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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 Saturday, 25 May 2019, at 9:00 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 Claudia MO

Hon Michael TIEN Puk-sun, BBS, JP

Hon Frankie YICK Chi-ming, SBS, JP

Hon WU Chi-wai, MH

Hon MA Fung-kwok, SBS, JP

Hon CHAN Chi-chuen

Hon CHAN Han-pan, BBS, JP

Hon LEUNG Che-cheung, SBS, MH, JP

Hon Alice MAK Mei-kuen, BBS, JP

Dr Hon KWOK Ka-ki

Dr Hon Fernando CHEUNG Chiu-hung

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

Members absent:

Hon Tanya CHAN

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr LAM Sai-hung, 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)

Mr Denny HO Lap-ki	Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)1
Mr LIU Chun-san, JP	Under Secretary for Development
Mr Vincent MAK Shing-cheung, JP	Deputy Secretary for Development (Works)2
Mr Ricky LAU Chun-kit, JP	Director of Civil Engineering and Development
Mr Michael FONG Hok-shing, JP	Head of the Sustainable Lantau Office Civil Engineering and Development Department
Mr Janson WONG Chi-sing, JP	Deputy Head of the Sustainable Lantau Office (Works) Civil Engineering and Development Department
Ms Ginger KIANG Kam-yin	Deputy Head of the Sustainable Lantau Office (Planning and Conservation) Civil Engineering and Development Department
Mr Robin LEE Kui-biu, JP	Principal Project Coordinator Sustainable Lantau Office Civil Engineering and Development Department
Ms Doris HO Pui-ling, JP	Deputy Secretary for Development (Planning and Lands)1
Mr Ivan CHUNG Man-kit	Deputy Director of Planning (Territorial)
Mr Victor CHAN Fuk-yiu	Principal Assistant Secretary for Development (Works)2
Mr Wallace TANG Wing-keung	Assistant Secretary for Development (Works Policies 2)4
Mr Michael LEUNG Chung-lap, JP	Project Manager (East) Civil Engineering and Development Department

Mr NG Chi-wai

Senior Engineer (East)12
East Development Office
Civil Engineering and Development
Department

Clerk in attendance:

Ms Doris LO

Chief Council Secretary (1)2

Staff in attendance:

Ms Ada LAU

Senior Council Secretary (1)2

Mr Keith WONG

Council Secretary (1)2

Ms Christina SHIU

Legislative Assistant (1)2

Ms Christy YAU

Legislative Assistant (1)8

Ms Clara LO

Legislative Assistant (1)9

Action

The Chairman advised that there were seven papers for discussion on the agenda for this meeting, all of which were funding proposals carried over from the previous meeting. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), members were required to disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on them. He also drew members' attention to the requirements under RoP 84 on voting in case of direct pecuniary interest.

Head 705 – Civil Engineering

PWSC(2019-20)5 768CL Studies related to artificial islands in the Central Waters

2. The Chairman advised that the proposal, i.e. [PWSC\(2019-20\)5](#), sought to upgrade 768CL to Category A at an estimated cost of \$550.4 million in money-of-the-day ("MOD") prices to engage consultants to conduct the studies related to artificial islands in the Central Waters ("the artificial islands studies") and the associated site investigation works. The Subcommittee had started discussion on this paper at the last two meetings, and would continue with the discussion now.

Content of the studies related to artificial islands in the Central Waters

3. Dr Priscilla LEUNG expressed support for the proposed artificial islands studies. Pointing out that there were views that the project cost would be lower if the artificial islands were built in the waters around Tung Lung Island rather than in the Central Waters, she enquired whether the Administration had explored the feasibility of constructing the artificial islands in the waters of Tung Lung Island.

4. Under Secretary for Development ("USDEV") and Director of Civil Engineering and Development ("DCED") advised that compared with the Central Waters, the waters around Tung Lung Island were not only deeper and rougher, but also ecologically more sensitive. From a geographical perspective, the waters around Tung Lung Island had heavy sea traffic and were far away from the Core Business District on Hong Kong Island, thus rendering it hard to establish transport connections with the existing urban areas. Having taken various factors into account, the Government considered the waters around Tung Lung Island unsuitable for the construction of artificial islands.

