
LC Paper No. CB(1)2346/11-12(02) - Submission from a member of the public expressing views on bus services

- provided by the New World First Bus Services Limited
- LC Papers Nos. CB(1)2346/11-12(03) and CB(1)2573/11-12(01) - Administration's response to a submission on constructing an underground road tunnel at Lung Cheung Road and further correspondence between the member of the public concerned and the Administration
- LC Paper No. CB(1)2362/11-12(01) - Memorandum referring to the Panel the views expressed by Tai Po District Council members on the planning of transport network and supporting facilities at Tai Po
- LC Paper No. CB(1)2417/11-12(01) - Submission from Celestial Heights Owners' Committee on transport services for Celestial Heights residents
- LC Paper No. CB(1)2417/11-12(02) - Submission from MTR Service Update on the railway incident on 23 July 2012
- LC Paper No. CB(1)2459/11-12(01) - Administration's initial response to the consultancy report entitled "Visionary Transport Infrastructure Study 2030" commissioned by the Hong Kong Construction Association
- LC Paper No. CB(1)2460/11-12(01) - Memorandum referring to the Panel the views expressed by Kowloon City District Council on the transport problem in Hung Hom and To Kwa Wan
- LC Paper No. CB(1)2460/11-12(02) - Memorandum referring to the Panel the views

- expressed by Kowloon City District Council on the proposal of installing an elevator connecting Man Siu Street and Dyer Avenue
- LC Paper No. CB(1)2460/11-12(03) - Memorandum referring to the Panel the views expressed by Central and Western District Council on future transportation development plan of the Mid-levels
- LC Paper No. CB(1)2505/11-12(01) - Referral from the Complaints Division on matters relating to the traffic improvement measures along Pokfulam Road
- LC Paper No. CB(1)2564/11-12(01) - Letter dated 10 September 2012 from the Administration on the financial information in regard to the Western Harbour Crossing
- LC Paper No. CB(1)2618/11-12(01) - Memorandum referring to the Panel the views expressed by Kwai Tsing District Council on public light bus and bus service at Kwai Tsing
- LC Paper No. CB(1)2657/11-12(01) - Submission from a member of the public suggesting the need to mandate cyclists to hold a driving licence for cycling on roads
- LC Paper No. CB(1)2657/11-12(03) - Submission from a member of the public complaining about the bus services provided by the New World First Bus Services Limited
- LC Paper No. CB(1)2657/11-12(04) - Submission from a member

LC Paper No. CB(1)84/12-13(01)	of the public complaining about the MTR services - Net revenue statement for 2011-2012 submitted by the Western Harbour Tunnel Company Limited
LC Paper No. CB(1)84/12-13(02)	- Net revenue statement for 2011-2012 submitted by the Route 3 (Country Park Section) Company Limited
LC Papers Nos. CB(1)144/12-13(01) and CB(1)144/12-13(02)	- Submission from a member of the public complaining about MTR Corporation Limited's staff and the Administration's response via the Transport Complaints Unit of the Transport Advisory Committee
LC Papers Nos. CB(1)155/12-13(01) and CB(1)164/12-13(01)	- A joint submission from members of the public on ad hoc quota trial scheme for cross-boundary private cars and the Administration's response)

2. Members noted the above papers issued since the last meeting.

3. Referring to a joint submission from members of the public expressing concern on the ad hoc quota trial scheme for cross-boundary private cars ("the Scheme") and the Administration's response [LC Papers Nos. CB(1)155/12-13(01) and CB(1)164/12-13(01)], the Deputy Chairman requested that the Administration should brief members on the progress of the implementation of the Scheme. The Chairman suggested and members agreed that the Administration should be invited to provide written information on the matter.

Admin

(Post-meeting note: the Administration's information paper [LC Paper No. CB(1)284/12-13(01)] was issued to members on 7 December 2012 vide LC Paper No. CB(1)284/12-13.)

III Items for discussion at the next meeting scheduled for 14 December 2012

(LC Paper No. CB(1)153/12-13(01) - List of outstanding items for discussion

LC Paper No. CB(1)153/12-13(02) - List of follow-up actions)

4. Members agreed to discuss the following items at the next regular meeting to be held on 14 December 2012 –

- (a) Application for toll increases by Tate's Cairn Tunnel Company Limited;
- (b) Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling — Stage 2; and
- (c) Average Speed Camera System Trial Scheme.

