

立法會
Legislative Council

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

**Minutes of the 25th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 23 May 2018, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Hon Christopher CHEUNG Wah-fung, SBS, JP

Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS

Members absent:

Hon MA Fung-kwok, SBS, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Jeremy TAM Man-ho

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr HON Chi-keung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)

Mr Elvis AU Wai-kwong, JP	Deputy Director of Environmental Protection (1)
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport)5
Mr Daniel CHUNG Kum-wah, JP	Director of Highways
Mr Kelvin LO Kwok-wah, JP	Project Manager (Major Works) Highways Department
Mr CHU Shun-wah	Principal Project Coordinator (Pedestrian Hillside Link) Highways Department
Mr Patrick HO Kwong-hang	Chief Traffic Engineer (New Territories West) Transport Department

Clerk in attendance:

Mr Derek LO	Chief Council Secretary (1)5
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Staff in attendance:

Mr Raymond CHOW	Senior Council Secretary (1)6
Ms Ada LAU	Senior Council Secretary (1)7
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)7
Ms Clara LO	Legislative Assistant (1)8

Action

The Chairman advised that there were three funding proposals on the agenda for the meeting. He reminded members that in accordance with

Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 706 – Highways

PWSC(2018-19)21 178TB Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung

182TB Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station

2. The Chairman advised that the proposal, i.e. PWSC(2018-19)21, sought to upgrade 178TB and 182TB to Category A for construction of a lift and pedestrian walkway system between Castle Peak Road and Kung Yip Street in Kwai Chung to enhance the accessibility of the area, and an elevated pedestrian corridor in Yuen Long Town connecting with Long Ping Station to relieve congestion on the at-grade footpaths of the district, at the estimated costs of \$584.4 million and \$1,708.5 million in money-of-the-day prices respectively. The Administration consulted the Panel on Transport on the two projects on 27 April 2018. A report on the gist of the Panel's discussion about the two projects was tabled at the meeting.

178TB – Lift and pedestrian walkway system between Castle Peak Road and Kung Yip Street, Kwai Chung

3. Mr Gary FAN, Mr LEUNG Che-cheung, Mr Michael TIEN and Mr Andrew WAN expressed support for the project.

Project cost and construction details

4. Mr AU Nok-hin enquired about the cost of the five lifts and how it compared with the cost of other similar projects. Director of Highways ("DHy") said that the cost of the five lifts and the associated electrical and mechanical ("E&M") works was set out in paragraph 6(f) of Enclosure 1 to [PWSC\(2018-19\)21](#).

5. Mr Andrew WAN noted that a canopy would be built on the front side of the lift tower at Kung Yip Street and the vicinity was frequented by goods vehicles. Mr WAN enquired about the size of the canopy, and whether it

would cause obstruction to the vehicular traffic in the area or pose danger to road users.

6. Principal Project Coordinator (Pedestrian Hillside Link), Highways Department, advised that the proposed lift tower at Kung Yip Street would be built at hillside and its entrance would be provided in the direction of the slope, which was at a distance from the traffic lane. As such, the canopy of the lift tower would not stretch over to the traffic lane and cause obstruction to the vehicular traffic in the vicinity. The footpath on Kung Yip Street near the lift tower would also be widened under the project.

7. Mr Michael TIEN said that although the project would provide convenience for residents to travel between Shek Lei area and the area of Kung Yip Street, it was regrettable that the pedestrian walkway did not cover the road section between Kung Yip Street and MTR Kwai Hing Station. Mr TIEN enquired whether the Administration would consider connecting the lift tower at Kung Yip Street with Kwai Hing Government Offices by a footbridge to facilitate direct access to MTR Kwai Hing Station.

8. Chief Traffic Engineer (New Territories West), Transport Department ("CTE(NTW)/TD"), explained that the proposed pedestrian walkway would not cover the area suggested by Mr TIEN because Kung Yip Street was the chosen ending point when the project was considered and established as a proposal for hillside escalator links and elevator systems ("HEL"). CTE(NTW)/TD and DHy said that they took note of Mr Michael TIEN's suggestion for consideration.