5. Mr Tony TSE requested the Administration to attach importance to the diversity of the artificial islands studies, and avoid focusing solely on the engineering aspects. USDEV advised that since the development of artificial islands in the Central Waters was relatively complex and involved different professional disciplines, the Government would require the consultant team of the artificial islands studies to include not only engineering professionals, but also professionals in planning, architecture, surveying and landscape architecture.

6. Mr Andrew WAN requested the Administration to explain whether the artificial islands to be constructed in the Central Waters would be subject to any settlement risk. DCED advised that the Government had extensive experience in reclamation and site formation works, and would carefully analyse the settlement risk of the artificial islands when conducting the artificial islands studies.

7. Mr HUI Chi-fung queried that the Administration had never conducted any feasibility study on the construction of artificial islands in the Central Waters, and the present proposal to conduct a planning and engineering study on the reclamation project had deviated from the normal procedures. He requested the Administration to explain whether pre-construction studies had been conducted in a similar way for government projects in the past.

8. DCED advised that in formulating and planning a project, the Government would normally first conduct feasibility studies to examine its impact on ecology or transport, etc., and whether it would encounter any constraints or insurmountable difficulties. Regarding the construction of artificial islands in the Central Waters, the Government had conducted studies related to the artificial islands in the past few years and the findings did not indicate that the project would encounter insurmountable difficulties. USDEV added that in developing the New Development Areas ("NDAs") in Kwu Tung North, Fanling North, Hung Shui Kiu and Yuen Long South, the Government's planning and engineering study included ascertaining the feasibility of various development proposals.

Admin

9. Dr Helena WONG pointed out that the Administration's recent introduction of the Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill 2019 had aroused public concern that a substantial amount of capital would be withdrawn from Hong Kong, which might reverse the economic situation in the long run and leave the Administration without sufficient financial capability and economic incentives to implement the Lantau Tomorrow Vision ("LTV"). She requested the Administration to provide supplementary information on whether the proposed artificial islands studies would explore the impacts on the implementation of LTV if there emerged economic fluctuations in Hong Kong in the long run, so that a contingency proposal could be prepared; and explain the reasons if there were no plans to study the relevant impacts. Mr WU Chi-wai also requested the Administration to explain whether it would examine, before the reclamation works for the artificial islands in the Central Waters formally commenced, the latest economic situation at that time to decide whether to take forward LTV.

10. USDEV advised that as Hong Kong was currently facing a land shortage problem, the Government's core strategy was to increase land supply on a sustained basis, including the proposed implementation of LTV to create new land, and the Government would still uphold the policy of increasing land supply despite fluctuations in the economy and property prices. He added that before finalizing the construction of artificial islands in the Central Waters, the Government would certainly examine the actual economic situation in Hong Kong at that time.

Admin

11. Mr KWONG Chun-yu enquired whether the Administration would always take forward a public works project after a feasibility study had been carried out, irrespective of its findings. Mr Alvin YEUNG requested the Administration to provide supplementary information in tabular form, setting out the public works projects with feasibility studies carried out within the current and the previous terms of the Government but study findings or

recommendations not adopted by the Administration; and projects that the Administration had decided to shelve/not to proceed because the study findings did not recommend their implementation.

12. USDEV explained that if there were technical difficulties in the public works projects proposed by the Government, the feasibility study would need to come up with works options that could overcome such difficulties before the Government could implement the projects concerned.

13. Mr WU Chi-wai requested the Administration to explain why the artificial islands studies included the collection of information on waters near Cheung Chau South. USDEV advised that the study to be conducted at Cheung Chau South would collect information on the ecological, environmental and geological conditions of the area, which would provide reference information for examining whether the said waters had potential for reclamation.