(Post-meeting note: items 4(b) and (c) above were subsequently replaced by "Fare increase application from the Kowloon Motor Bus Company (1933) Limited" and "Replacement of Tunnel Lighting System and Monitoring and Management Supervisory Systems in the Shing Mun Tunnels" vide LC Papers Nos. CB(1)249/12-13 and CB(1)283/12-13 issued on 4 December and 10 December 2012 respectively.)

5. The Chairman referred to Mr TANG Ka-piu's letter tabled at the meeting [LC Paper No. CB(1)184/12-13(01)] requesting the Research Division of the Legislative Council ("LegCo") Secretariat to carry out a study to collect information on the monthly travel tickets offered by railway operators in major cities of the world, including Hong Kong, for comparison and identification of desirable elements. He sought members' views on the proposal made by Mr TANG. Mr WONG Kwok-hing said that he agreed to Mr TANG's proposal.

Research
Division

Clerk

6. As no members had raised objection, the Chairman directed that the matter should be referred to the Research Division for follow-up. He said that the research report would provide reference for members when the Panel on Transport ("the Panel") revisited the review of the MTR Corporation Limited's Fare Adjustment Mechanism. Mr TANG requested that the list of outstanding items for discussion should be updated to incorporate his request. Members agreed.

IV Setting up a Subcommittee on Matters Relating to Railways

(LC Paper No. CB(1)154/12-13 - Paper for the Panel on setting up of the Subcommittee on Matters Relating to Railways prepared by the Secretariat)

7. Members agreed to set up a Subcommittee on Matters Relating to Railways ("the Subcommittee") and endorsed the proposed Terms of Reference and work plan of the Subcommittee as detailed in the paper prepared by the Secretariat. The Clerk undertook to invite members to signify membership for the Subcommittee.

Clerk

(Post-meeting note: the notice on the signification of membership was issued vide LC Paper No. CB(1)186/12-13 on 19 November 2012.)

V Universal Accessibility Programme – Provision of barrier-free access facilities at public footbridges, elevated walkways and subways

(LC Paper No. CB(1)153/12-13(03) - Administration's paper on "Universal Accessibility" Programme

LC Paper No. FS13/12-13 - Paper on the Universal Accessibility Programme and concerns expressed by different sectors of the community regarding the Programme prepared by the Legislative Council Secretariat (Fact sheet))

8. The Chairman led the discussion by inviting Secretary for Transport and Housing ("STH") to brief members on the Administration's paper, which explained the new policy on "universal accessibility" ("UA") and its latest progress. STH said that the new policy aimed at expanding the scope of the Administration's programme to retrofit barrier-free access ("BFA") facilities to existing public walkways (i.e. footbridges, elevated walkways and subways) so as to facilitate access of the public. The Administration proposed to seek approval from the Finance Committee ("FC") to create a new block allocation together with an allocation of \$2.449 million and \$187.272 million in 2012-2013 and 2013-2014 respectively to facilitate the implementation of the works projects under the new policy.

9. Project Manager, Major Works ("PM/MW") of Highways Department ("HyD") then briefed members on the details of the UA Programme with the aid of a powerpoint presentation [LC Paper No. CB(1)184/12-13(02)].

General views on the UA Programme

10. Members generally welcomed the Administration's new policy and hoped that the UA Programme could be commenced as soon as possible. Mr Ronny TONG recalled that LegCo Members had been expressing concern on the provision of BFA facilities at public walkways. In this connection, a subcommittee was set up in the 2011-2012 legislative year to study issues relating to the provision of BFA and facilities for persons with disabilities ("PwD"). During that time, the Administration had advised that lift installation on footbridges would not be considered if a ramp was provided. He asked why the Administration had suddenly changed its policy.

11. STH confirmed that the Administration of the current term had adopted the new policy of giving lifts and ramps equal consideration in providing BFA facilities, which was different from the past practice of giving priority to ramps. He said that the change was made in response to views expressed by district personalities, the elderly and LegCo Members.

12. Noting that the Administration had invited members of the public to propose lift locations where they considered necessary on or before 31 October 2012, Mr CHAN Han-pan asked whether the Administration would entertain those proposals made after the deadline and whether there would be a regular mechanism to follow up those requests or not.