Related policy issues

9. Mr Holden CHOW enquired whether separate funding approval from the Public Works Subcommittee ("PWSC") and the Finance Committee ("FC") was required for each of the 18 HEL projects set out in Annex 3 to Enclosure 1 to [PWSC\(2018-19\)21](#). Mr AU Nok-hin commented on the slow progress of individual HEL projects and questioned whether it was due to the manpower shortage of the Highways Department ("HyD") arising from the concurrent implementation of the Universal Accessibility Programme.

10. Deputy Secretary for Transport and Housing (Transport)1 ("DS(T)1/THB"), replied that preliminary technical feasibility studies had been conducted for each of the 18 HEL projects after the LegCo Panel on Transport was briefed on their ranking in February 2010. Upon confirmation of the technical feasibility of a project, HyD should carry out preparation work including ground investigation, preliminary design, consultation with the local community, gazettal under the Roads (Works, Use

and Compensation) Ordinance and handling objections (if any), and land acquisition arrangements. As each project had its own unique situations and challenges, the Administration needed time to deal with them. In particular, she pointed out that the Administration was required to address the concerns of the local community when opposing views were received on individual projects at the local level, which involved amending the alignment or design and re-initiating public consultation. That explained why the progress of individual projects varied. Among the 18 projects, three had been completed and opened for public use, four were under construction, and six others were in various phases of study and design. The remaining projects were awaiting either the preliminary technical feasibility study or further consideration by HyD. She said that the Administration was required to seek the funding approval of PWSC and FC for each of the projects before commencing the construction works.

11. Mr CHAN Han-pan said that Kung Yip Street and its vicinity featured a high density of industrial buildings and heavy traffic of goods vehicles, which posed danger to pedestrians. Mr CHAN enquired, in case that the old-type industrial buildings in the vicinity of Kung Yip Street were redeveloped in future, whether the Administration would include a clause in the land lease requiring the developer to build a pedestrian walkway which provided round-the-clock passage between the lift tower at Kung Yip Street and the existing pedestrian walkways at Kowloon Commerce Centre, so as to facilitate public access to MTR Kwai Hing Station.

12. The Chairman reminded members that according to paragraph 37 of the PWSC Procedure, members' questions on a proposal must relate directly to the contents of the agenda item. On wider questions of policy, members should raise them either in the full Council or at an appropriate Panel.

13. DS(T)1/THB and CTE(NTW)/TD took note of the comments and suggestions raised by Mr CHAN Han-pan. CTE(NTW)/TD said that according to estimation, the existing footpaths of Kung Yip Street, which were more than two metres wide, could handle the pedestrian traffic in the area. He was aware of the traffic situations of the district. The Transport Department would consider stepping up publicity to remind drivers to comply with the Road Users' Code, and erecting steel posts on the side of the footpaths of Kung Yip Street at vehicular ingress/egress of buildings when necessary to enhance pedestrian safety.

182TB – Elevated pedestrian corridor in Yuen Long Town connecting with Long Ping Station

14. Members who spoke on the project generally agreed on the need to implement improvement measures in Yuen Long Town centre to relieve the congested footpaths and road crossing facilities in the district. Mr LEUNG Che-cheung, Mr Holden CHOW, Mr YIU Si-wing, Mr Michael TIEN and Mr Abraham SHEK expressed support for the project and requested the Administration to commence the construction works as soon as possible.

Alternative scheme proposed by professional institutes

15. Mr Gary FAN opined that the alternative scheme which encompassed the proposal of the Hong Kong Institute of Architects, the Hong Kong Institute of Planners, the Hong Kong Institute of Urban Design and the Hong Kong Institute of Landscape Architects (hereinafter collectively referred to as "the professional institutes") was better than the original scheme of the Administration in terms of project cost, visual landscape, effectiveness of the ventilation corridors and promotion of a water-friendly culture. Mr FAN and Mr Andrew WAN enquired why the Administration did not adopt the alternative scheme which encompassed the proposal of the professional institutes. Mr FAN pointed out that the cost of the project was more than 10 times higher than that of the extension of footbridge network in Tsuen Wan (project no. 145TB), which was similar in length.