14. Mr Gary FAN pointed out that according to the analysis of the land supply options conducted by the Task Force on Land Supply, if the Government was to develop the East Lantau Metropolis ("ELM"), it was estimated to take seven to eight years from feasibility study to formal commencement of the reclamation works. He queried why the proposed artificial islands studies could be completed within 42 months.

15. USDEV advised that since the Government had conducted various studies related to the development of artificial islands in the Central Waters in the past few years, it had already obtained some relevant basic information. Moreover, some preliminary studies could be conducted in parallel. Therefore, it was expected that the artificial islands studies could be completed in a relatively shorter time.

Conducting transport infrastructure study

16. Dr CHENG Chung-tai pointed out that in 2015, the Civil Engineering and Development Department engaged a consultant to conduct the Technical Study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis ("Kennedy Town Study"); and as highlighted in its final report, when conducting further studies on the transport infrastructures at ELM, the Government had to take into account the latest road pricing policy, including the "Congestion Charging" policy to be introduced. In this connection, he enquired whether the Administration would, when conducting the transport infrastructure study under the artificial islands studies, take into account latest policies, including the "Congestion Charging" policy intended to be introduced. USDEV advised that when conducting the transport

infrastructure study, the Government would take into account the latest transport policies at the time as well.

17. Mr CHU Hoi-dick pointed out that the Kennedy Town Study had identified schemes of transport infrastructure that were more feasible to connect ELM and Hong Kong Island. Mr CHU and Dr CHENG Chung-tai enquired about the differences between the contents of the transport infrastructure study under the artificial islands studies and the Kennedy Town Study, including whether the data collated from the Kennedy Town Study would be used for further analysis.

18. USDEV advised that the transport infrastructure study under the artificial islands studies would review afresh the schemes of transport infrastructure for connecting the artificial islands in the Central Waters and other areas.

19. Mr CHU Hoi-dick and Dr KWOK Ka-ki pointed out that under LTV, the Administration would build a new transport infrastructure network for connecting the artificial islands in the Central Waters and Northwest New Territories. In this connection, they enquired whether the transport infrastructure study under the artificial islands studies would examine the feasibility of building a new traffic and transport network in Northwest New Territories.

20. USDEV advised that the Government had commenced the feasibility study for the construction of Route 11 between Yuen Long and North Lantau, and would commence the traffic and transport study for New Territories North expeditiously.

21. Dr KWOK Ka-ki requested the Administration to explain whether a high-speed rail link connecting to the Mainland would be constructed on the artificial islands in the Central Waters. USDEV advised that the Government had no plan to develop a second high-speed rail link in Hong Kong.

Conducting statutory environmental impact assessment

22. Ms Claudia MO and Dr Fernando CHEUNG pointed out that in the waters near Kau Yi Chau ("KYC"), relatively intact coral sites were confirmed to exist and there were recorded sightings of spotted seahorses. They requested the Administration to explain how it would ensure proper protection of the precious species in the waters of KYC when reclamation works for the artificial islands were carried out in the said waters. Dr Priscilla LEUNG also requested the Administration to duly conduct the

statutory environmental impact assessment when carrying out the reclamation works for the artificial islands.

23. USDEV advised that the Government would conduct statutory environmental impact assessment for the construction of artificial islands in the Central Waters to assess the impact of the works on ecology, etc. If ecological impacts of the works were inevitable, the Government would study how to minimize the impacts and make appropriate ecological compensation. DCED added that the known coral coverage was not high. The consultant team would, where necessary, advise the Government on proposals to mitigate the impact of the works on the coral under the artificial islands studies, such as avoiding contact with the corals, or relocating the corals to other waters if no other alternative was available.

Supply of fill materials for the construction of artificial islands in the Central Waters

24. Mr Andrew WAN enquired how the Administration would ensure sufficient supply of fill materials for the reclamation works for the artificial islands in the Central Waters. He also enquired about the cost difference between marine sand and manufactured sand.