13. STH advised that the Administration would first process those proposals submitted by the deadline of 31 October 2012. Thereafter, the Administration might consider other proposals received after the deadline. He supplemented that the Administration's proposal to create a new block allocation for implementation of the UA Programme was to ensure efficient and flexible works arrangement and resource allocation for carrying out the retrofitting works.

Suggested project locations under the UA Programme

14. Mr WONG Kwok-hing referred to the Annex of the Administration's paper which showed the distribution of the proposals made by the public for installation of lifts among the 18 districts in Hong Kong. He asked about the exact locations of those proposals.

Admin 15. STH and Director of Highways ("DHy") replied that as the deadline for submitting proposals for installing lifts had just been passed, the Administration was still analyzing the information provided by the public. After consolidating the lists of lift retrofitting works on existing walkways ("the consolidated list") and upon obtaining funding approval from FC, the Administration would immediately start consulting the relevant District Councils ("DCs") to determine the priorities of the projects. At the request of Mr WONG Kwok-hing, STH agreed to provide the consolidated list to members before the funding proposal was submitted for discussion at the Public Works Subcommittee ("PWSC") meeting.

Admin 16. Dr Fernando CHEUNG stressed that it was important to provide BFA facilities for access to hospitals because some of them were built on elevated ground (e.g. Queen Elizabeth Hospital and Princess Margaret Hospital) and that such projects should be accorded priority. He requested the Administration to highlight in its consolidated list to be submitted to members the proposals which were located near a hospital.

(Post-meeting note: the Administration's supplementary information paper [LC Paper No. CB(1)307/12-13(01)] was issued to members on 13 December 2012 vide LC Paper No. CB(1)307/12-13.)

17. Mr Michael TIEN enquired about the total number of works projects which would be carried out under the UA Programme.

18. DHy advised that the Administration would continue with the proposed items under the original programme to retrofit BFA facilities, and that the Administration had obtained approval from FC in July 2011 for upgrading the construction of ten BFA facilities retrofitting works and the design of BFA facilities at about 180 existing public walkways under the current programme to Category A. Together with the new suggestions proposed by members of the public indicated in the Administration's paper, there would be a total of about 430 works projects which could be carried out under the UA Programme.

Schedule and cost of the UA Programme

19. Some members, including Mr LEE Cheuk-yan, Ms CHAN Yuen-han and Mr Michael TIEN, expressed concern over the schedule of implementing the UA Programme. Mr LEE Cheuk-yan asked about the number of projects which could be completed with the proposed allocation for each year.

20. STH responded that each DC would be invited to select three proposals on the consolidated list for priority commencement of the relevant works. Nevertheless, the completion dates of those projects would depend on the complexity and scale of the relevant works. He added that once a project was supported by the district and confirmed to be technically feasible, the Administration would commence the design and construction works as soon as possible according to its priority. STH added that after the new policy had been rolled out, the Administration would keep the progress and effectiveness of the UA Programme under review, having regard to the reaction of the public as well as the impact of the works on the construction market.

21. DHy supplemented that when the Administration announced the new policy in August 2012, a list of more than 230 proposals was publicized. Such a list was compiled based on the original programme for BFA facilities retrofitting works and suggestions received from various districts at that time. He said that subject to the approval from FC, construction of 24 out of those 230 projects would commence in 2012-2013. He explained that the cost of \$2.449 million in 2012-2013 under application would only cover the expenditure incurred for the UA Programme during the year, including the cash flow requirements for the construction of the 24 retrofitting projects. In addition, the Administration proposed an allocation of \$187.272 million to cover the expenditure to be incurred for the UA Programme for 2013-2014, including the feasibility study and design for about 60 BFA facilities retrofitting projects, and the construction costs of about 60 BFA facilities.

22. Mr LEE Cheuk-yan further asked about the locations of those 24 projects which would commence in 2012-2013. He also enquired whether some preparatory works of the projects could be streamlined with a view to commencing the retrofitting works soonest possible.

23. DHy replied that after consulting DCs on the priorities of the projects, each project item had to go through different stages including detailed design and tendering. He said that with the dedicated funding source, the works could be arranged efficiently and flexibly, and there would be no need to apply for funding from FC separately for individual batches of projects. He agreed to provide a list of the 24 projects which would commence in 2012-2013 after the meeting.