16. Mr Tony TSE expressed disappointment that the implementation of the project had been delayed for 10 years. Mr TSE said that while the alternative scheme which was based on the proposal of the professional institutes was in line with the prevailing practice of the sector to promote the removal or minimization of unnecessary structures and give consideration to enhancing urban space, landscape beauty and ventilation in architecture, the original scheme of the Administration was the exact opposite and was more costly. Mr CHU Hoi-dick expressed similar concerns. Mr TSE said that the Traffic and Transport Committee ("T&TC") of Yuen Long District Council ("DC") decided to adopt the original scheme in 2014. Although it took the Administration four years to give the project a go-ahead, no improvement had been made to the original scheme. Mr TSE enquired why the Administration had not made use of the time between 2014 and 2018 to formulate a refined scheme which was less costly by drawing on the merits and making up for the deficiencies of the original scheme and the alternative scheme of the professional institutes. Expressing similar concerns, Dr Fernando CHEUNG opined that the alternative scheme of the professional institutes warranted support. He enquired about the respective pros and

cons of the original and the alternative schemes, and the reason why the Administration had failed to come up with a less costly scheme which could strike the right balance among functionality, visual landscape and ventilation. Dr CHEUNG enquired whether Yuen Long DC had played a decisive role in selecting the design scheme.

17. DHy said that the construction cost of the proposed elevated pedestrian corridor was higher than that of similar projects mainly because its design and construction had to take into account more complicated factors. They included the presence of caverns underneath the project site that necessitated the use of a more costly method to lay the foundation. The piles should be socketed in the bedrock as deep as nearly 100 metres below the ground and the foundation was the deepest of its kind among similar projects. Besides, given that the elevated pedestrian corridor was above a nullah, foundation works within the scope of the nullah could only be carried out during dry seasons. Special arrangements must also be made in the design and implementation of the project for the nullah to retain its drainage capacity and to minimize the implications on water quality. As foundation works could not be carried out during rainy seasons, the construction period was longer than footbridge projects in general, resulting in the higher construction cost. Moreover, as the elevated pedestrian corridor had a relatively long span, it was more complex structurally and further added to the cost.

18. DHy supplemented that during the public consultation on the original scheme for the proposed elevated pedestrian corridor conducted by the Government in 2013, the professional institutes proposed to widen the footpaths along both sides of Yuen Long Town Nullah as an alternative to some sections of the elevated pedestrian corridor. HyD developed an alternative scheme based on the professional institutes' proposal, and considered that the alternative scheme had put more emphasis on enhancing visual landscape. From a functionality perspective, T&TC of Yuen Long DC considered that the original scheme could divert the pedestrian flows more effectively. The alternative scheme, which entailed the construction of two discrete footbridges and widening of the footpaths at grade on both sides of the nullah, was considered by T&TC of Yuen Long DC to be inconvenient for the disabled and failed to meet the aspiration of the location community, as people making their way between Long Ping Station of the West Rail Line and Kau Yuk Road would have to cross the streets and walk up and down the two footbridges many times. The Administration therefore took forward the project by adopting a scheme which could meet the aspiration of the location community. The current project cost was a reasonable price to pay for satisfying practical needs.