25. DCED advised that when carrying out the construction works of the artificial islands, apart from using locally generated public fill (or inert construction and demolition waste) as fill materials, the Government might also procure manufactured sand or marine sand from the Mainland and marine sand from Southeast Asia. According to the Government's preliminary rough estimate, more than half of the fill materials to be used in the reclamation works for the KYC Artificial Islands would be local inert construction and demolition waste, while the rest would be mainly manufactured sand. Since the reclamation works would commence only several years later and take a number of years to complete, the Government would have sufficient time to explore sources of fill materials under the artificial islands studies to ensure sufficient supply. He added that the costs of manufactured sand and marine sand were around \$120 and \$180 per tonne respectively in February 2019 prices.

26. Citing media reports, Mr CHAN Chi-chuen pointed out that the Philippines recently prohibited Mainland vessels from entering its waters to extract marine sand for the reclamation works for the Three-Runway System ("3RS") at the Hong Kong International Airport. He requested the Administration to explain how it would ensure that the marine sand to be used in the reclamation works for the artificial islands would be extracted

legally and that the extraction process would meet the environmental requirements of the places of origin.

27. USDEV advised that the contractor responsible for the reclamation works for the artificial islands would be required to ensure that the extraction of marine sand complied with the relevant environmental legislation of the places of origin. As an example, DCED pointed out that the contractor undertaking the reclamation works in Tung Chung East was required to submit to the Government a permit issued by the origin of the fill materials to prove that the fill materials were obtained from legitimate sources.

Taking forward Lantau Tomorrow Vision

28. Dr Priscilla LEUNG enquired whether the implementation of the artificial islands studies would be personally steered by a Secretary of Department. USDEV replied that as announced by the Chief Executive in the 2018 Policy Address, since the development of LTV entailed a large amount of meticulous coordination work, the Government would set up a dedicated coordination office, which would be directly accountable to the Chief Executive, to steer the overall direction as well as coordinate and monitor the planning and implementation of the project.

29. Noting from the Government's paper that the cost of the proposed artificial islands studies included a sum of \$11.6 million for promoting public engagement exercise, Mr Tony TSE was concerned that the budget was insufficient for effective publicity efforts. Moreover, he pointed out that during the public engagement exercises conducted by the Government for major infrastructures in the past, there had been instances of chaos arising from protests staged by commenters, rendering it difficult for professionals from various sectors to express their views to the Administration. He requested the Administration to make appropriate arrangements in conducting the public engagement exercise for the artificial islands studies to prevent the recurrence of similar chaos.

30. USDEV advised that if the final expenditures of the public engagement exercise exceeded the budget, the Government would cover the expenditures with the contingency provision under the project. Upon the commencement of the artificial islands studies, the Government would conduct the public engagement exercise in a timely manner to allow people from various sectors to express their views to the Government.

Scrutiny arrangements for the item

31. At 9:39 am, the Chairman said that he would allow one question from each member waiting to raise questions before ending the "question and answer session". If there were members who had not raised any questions on this item, he would also allow them to do so once.

32. Mr HUI Chi-fung, Mr Gary FAN and Mr Andrew WAN expressed dissatisfaction with the Chairman's decision to end the "question and answer session". They opined that given the controversial nature of the construction of the artificial islands in the Central Waters, the Chairman should allow sufficient time for members to raise questions with government officials about the details of works.

[While the Chairman was handling matters relating to meeting procedures, Mr HUI Chi-fung approached the Chairman's podium and expressed dissatisfaction with the Chairman's decision to end the "question and answer session". The Chairman gave a warning to Mr HUI, who subsequently returned to his seat.]

33. The Chairman advised that the Subcommittee had discussed the proposed item for over four hours, and most of the members waiting for their turn to raise questions had done so for several rounds. Moreover, a number of other public works projects had been included on the agenda of this meeting, he was obliged to control the meeting time in order to ensure that the meeting was conducted in a reasonable manner.