Admin

(Post-meeting note: the Administration's supplementary information paper [LC Paper No. CB(1)307/12-13(01)] was issued to members on 13 December 2012 vide LC Paper No. CB(1)307/12-13.)

24. Mr LEUNG Kwok-hung and Mr Albert CHAN suggested that the Administration should consider adopting the design-and-build approach in carrying out the UA Programme in order to expedite the retrofitting works.

25. STH and DHy replied that the Administration had all along been aiming at completing the works expeditiously. Suitable contract procurement arrangement would be devised for the concerned works.

26. Noting the Administration's plan to allocate about \$1,000 million per year for the UA Programme starting from 2014-2015, Ms CHAN Yuen-han queried whether the provision was sufficient in covering the actual construction cost.

27. STH said that the Administration estimated that the provision for the UA Programme would gradually increase to over \$1,000 million per year in the coming few years but the actual amount of funding to be sought would depend on the progress in implementing the UA Programme.

Creation of a dedicated capital block allocation for the UA Programme

28. Dr Elizabeth QUAT asked whether the maintenance cost of the installed lifts under the UA Programme would be funded by the proposed new dedicated capital works block allocation.

29. DHy advised that the maintenance cost for each lift was estimated to be about \$300,000 per annum, which would be funded by recurrent funding. The allocation for the new capital block allocation would only cover the costs incurred in the planning, design and construction stages of lift retrofitting projects for public walkways under the UA Programme, including consultants' fees and charges for project management, feasibility studies, investigation, design, contract procurement and construction supervision, as well as the construction cost.

30. In response to Mr WU Chi-wai's enquiry on whether the funding provided for the UA Programme would be allocated to DCs, STH replied that the proposed new dedicated capital works block vote would provide funding for the retrofitting works projects on a territory-wide basis.

Lift design and facilities

31. The Deputy Chairman asked whether the provision of air-conditioning service was a standard provision for all lifts. He suggested that while the provision of air-conditioning service for lifts with heavy

utilization was reasonable, the provision of such service for those with low usage rates was not environment-friendly.

32. DHy pointed out that there was no set policy for providing air-conditioning service for lifts. STH and DHy undertook that the Administration would take into consideration the concern of the Deputy Chairman on energy saving when working out the detailed design of lifts.

33. Also on the provision of air-conditioning services for lifts, Mr WU Chi-wai considered that the provision of such services undesirable as there were times when the air-conditioners were out of order and the lifts became stuffy inside. He suggested providing natural ventilation for lifts instead. Pointing out that there were some lifts with very high usage rates, he asked whether the size of lifts would be determined according to the actual demand, instead of adhering to the minimum requirements of the BFA standard.

34. DHy advised that to ensure prudent use of public money, the Administration would determine the size of lifts according to the estimated usage rate and the minimum requirements of the BFA standard specified in the relevant design manuals. He said that in some cases the lifts could accommodate up to 12 persons.

35. Dr Elizabeth QUAT pointed out that although some BFA facilities were claimed to have reached the BFA standard, some facilities like the elevator buttons and tactile guide paths were not designed to cater for those in need. She asked whether the Administration had consulted PwD when designing the BFA facilities. Echoing with Dr QUAT, Mr Jeffrey LAM added that the areas in the vicinity of some footbridges were not spacious enough to facilitate turning of wheelchairs.

36. STH and DHy replied that when designing the BFA standard, the Administration had already consulted relevant stakeholders, including PwD. The Administration would carry out technical feasibility study before commencing the design and construction works of each retrofitting project. If the proposed location was identified to be unsuitable for installing lifts, the Administration would explore other alternatives for providing BFA facilities.

37. Mr Albert CHAN considered that the Administration should also consult the Equal Opportunities Commission ("EOC") on the priority of projects apart from consulting DCs, as EOC would be able to offer views from the perspective of the PwD.

38. STH replied that the Administration would consider seeking the views of EOC in respect of the needs of PwD, and consult DCs which would be more representative in the districts. He assured members that the outcome of the consultation with DCs on the priority of works projects would be duly reported to the Panel.

39. In response to Mr Jeffrey LAM's enquiries on the adoption of lift brands and handling of lift incidents, DHy said that since the tendering works of projects would be carried out at different times, the Administration would work out the specifications of lifts having regard to the prevailing standard. As such, the brand of lifts adopted for different retrofitting projects might be different. He supplemented that after the completion of a lift project, the Administration would sign a maintenance contract with Electrical and Mechanical Services Department for the relevant maintenance works. The contract would specify the response time to attend to emergencies.