19. DS(T)1/THB said that HyD conducted the first phase of public engagement exercise on the pedestrian environment improvement scheme in Yuen Long Town between May 2009 and July 2010. Based on the public views collected, a series of large-scale and small-to-medium-scale improvement measures were developed and consultation was conducted with T&TC of Yuen Long DC and the LegCo Panel on Transport in 2010 and 2011 respectively. Subsequently, HyD conducted the second phase of public engagement exercise on some large-scale improvement measures (including the proposed elevated pedestrian corridor) in 2013 and consulted T&TC of Yuen Long DC through a workshop held in April 2013. Both the first and second phases of the public engagement exercise showed that the public generally supported the implementation of the proposed elevated pedestrian corridor. During that time, the professional institutes put forward the alternative proposal, based on which HyD had developed the alternative scheme. HyD and the representatives of the professional institutes consulted T&TC of Yuen Long DC in July 2014 on both the alternative and the original schemes. After deliberating on HyD's original scheme for the proposed elevated pedestrian corridor and the alternative scheme developed based on the professional institutes' proposal, T&TC of Yuen Long DC supported the original scheme given that it could divert the pedestrian flows on the at-grade footpaths and at the road crossing facilities in the district to relieve the congested footpaths effectively, and enhance the accessibility to the pedestrian corridor for the convenience of the elderly and the disabled. The representatives of the professional institutes also indicated at the time that they would respect the final decision of T&TC of Yuen Long DC. Subsequently, HyD completed the feasibility study of the proposed elevated pedestrian corridor and developed a design proposal. T&TC of Yuen Long DC was consulted again in 2016 on the proposal and expressed their support for implementing the project. She said that the project had gone through extensive consultations and its design proposal had been amended a number of times, during which the views of the professional institutes had been incorporated. She acknowledged that considerable time had been spent on completing all the procedures required for taking forward the implementation of the project, and hoped that construction works could commence early.

20. Dr KWOK Ka-ki enquired about the project cost under the alternative scheme. Mr CHU Hoi-dick enquired about the amount of cost that could be saved by adopting the alternative scheme.

21. DHy said that the alternative scheme was not accepted by the local DC and hence a detailed design had not been prepared. As such, both the estimate of the exact project cost under the alternative scheme and the cost difference between the two schemes were not available.

22. Mr YIU Si-wing enquired whether the Administration had properly explained to the professional institutes the reason for not adopting their proposal. DS(T)1/THB said that in July 2014, HyD and the representatives of the professional institutes consulted T&TC of Yuen Long DC on both the original and the alternative schemes. The final decision of T&TC of Yuen Long DC was made after in-depth discussion between the representatives of the professional institutes and the local community. She said that the Administration was grateful to the professional institutes for their views and suggestions, and would continue to consult the professional institutes on similar works projects in future.

Project cost

23. Mr Gary FAN, Dr Fernando CHEUNG, Mr CHU Hoi-dick, Mr KWONG Chun-yu, Mr Andrew WAN, Dr KWOK Ka-ki and Mr Tony TSE considered the cost of the project too high. Mr Tony TSE enquired about the cost breakdown of the project (e.g. foundation, structures, infrastructure and green features). Dr CHEUNG enquired whether there was room for cost reduction.

24. Mr CHAN Chi-chuen pointed out that the construction cost of the foundation of the project was \$490 million, while the total cost of the bridge structures, lift towers, escalators and staircase structures was close to \$520 million. Given that the construction cost of the foundation accounted for a considerable percentage of the cost in total, he questioned the cost-effectiveness of the project design.

25. DHy replied that the cost breakdown of the project was set out under paragraph 5 in Enclosure 2 to [PWSC\(2018-19\)21](#). He said that the elevated pedestrian corridor was designed to relieve congestion on the footpaths and improve the environment for pedestrians in the district in response to the request of the local community. The project cost reflected the price to pay for meeting the above requirements.

26. Mr LUK Chung-hung commented that the proposed elevated pedestrian corridor could link up the northern and southern parts of Yuen Long and provide a convenient and safe access to the area of Long Ping Station for residents, especially children, the elderly and the disabled. He hoped that construction works could be commenced as soon as possible. Mr LUK opined that from a functionality perspective, the alternative scheme encompassing the proposal of the professional institutes was unable to meet the mainstream aspiration of the local community. Regarding the higher project cost due to the presence of caverns, Mr LUK

enquired whether the Administration had explored alternative foundation construction methods that were less costly.

27. DHy replied that according to ground investigation findings, the presence of caverns underneath the project site made it necessary for some piles to be founded on the rock strata nearly 100 metres deep underground to lay a solid foundation and the cost of the foundation works was driven up as a result. He said that given the existing ground conditions, the Administration considered that there were not any other better and cheaper methods to construct the foundation.

28. Mr YIU Si-wing enquired about the correlation between the suspension of construction works during rainy seasons and cost increase, and the amount of cost increase involved.