34. Pointing out that five more Subcommittee meetings had been scheduled for the current legislative session, Mr CHU Hoi-dick requested the Administration to explain whether these meetings were sufficient to deal with the remaining funding proposals for public works projects which the Administration planned to submit to the Subcommittee for scrutiny.

35. Deputy Secretary for Financial Services and the Treasury (Treasury)³ advised that according to the work plan submitted by the Government to the Subcommittee, public works projects requiring funding approval in the current legislative session amounted to a total of \$180 billion. Apart from the seven items on the agenda of this meeting, there were a number of funding proposals that needed to be submitted to the Subcommittee for consideration before the end of the current legislative session.

36. The Chairman pointed out that according to the "Forecast of submissions for the 2018-19 Legislative Council session", i.e. [PWSCl\(2018-19\)7](#), submitted by the Administration to the Subcommittee,

the Administration planned to submit over 40 items to the Subcommittee in the current legislative session. The Subcommittee had only approved funding applications for around 20 items so far.

37. Mr CHU Hoi-dick hoped that when the Administration submitted this agenda item to the Finance Committee ("FC") for consideration, it could arrange for the attendance of the Secretary for Development to respond to members' enquiries. USDEV said that Mr CHU's views would be considered.

38. At 9:59 am, the Chairman invited members who wished to submit motions under paragraph 32A of the Public Works Subcommittee Procedure ("PWSC Procedure") to do so in writing before 10:30 am.

Motions to adjourn discussion on PWSC(2019-20)5

39. At 9:56 am, when speaking on the agenda item, Mr KWONG Chun-yu moved without notice under paragraph 33 of the PWSC Procedure that the discussion on [PWSC\(2019-20\)5](#) be adjourned. The Chairman proposed the question on the motion, and directed that each member could speak once on the motion for not more than three minutes.

40. Mr KWONG Chun-yu said that most of the members still had doubts about the proposed artificial islands studies, and hoped that the Administration would explain more about the details of the studies and how to avoid cost overruns, etc. However, the Chairman's decision to end the "question and answer session" rendered it unable for members to continue to seek the Administration's response to their concerns. Therefore, he moved that the discussion on this agenda item be adjourned.

41. Dr KWOK Ka-ki, Ms Claudia MO, Mr Andrew WAN, Dr Fernando CHEUNG, Dr CHENG Chung-tai, Mr HUI Chi-fung, Dr Helena WONG, Mr Gary FAN, Mr CHAN Chi-chuen, Mr WU Chi-wai, Mr AU Nok-hin, Mr Jeremy TAM, Mr Alvin YEUNG and Mr CHU Hoi-dick spoke in support of Mr KWONG Chun-yu's motion. These members expressed objection to the Chairman's decision to end the "question and answer session" and were dissatisfied with the Administration's failure to properly respond to members' enquiries about LTV and the artificial islands studies.

42. Mr LAU Kwok-fan, Mr LUK Chung-hung, Mr LEUNG Che-cheung, Dr Junius HO and Mr Abraham SHEK spoke against Mr KWONG Chun-yu's motion. These members opined that both the Panel on Development and the Subcommittee had already held lengthy discussions on the artificial islands

studies. Also, the Panel on Development had held public hearings on this item to receive public views, and the Administration had fully responded to enquiries from members and the public at various meetings. It was reasonable for the Chairman to end the "question and answer session" to control the progress of the meeting.

43. USDEV responded that there was a pressing need to increase land supply, and the Government needed to adopt a multi-pronged approach to solve the land shortage problem. It hoped to commence the artificial islands studies as soon as possible to solve the problems of tight land and housing supply and traffic congestion in Northwest New Territories, and facilitate the sustainable development of Hong Kong's economy.

44. Mr KWONG Chun-yu gave his reply. The Chairman put to vote the motion to adjourn discussion. At the request of members, the Chairman ordered a division. The motion was [negatived](#).