Provision of ramps after installing lifts

40. Mr Ronny TONG referred to PM/MW's powerpoint presentation which mentioned the Administration's proposal to set a ceiling of \$75 million for each individual item to cater for some complex items which required the installation of a number of lifts with possible demolition of the associated ramps. He asked whether the Administration would demolish all the associated ramps when lifts were provided. In his view, ramps had their own functions and were more environment-friendly.

41. STH replied that the ceiling of \$75 million for each individual item was estimated based on extreme cases where the installation of four lifts and demolition of the associated ramps for more spacious pavement or to make way for roadside greening were required. He further said that the installation of lifts would not necessarily require the demolition of the associated ramps, and the latter was subject to the views of DCs. Mr Ronny TONG requested that the Administration should consider the factor of environmental protection before deciding on whether the ramps should be demolished after installing lifts.

42. Mr Christopher CHUNG pointed out that because of the availability of alternative road crossing facilities, some footbridges were under-utilized or deserted, giving rise to hygienic and crime problems. He urged the Administration to review the existence of some footbridges and ramps, and consider demolishing those which were deserted.

43. STH noted the views of Mr CHUNG. He said that the provision of footbridges and ramps was subject to the actual needs of the public. The problem of abusing the public walkways should be dealt with by the law enforcement agencies.

Manpower for implementation of the UA Programme

44. Mr POON Siu-ping noticed that there were brain-drain and succession problems of construction and lifts workers. He expressed concern on the measures to be taken by the Administration to ensure sufficient manpower for implementing the UA Programme on schedule, and the maintenance works thereafter. Mr Frankie YICK and Mr Jeffrey LAM shared similar concern.

45. STH and DHy said that the Administration would consider the manpower situation in the construction industry when determining the schedule of works. In fact, the Development Bureau ("DEVB") and the Construction Industry Council ("CIC") had studied the demand and supply of manpower in the construction industry in the next few years. To address the anticipated demand for manpower, DEVB had collaborated with CIC to launch various initiatives, including the introduction of training courses, to attract more people to join the construction industry. Since the UA Programme would add about 100 lifts only on average each year in comparison with the existing 59 000 lifts, it would not bring about undue pressure on the overall manpower demand. The Administration believed that the UA Programme would be implemented smoothly with the expected growth in manpower as well as suitable redeployment of resources and flexible work arrangements by the industry.

Other concerns

Connectivity and aesthetics of footbridges

46. Mr Frankie YICK suggested that the Administration should consider improving the connectivity of different footbridges to enhance the convenience to users. STH said that the Administration's policy of providing BFA facilities at public walkways, including footbridges, was to meet the demand of the public. Improving the connectivity of footbridges to facilitate the users was also one of the policy objectives of the Administration.

47. The Deputy Chairman asked whether the Administration would consider installing lifts at footbridges which were connected to retail outlets of private developments.

48. STH replied that footbridges which were not connected to public walkways were not within the ambit of the UA Programme. Nevertheless, the Administration had been encouraging both the private and public sectors to provide BFA facilities in their premises and would provide necessary assistance if they encountered difficulties in providing such facilities.

49. In response to the Deputy Chairman, DHy said that the Administration had been making sustained efforts to enhance the aesthetics or greening of footbridges, having regard to their loading capacity.

Proposals relating to hillside escalator and elevator systems

50. Mr CHAN Han-pan enquired whether those proposals relating to hillside escalator links and elevator systems would be implemented under the UA Programme. Ms CHAN Yuen-han added that many footbridges would need to be provided on the hillside in Wong Tai Sin.

51. STH said that the UA Programme aimed to retrofit BFA facilities to existing public walkways. Regarding the proposals of hillside escalator links and elevator systems, the Administration would follow the existing mechanism under the public works programme. He pointed out that installation of hillside escalator links and elevator systems involved huge capital investment. An assessment system had been established to provide a comprehensive set of objectives and transparent evaluation criteria in determining the merits and priority of proposals on hillside escalator links and elevator systems. The Administration was conducting initial feasibility studies on those proposals, starting with those ranked top ten in the assessment, to ascertain their technical feasibility and detailed cost estimates.