29. DHy explained that since foundation works within the scope of the nullah could only be carried out during dry seasons, the construction period of the project was relatively long and the cost of subsequent works was driven up accordingly. As regards the arrangements pertaining to the design and construction of the project, consideration had to be given to ensuring that the nullah facilities and their draining capacity would not be affected. As a result, the per-square-metre cost of the proposed elevated pedestrian corridor was about one-fourth higher than other elevated pedestrian corridors.

30. Mr KWONG Chun-yu enquired whether the project was the most costly footbridge project in Hong Kong. Mr KWONG said that during the Administration's consultation with the local DC on the project in 2015, there were news that the project cost revealed to the DC was \$200 million. He enquired about the reason for the inflated project cost.

31. DHy said that due to the differences in the years of construction, locations and geographical conditions, simply comparing the cost of the proposed footbridge with that of other footbridges or elevated pedestrian corridors in Hong Kong might not serve much practical purpose. The current project was about 80% more costly than other recently-commenced footbridge projects. The extra cost was attributed mainly to the complicated ground conditions, the longer construction period (foundation works within the scope of the nullah could only be carried out during dry seasons), and the special consideration given to the design and construction of the project for retaining the drainage capacity of the nullah. He said that the Administration never told the DC that the cost of the project was \$200 million.

Construction details and alignment design

32. Mr CHU Hoi-dick enquired whether the pile depth of the project was the deepest among all footbridges in Hong Kong. Mr WU Chi-wai requested the Administration to explain, in terms of structure load and pile depth, the differences in the impacts of the caverns on the elevated pedestrian corridor and the surrounding buildings. Mr WU opined that the loading capacity of the elevated pedestrian corridor was supposed to be lower than large-scale buildings in general. The Administration should give an account of its justifications for driving the piles to a depth of 100 metres underground.

33. DHy replied that when building a structure above a geologic cavern, the pile depth should depend on the height and loading of the structure. The required pile depth at different locations could not be determined in a generalized way. As the proposed footbridge had a long span, the piles could only be socketed at certain locations to support the weight of the whole structure. Coupled with the implications of caverns, the piles of the proposed elevated pedestrian corridor were driven deeper than usual. He said that the piles of an elevated pedestrian corridor in Kowloon West were also driven to a depth of about 80 metres underground due to special ground conditions.

34. Mr CHAN Chi-chuen referred to the cost overrun of the South Island Line (East) project, and said that the cost overrun was attributed to the more complicated than expected ground conditions encountered during the modification works of Wong Chuk Hang Nullah for construction of Wong Chuk Hang Station. As the project site was a nullah, he was concerned whether the number of locations to be covered by the ground investigation during the preliminary investigation phase would be reduced and eventually result in cost overrun. Mr CHAN enquired about the number of piers proposed to be built in the middle section of the nullah, and the number of ground investigation spots there.

35. DHy said that lessons had been learnt from the South Island Line (East) project. Ground investigation work was stepped up under the proposed project with the drilling of 36 investigation boreholes at the proposed pile locations. Having a thorough grasp of the geotechnical data within the project scope, the Administration was confident that the project could be completed within budget.

36. Mr LEUNG Che-cheung said that while there were more caverns on the eastern side of the nullah, a section of the elevated pedestrian corridor between On Ning Road and Long Ping Station was near the eastern side. In this regard, Mr LEUNG enquired whether the design had contributed to the

higher construction cost and whether the cost could be reduced by moving the above section to the western side of the nullah. Mr LEUNG enquired why the Administration did not intend to extend the elevated pedestrian corridor to Ma Tong Road and whether such a decision was supported by any statistics.

37. Mr CHU Hoi-dick commented that the design and implementation timetable of the elevated pedestrian corridor were meant to tie in with the topside property development at Long Ping Station.

38. DHy replied that in the alignment design of the proposed elevated pedestrian corridor, the whole section between Kau Yuk Road and On Ning Road was on top of the nullah, while the section between On Ning Road and Long Ping Station swerved a few metres towards the east for a direct connection with Exit D of Long Ping Station. DS(T)1/THB said that the design and implementation timetable of the elevated pedestrian corridor were not meant to tie in with the topside property development at Long Ping Station as suggested by Members. Paragraphs 11 to 16 of Enclosure 2 to [PWSC\(2018-19\)21](#) set out clearly how the Administration took forward the project. Members had also been told earlier at the meeting the reasons why it required several years to go through the process.