Members' motions proposed to be moved under paragraph 32A of the Public Works Subcommittee Procedure

45. The Chairman said that he had received five motions proposed by five members under paragraph 32A of the PWSC Procedure ("32A motions"). He considered that the proposed motions were directly related to the agenda item.

46. At 11:27 am, the Subcommittee proceeded to vote on whether to proceed forthwith to deal with the 32A motions proposed by members. After the Chairman declared that the Subcommittee decided not to proceed forthwith to deal with the first 32A motion to be proposed by Dr KWOK Ka-ki, Mr LAU Kwok-fan moved without notice under paragraph 40A of the PWSC Procedure that in the event of further divisions being claimed in respect of any motions or questions under the same agenda item, the Subcommittee proceed to each of such divisions immediately after the division bell had rung for one minute. Upon a division, the Chairman declared that the Subcommittee [passed](#) the motion.

47. The Subcommittee continued to vote on whether to proceed forthwith to deal with the 32A motions proposed by members. At the request of members, the Chairman ordered a division for each voting. The results were as follows:

Member moving the motion	Motion no.	Whether to proceed forthwith
Dr KWOK Ka-ki	1	No

Dr Fernando CHEUNG	<u>2</u>	<u>No</u>
Mr CHAN Chi-chuen	<u>3</u>	<u>No</u>
Mr AU Nok-hin	<u>4</u>	<u>No</u>
Mr CHU Hoi-dick	<u>5</u>	<u>No</u>

Voting on PWSC(2019-20)5

48. The Chairman put [PWSC\(2019-20\)5](#) to vote. At the request of members, the Chairman ordered a division. 20 members voted for, 16 members voted against the proposal and no member abstained. The votes of individual members were as follows:

For:

Mr Abraham SHEK
Mr CHAN Hak-kan
Mr Michael TIEN
Mr MA Fung-kwok
Mr LEUNG Che-cheung
Dr Junius HO
Mr Holden CHOW
Mr CHEUNG Kwok-kwan
Mr LAU Kwok-fan
Mr Tony TSE
(20 members)

Mr Tommy CHEUNG
Dr Priscilla LEUNG
Mr Frankie YICK
Mr CHAN Han-pan
Ms Alice MAK
Mr HO Kai-ming
Mr Wilson OR
Mr LUK Chung-hung
Mr Vincent CHENG
Ms CHAN Hoi-yan

Against:

Mr Charles MOK (Deputy Chairman)
Mr WU Chi-wai
Dr KWOK Ka-ki
Dr Helena WONG
Mr Andrew WAN
Mr HUI Chi-fung
Mr KWONG Chun-yu
Mr Gary FAN
(16 members)

Ms Claudia MO
Mr CHAN Chi-chuen
Dr Fernando CHEUNG
Mr Alvin YEUNG
Mr CHU Hoi-dick
Dr CHENG Chung-tai
Mr Jeremy TAM
Mr AU Nok-hin

Abstained:

(0 member)

49. The Chairman declared that the item was endorsed by the Subcommittee. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. Mr Jeremy TAM requested separate voting on the item, i.e. [PWSC\(2019-20\)5](#), at the relevant FC meeting.

Head 707 – New Towns and Urban Area Development
PWSC(2019-20)6 469CL Kai Tak development – infrastructure at
north apron area of Kai Tak Airport

50. The Chairman advised that the proposal, i.e. [PWSC\(2019-20\)6](#), sought to upgrade 469CL to Category A at an estimated cost of \$1,720.1 million in MOD prices for the construction of essential infrastructures to serve the developments at the former north apron area. The Government consulted the Panel on Development on the proposed works on 26 February 2019, and members raised no objection to the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion had been tabled at the meeting.

Cost of the proposed project

51. Dr KWOK Ka-ki noted that the proposed pedestrian subway SB-01 of about 120 metres long under the present project would cost \$414.5 million, i.e. \$3.45 million per metre, while the proposed elevated walkway LW-02 of about 150 metres long would cost \$354 million, i.e. \$2.36 million per metre. Dr KWOK opined that even though the roads, pedestrian subway and elevated walkway were essential infrastructures, their costs were indeed too high. He queried whether the Project Cost Management Office ("PCMO") had exercised due diligence in scrutinising the project to help contain the cost.