52. In response to Mr CHAN Han-pan's further enquiry, STH replied that views expressed by DCs and LegCo on the assessment system had been taken into account when it was designed. He supplemented that individual projects of a smaller scale with construction cost of less than \$30 million would be handled under the current funding arrangement for public works.

53. Mr Christopher CHUNG expressed that the Administration would review the implementation of hillside escalator links and elevator systems and duly report the matter to the Panel.

Summing up

54. The Chairman concluded that the Panel supported in principle the funding proposal and submission of it to PWSC for consideration in December 2012.

(Post-meeting note: the Administration's supplementary information paper [LC Paper No. CB(1)307/12-13(01)] was issued to members on 13 December 2012 vide LC Paper No. CB(1)307/12-13.)

VI Bus-bus interchanges on Tuen Mun Road

(LC Paper No. CB(1)153/12-13(05) - Administration's paper on bus-bus interchanges on Tuen Mun Road)

55. The Chairman led the deliberation. Chief Engineer 5, Major Works of HyD ("CE5/MW") briefed members with the aid of a powerpoint presentation [LC Paper No. CB(1)184/12-13(02)] on the Administration's proposal to increase the approved project estimate ("APE") for 76TI (bus-bus interchanges ("BBIs") on Tuen Mun Road ("TMR")) ("the BBI Project"), by \$43.0 million from \$162.3 million to \$205.3 million in money-of-the-day ("MOD") prices in order to: (i) expand the scope of the BBI Project for additional permanent toilet facilities at the BBIs; (ii) carry out additional works to overcome unforeseen difficult ground conditions and suit the actual site conditions; and (iii) increase provision for price adjustment.

Bus services at TMR BBIs

56. Expressing support for the BBI Project, including the Administration's proposal to provide permanent toilet facilities at the BBIs, Mr Frankie YICK hoped that the BBI Project could be completed as soon as possible. He believed that the BBI Project would facilitate bus route rationalization and hence improve the air quality in Hong Kong. He asked about the number of bus routes which TMR BBIs could cater for. Dr KWOK Ka-ki raised the similar enquiry.

57. Under Secretary for Transport and Housing ("USTH") replied that TD had consulted and agreed with Tuen Mun DC ("TMDC") that upon commissioning of the first phase (Kowloon-bound), there would be 12 bus routes in total calling at the BBI. The number of bus routes would gradually increase when passengers had adapted to using the BBI. TD would continue to consult TMDC on the bus routes calling at the Tuen

Mun-bound BBI. USTH further said that rationalization of bus services was an on-going exercise to achieve the objectives of enhancing efficiency of bus operation while meeting passenger demand. He remarked that difficulties were encountered when implementing the bus route rationalization plan, hence, the matter had to be thoroughly discussed with the relevant DCs.

58. In respect of the capacity of bus routes at TMR BBIs, Assistant Commissioner/Bus & Railway of TD ("AC/B&R") said that about 90 bus trips would observe the TMR BBIs per hour during peak hours in phase 1 operation after commissioning. At the Kowloon-bound BBI, there would be eight and five drop-off/pick-up points for Kowloon-bound routes running along TMR and Castle Peak Road ("CPR") respectively. As for Tuen Mun-bound BBI, there would be five and 10 drop-off/pick-up points for Tuen Mun-bound routes running along CPR and TMR respectively.

59. Mr CHAN Han-pan noted that the initial 12 bus routes calling at Kowloon-bound BBI were all operated by The Kowloon Motor Bus Company (1933) Limited. He asked whether the Administration would liaise with other bus companies for provision of a wider coverage of bus services to different parts of Hong Kong.

60. AC/B&R stressed that the initial number of bus routes calling at the Kowloon-bound BBI was 12 upon its commissioning and the number would increase later on. TD would liaise with other bus companies such as Long Win Bus Company Limited and Citybus Limited for provision of services at TMR BBIs in the future.

61. Dr KWOK Ka-ki expressed support for the BBI Project. He asked whether there were sufficient low-floor buses observing the BBIs to facilitate PwD.

62. AC/B&R said that the bus companies concerned would be requested to deploy low-floor buses for each route as far as practicable. She added that franchised bus operators had committed that all new buses to be purchased in future would be wheelchair-accessible. As such, the percentage of low-floor buses observing the BBIs would increase gradually.