39. Project Manager (Major Works), Highways Department, replied that the Administration was aware of the request of the local community for extending the elevated pedestrian corridor southward to Ma Tong Road. He explained that based on the evaluation of the projected figures on the development and population growth of the district up to 2027, it was considered that there was no traffic need for the southward extension of the elevated pedestrian corridor at this stage. However, HyD would conduct pedestrian surveys at the concerned locations and review regularly the need for such extension throughout the implementation of the proposed project. A provision at the southern end of the elevated pedestrian corridor would also be allowed for extension when necessary. He added that the peak-hour pedestrian traffic of the footpaths to the east and west of Ma Tin Road was about 1 900 and 1 500 persons per hour respectively. The footpaths were considered wide enough to accommodate the current pedestrian traffic.

40. Mr WU Chi-wai enquired whether the pedestrian crossing facilities at grade on Kau Yuk Road, Castle Peak Road (Yuen Long) and On Ning Road would be removed after completion of the project.

41. CTE(NTW)/TD said that since the proposed elevated pedestrian corridor, which was connected with Long Ping Station of the West Rail Line, was built to divert the pedestrian flows on the at-grade footpaths and at the

road crossing facilities in its vicinity to relieve the congestion of the footpaths, the at-grade pedestrian crossing facilities at the road sections concerned would be retained to achieve traffic diversion purpose.

Benefits of the proposed elevated pedestrian corridor

42. Dr CHENG Chung-tai said that as the Administration intended to retain the pedestrian crossing facilities at grade at the road junctions concerned after completion of the project, he questioned the effectiveness of the proposed elevated pedestrian corridor in relieving the congested footpaths. Dr CHENG pointed out that the proposed elevated pedestrian corridor straddled three road junctions at Kau Yuk Road, Castle Peak Road (Yuen Long) and On Ning Road, among which traffic lights were provided at the junction at Castle Peak Road (Yuen Long) but not the other two. He considered it more convenient for pedestrians to cross the streets at those road junctions at grade than using the elevated pedestrian corridor.

43. Mr Andrew WAN expressed similar concerns. Mr WAN pointed out that people in the district mainly patronize street-level shops, and the elevated pedestrian corridor might not achieve the expected effect of diverting pedestrian flow. In addition, the proposed pedestrian connectivity platforms would also occupy some road space, which might in turn add to the congestion.

44. Mr LEUNG Che-cheung remarked that the actual population of Yuen Long Town exceeded the Administration's estimate. As such, there was a genuine need to build the proposed elevated pedestrian corridor to tackle road congestion.

45. CTE(NTW)/TD said that the at-grade road crossing facilities would be retained in order to divert pedestrian flow on the at-grade footpaths and at the road crossing facilities in the vicinity of the elevated pedestrian corridor. The walking time from Kau Yuk Road to Long Ping Station of the West Rail Line would be shortened from as long as 14 minutes to eight minutes if the elevated pedestrian corridor was used instead of the pedestrian crossing facilities at grade. Meanwhile, comfortableness and walkability would also be enhanced.

46. Mr CHU Hoi-dick enquired about the specific differences between the alternative scheme of the professional institutes and the proposed project design in dealing with pedestrian flow. Mr CHU opined that the project cost of the alternative scheme might be much lower as the pedestrian corridor would be 300 metres shorter than the one proposed under the current design, and it would obviate the need to drive piles to a depth of 100 metres. The

Administration must explain clearly how the two schemes were different in terms of functionality, so as to justify its adoption of the more costly option. Mr CHU requested the Administration to fully disclose the pedestrian flow assessment conducted for the proposed project.

(Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. PWSC223/17-18(01) (Parts [1](#), [2](#), [3](#), [4](#), [5](#) and [6](#)) (Chinese version) on 25 May 2018.)