52. Principal Assistant Secretary for Development (Works)2 ("PAS/DEV(W)2") advised that in response to enquiries raised by members of the Panel on Development at the meeting on 26 February 2019, the Administration provided supplementary information (LC Paper No. [CB\(1\)856/18-19\(01\)](#)) in April 2019 on the costs of elevated walkways/pedestrian subways built by the Administration in recent years. The unit costs (per square metre) of the proposed elevated walkway and pedestrian subway under the present project were more or less the same as those under similar projects in the same district.

53. Project Manager (East), Civil Engineering and Development Department ("PM(E)/CEDD") added that the cost of the proposed elevated walkway was around \$210,000 per square metre in September 2018 prices. Regarding the other elevated walkway projects in Kowloon East in recent years, the costs of the elevated walkway across Prince Edward Road East connecting San Po Kong and Kai Tak Development ("KTD"), the footbridge across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street, and the elevated walkway across the future Trunk Road T2 near MegaBox were

around \$150,000, \$300,000 and \$190,000 per square metre respectively. The cost per square metre of the proposed elevated walkway under the present project fell within the range of the above three projects. As for the footbridges across Prince Edward Road East near The Latitude and Rhythm Garden, the costs per square metre were significantly lower as they were constructed in earlier years when the economy was struck by the financial tsunami. Considering the objective economic factors, the reference value of the cost of the two footbridges was not high.

54. Mr Gary FAN expressed concern about the high cost and cost-effectiveness of the proposed works. He enquired about the estimated daily average pedestrian flow of the proposed pedestrian subway SB-01 upon commissioning. Mr FAN was also concerned whether PCMO had scrutinised and advised on the cost estimate of the proposed works; if so, what its advice was; if not, the reasons for that.

55. PM(E)/CEDD said that upon the commissioning of the proposed pedestrian subway SB-01, the estimated pedestrian flow between Sa Po Road and KTD was around 1 250 per hour in both directions during peak hours. He and PAS/DEV(W)2 said that PCMO had suggested the adoption of a no-frills and simple green design for the elevated walkway LW-02 and provided advice on the pre-construction planning work, including an underground utilities investigation, for the pedestrian subway SB-01. The Administration had revised the cost estimate of the proposed works in the light of PCMO's advice and with reference to the engineering design of other similar projects. The Administration undertook to provide the relevant information on the advice given by PCMO regarding the proposed works after the meeting.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC263/18-19\(01\)](#) on 11 July 2019.)

56. Noting that the annual recurrent expenditure of the proposed works was \$9.6 million, Dr Fernando CHEUNG requested the Administration to advise the actual usage of the expenditure and whether the amount was reasonable.

57. PM(E)/CEDD advised that the recurrent expenditure mainly covered the maintenance works of the elevated walkway LW-02, pedestrian subways and roads by the Highways Department (\$5.6 million), the cleanliness works by the Food and Environmental Hygiene Department (\$1.46 million) as well as the drainage repair and cleanliness works by the Drainage Services

Department (\$310,000). The estimated expenditure was more or less the same as the recurrent expenditures of other similar projects.

58. Regarding Dr Fernando CHEUNG's further enquiry about the reasons for comparing the construction costs of different elevated walkways and pedestrian subways in terms of per square metre, PAS/DEV(W)2 advised that given the differences in width and design of the elevated walkways and pedestrian subways, comparison of the costs per square metre would have higher reference value than comparison of the costs in terms of length.

Impact of the proposed works on local traffic

59. Mr Gary FAN said that he had written to the Administration requesting the traffic and transport impact assessment report for the proposed works in order to understand the current local traffic conditions and assess the long-term traffic flow in KTD, but the Administration had yet to give a reply. Mr FAN asked whether the Administration could provide the relevant information at the meeting.