63. At the request of Dr KWOK Ka-ki, the Administration agreed to provide information on the number of low-floor buses which would be observing the BBIs after the meeting.

(Post-meeting note: the Administration's supplementary information paper [LC Paper No. CB(1)295/12-13(01)] was issued to members on 11 December 2012 vide LC Paper No. CB(1)295/12-13.)

64. Mr Michael TIEN expressed support for the idea of setting up BBIs as it would relieve the problems of road traffic congestion and help reduce air pollution in urban areas. However, he was concerned about the adequacy of existing bus route services to accommodate additional passengers at BBIs.

65. In response, AC/B&R said that the Administration would request the bus companies concerned to increase the bus frequencies for those popular bus routes observing the BBIs by deploying standby buses if necessary. TD would closely monitor the operation of the BBIs upon their commissioning and keep close contact with the bus companies concerned for co-ordination of bus services.

66. The Chairman cautioned that the commissioning of TMR BBIs would not induce extra number of buses as a whole, as it would violate the Administration's objective to reduce the number of vehicles on roads. He urged the Administration to critically review the demand for bus services at BBIs after their commissioning and liaise with the relevant DCs on the implementation of bus route rationalization.

Fare concessions for bus routes calling at TMR BBIs

67. Some members, including Mr Frankie YICK, Mr CHAN Han-pan and Mr WONG Kwok-hing, expressed concern on whether the Administration would discuss with bus companies the introduction of BBI incentive schemes to attract more passengers to use the BBI services.

68. USTH and AC/B&R responded that for the 12 bus routes which would be provided initially at the Kowloon-bound BBI, the Administration had confirmed with the relevant bus company that passengers interchanging from short-haul routes to long-haul routes at the BBI would only be charged the fare difference between the routes concerned, such that the total fare would be the same as the long-haul ones.

69. Mr Michael TIEN asked whether the Administration would negotiate with the relevant bus companies to offer monthly tickets for long-haul bus routes.

70. USTH said that the Administration always encouraged bus companies to offer different kinds of fare concessions, including the BBI schemes.

However, it should be noted that the provision of those fare concessions might have financial implications for bus companies. There were also concerns on the possible impact on the bus fares in general.

Facilities of TMR BBIs

71. Mr CHAN Han-pan welcomed the Administration's proposal to provide permanent toilet facilities for TMR BBIs and said such facilities had long been strived for by TMDC. He expressed concern on the ventilation of the BBIs and the design of the shelters, particularly whether the shelters would be effective in screening off the strong sunlight during summer.

72. CE5/MW responded that bus drop-off/pick-up facilities, sheltered passenger holding area, as well as toilet facilities would be provided upon the completion of the BBI Project. TD had also liaised with the bus companies concerned to provide other facilities, including ventilation facilities, queue railing with seating facilities, wind panels and bus information kiosk. He undertook that the Administration would take into account the shading effect in the design of shelters provided at the BBIs.

73. Mr WONG Kwok-hing said that despite Members' strong request for provision of permanent toilet facilities at TMR BBIs when the Administration sought funding from LegCo in 2010, the Administration had not committed to providing such facilities. He noted that in view of the strong request for permanent public toilet facilities by local residents, the Administration had decided to provide such facilities. Mr WONG criticized the Administration for not having a thorough plan initially for the BBI Project and it had disregarded the views of Members. He urged the Administration to include permanent toilet facilities as one of the standard items for implementing any further BBIs projects in the future. The Administration noted his views.

74. Dr KWOK Ka-ki asked whether the Administration would let other kinds of vehicles use TMR BBIs with a view to enhancing the cost effectiveness of the BBI Project. USTH replied that drop-off/pick-up area would be provided at TMR BBIs for different kinds of vehicles such as taxis and private cars.

Cost

75. Mr Michael TIEN noted that the Administration proposed to increase the contract price fluctuation ("CPF") payment of the BBI Project by

\$17.4 million from the originally budgeted \$6.3 million to \$23.7 million. He asked why the original cost for CPF payment had been under-estimated.

76. PM/MW said that the Administration followed the established Government practice in drawing up the estimate of CPF provision for works projects. She explained that the price deflator for public sector building and construction output adopted for the original funding application approved by FC in February 2010 were 2% between 2010 and 2013 and 3% per annum from 2014 onwards. According to the actual statistics, the price deflator between 2010 and 2011 were 2.9% and 5.7% respectively. Based on the latest information/assumption, the price deflator was forecast to be 7% in 2012, and 6% per annum between 2013 and 2016. As such, there was a need to increase the provision for price adjustment.