47. Dr CHENG Chung-tai and Mr Tony TSE requested the Administration to provide supplementary information on the estimated pedestrian traffic using the elevated pedestrian corridor (as well as its six pedestrian connectivity platforms) and the at-grade pedestrian crossing facilities respectively to access between Kau Yuk Road, Castle Peak Road (Yuen Long), On Ning Road and Long Ping Station of the West Rail Line.

48. DHy provided at the meeting the estimated pedestrian traffic using the various pedestrian connectivity platforms at On Ning Road, Castle Peak Road (Yuen Long) and Kau Yuk Road to access the elevated pedestrian corridor and the at-grade footpaths during peak hours in 2027, i.e. after completion of the project, and undertook to provide more detailed data of pedestrian flow after the meeting. The pedestrian flow estimates provided by the Administration at the meeting were as follows:

Location of the pedestrian connectivity platform	Estimated number of pedestrians accessing between the elevated pedestrian corridor and the at-grade footpaths (persons per hour)
North of On Ning Road	6 700
South of On Ning Road	4 700
North of Castle Peak Road (Yuen Long)	10 200
South of Castle Peak Road (Yuen Long)	11 200
North of Kau Yuk Road	6 000
South of Kau Yuk Road	6 300

(Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. PWSC223/17-18(01) (Parts [1](#), [2](#), [3](#), [4](#), [5](#) and [6](#)) (Chinese version) on 25 May 2018.)

49. Mr WU Chi-wai was concerned whether the Administration had carried out improvement works to existing roads in addition to pursuing the proposed elevated pedestrian corridor.

50. DS(T)1/THB replied that apart from building the proposed elevated pedestrian corridor, the Administration also carried out one large-scale and nine small-to-medium-scale pedestrian environment improvement measures for Yuen Long district. These measures included some road improvement works which had been completed. CTE(NTW)/TD replied that large-scale road improvement measures were more difficult to implement because the district had been fully developed.

Implications of the proposed project on the nullah

51. Mr WU Chi-wai and Mr Andrew WAN were concerned about the implications of the design and construction method of the project, including the foundation and pile locations, on the improvement works to be carried out in future by the Drainage Services Department ("DSD") for Yuen Long Town Nullah. Mr WU enquired about DSD's plans on beautifying and improving the nullah in the long term and the implementation timetable of these proposed works. Mr CHU Hoi-dick opined that officers of DSD should have attended the meeting to respond to members' enquiries on the subject. Mr WAN concurred. Mr CHU enquired whether DSD had expressed any opposing views to HyD on the project and the construction method since 2009, and about the details.

52. DHy replied that HyD had maintained close liaison with DSD regarding the project. He said that the locations and design of the foundation and piles of the project would not affect the drainage capacity of Yuen Long Town Nullah. HyD was aware that DSD would install dry weather flow interceptors at the nullah between Hong Yip Street and Ma Tin Road for collection and delivery of sewage to Yuen Long Sewage Treatment Works. Moreover, revitalization works had been proposed for Yuen Long Town Nullah. The elevated pedestrian corridor, which was about 6.5 to 10 metres above the footpaths on both sides of the nullah, would not affect DSD's future works mentioned above. HyD and DSD had reached a consensus on the implementation of the two works projects. DSD's nullah revitalization works would be carried out in phases and works within the scope of the elevated pedestrian corridor would not commence until completion of HyD's works. DSD would also take into account the facilities and design of the elevated pedestrian corridor when commencing the revitalization works for Yuen Long Town Nullah in future. HyD had not received opposing views from DSD regarding the current project.

Public consultation

53. Mr Michael TIEN was concerned that the emphasis on seeking consensus had caused delays in taking forward livelihood projects. Mr CHU Hoi-dick questioned that HyD had withheld information on the project cost intentionally during its consultation with Yuen Long DC on the project.

54. DS(T)1/THB explained that before completion of the detailed design of the proposed elevated pedestrian corridor, the Administration was not really certain of the project cost. It was therefore not in a position to provide the DC with a project estimate, lest the DC be misled. The proposition that HyD had withheld information on the project cost from the DC intentionally was denied.

55. The meeting ended at 10:30 am.

Council Business Division 1
Legislative Council Secretariat
27 June 2018