Summing up

77. The Chairman concluded that the Panel supported in principle the funding proposal and submission of it to PWSC for consideration in December 2012.

VII Traffic improvements to Tuen Mun Road Town Centre Section (LC Paper No. CB(1)153/12-13(06) - Administration's paper on traffic improvements to Tuen Mun Road Town Centre Section)

(To allow sufficient time for discussion, the Chairman extended the meeting by 10 minutes.)

Provision of ramps at reconstructed footbridges

78. USTH briefed members on the Administration's proposal to increase the APE of 819TH (Traffic Improvement to TMR Town Centre Section) ("TMR Town Centre Project") by \$153.5 million from \$1,814.4 million to \$1,967.9 million in MOD prices in order to cover the extra cost required due to the increase in provision for price adjustment. CE5/MW then briefed members with the aid of a powerpoint presentation [LC Paper No. CB(1)184/12-13(04)] on the details of the Administration's proposal.

79. Mr WONG Kwok-hing expressed support for the TMR Town Centre Project. He noted that four existing footbridges being affected by the road widening works, namely Yan Oi Footbridge, Yan Ching Footbridge, Siu On

Footbridge and Chi Lok Footbridge, were undergoing demolition to facilitate the implementation of the TMR Town Centre Project, and would be reconstructed after completion of the relevant works. Amongst them, Yan Ching Footbridge and Chi Lok Footbridge had been reconstructed and opened for public use. He asked whether BFA facilities, such as lifts and ramps, would be provided for all the above four footbridges.

80. CE5/MW replied that staircases and lifts would be provided for each of the above footbridges. For Chi Lok Footbridge, four lifts were provided to meet the usage demand. He added that due to space limitation, only Yan Oi Footbridge would be provided with ramp, whereas only lifts would be provided for the remaining three footbridges. He supplemented that the design of the lifts and staircases of the footbridges had already taken into account their patronage and TMDC was consulted during the design stage. TMDC had no adverse comments on such arrangements.

81. Mr WONG Kwok-hing further asked whether the Administration had assessed the adequacy of BFA facilities if cyclists also needed to use the lifts provided at footbridges in the absence of a ramp. He explained that many Tuen Mun residents used bicycles for commuting. Since bicycles would occupy considerable space inside the lift, other users would be affected.

82. CE5/MW replied that after commissioning of Yan Ching Footbridge and Chi Lok Footbridge, the Administration had not received any adverse comments on the adequacy of BFA facilities. He said that the Administration noted his comment and would monitor the situation.

Vertical and roof greening of noise barriers/enclosures

83. The Deputy Chairman asked about the cost of vertical and roof greening of noise barriers/enclosures of the TMR Town Centre Project. Noting that the Administration had been testing the above new greening techniques to beautify the cityscape and to reduce the heat island effect, he enquired about the progress of the testing.

84. CE5/MW agreed to provide information on the cost of vertical and roof greening of the TMR Town Centre Project, including its percentage of the project sum, in the paper to be submitted to PWSC. He advised that the greening works for noise barrier/enclosure of the TMR Town Centre Project would be the largest scale in Hong Kong so far. The area for vertical greening would be about 4 150 square metres. The Administration had been testing the species of plants and their durability for about two years and the results so far were satisfactory. As regards rooftop greening technique,

Admin

four species of plants had been under testing for one and a half year.

(Post-meeting note: the relevant information was provided in the PWSC paper [LC Paper No. PWSC(2012-13)41], which was issued vide LC Paper No. PWSC12/12-13 on 10 December 2012.)

85. USTH added that an open competition had been carried out inviting people to contribute ideas and concepts on the aesthetic aspect of noise barrier/enclosure designs. The design of noise barrier/enclosure of the TMR Town Centre Project was adopted from one of the winning entries of the competition.

Summing up

86. The Chairman concluded that the Panel supported in principle the funding proposal and submission of it to PWSC for consideration in December 2012.

VIII Any other business

87. There being no other business, the meeting ended at 12:50 pm.

Council Business Division 1
Legislative Council Secretariat
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