60. PAS/DEV(W)2 advised that the Administration received Mr Gary FAN's aforesaid enquiry forwarded by the LegCo Secretariat on 22 May 2019, and provided LegCo with the relevant information in writing (LC Paper No. PWSC226/18-19(01)) on 24 May 2019. Among others, the Administration elaborated that it had completed the relevant traffic impact assessment in the Further Review of Development Intensity Study for Kai Tak. The scope of study covered the proposed road infrastructure works under the present project. According to the findings of the study, the proposed road infrastructure works would not cause significant traffic impact to the surrounding areas. The traffic impact assessment projected that in 2026 (i.e. upon completion of the proposed works), the design flow to capacity ratios of the two major roundabouts associated with the proposed road infrastructures (including Road D1) under the present project, namely the Olympic Garden Roundabout and the Concorde Road Roundabout (near Muk Yuen Street), would be lower than one for both morning and evening peak hours.

61. Mr WU Chi-wai said that the traffic was very congested at the Olympic Garden Roundabout during peak hours, and the proposed works had not included the relevant improvement works for the existing carriageways in the vicinity of the roundabout. He opined that traffic congestion would persist in the area and affect the nearby roads, which must be addressed by the Administration. Mr AU Nok-hin shared the same concern.

62. PAS/DEV(W)2 and PM(E)/CEDD advised that the proposed works would be completed in 2025, and Road D1 to be constructed parallel to

Prince Edward Road East would help to divert the traffic travelling towards Prince Edward Road East and the nearby areas by then. In addition, the commissioning of Shing Kai Road in mid-2018 and the Central Kowloon Route and Trunk Road T2 under construction would also help to divert the traffic flow. The Administration would monitor the traffic conditions in the vicinity of the Olympic Garden Roundabout, and put forward improvement measures in a timely manner.

Alignment and development mode for Underground Shopping Street

63. Noting that the proposed Underground Shopping Street ("USS") would be constructed by a private developer, Dr Helena WONG requested the Administration to provide the following supplementary information: (a) a plan showing the extent, number and location of entrances/exits of the proposed USS in KTD, and advise whether connection points with USS had been made in the Sung Wong Toi Station of MTR Shatin to Central Link ("Sung Wong Toi Station"); and (b) the development mode for USS, commercial floor area and opening hours to the public of the entrances/exits. Dr WONG also enquired whether it was feasible to connect the proposed Road L16 with Sung Wong Toi Station and USS so as to enhance the patronage of USS.

64. Permanent Secretary for Development (Planning and Lands) and PAS/DEV(W)2 replied that, according to the approved outline zoning plan, the alignment design of USS would connect a number of developments. The Administration proposed to sell the development right of USS and the adjacent development sites to the developer for development and management. The premium of the land lot to be sold would reflect the development value of USS. The alignment of USS had yet to be finalized. The Administration would also specify in the land sale conditions how USS should be managed by the lot owner concerned.

65. PM(E)/CEDD advised that USS would be about 1 500 metres long and 8 metres wide. Its entrances/exits would be connected with two MTR stations within KTD, Kowloon City and San Po Kong. USS would have a number of connection points with the ground level, where lifts would be provided. Provision would also be made in Sung Wong Toi Station for connection to the ground level and USS. Road L16 would be an at-grade road that could be connected to the ground-level entrances of Sung Wong Toi Station or USS. The Administration undertook to provide the supplementary information requested by Dr Helena WONG after the meeting.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC263/18-19\(01\)](#) on 11 July 2019.)

Road network connecting to Hong Kong Children's Hospital and the proposed New Acute Hospital

66. Mr HO Kai-ming said that the proposed slip road S14 could provide more convenience for people travelling from KTD to Wong Tai Sin or even Sha Tin. Mr HO, however, pointed out that at present, vehicles commuting from Wong Tai Sin to KTD had to travel to westbound Prince Edward Road East via Po Kong Village Road or Choi Hung Road, and then turn into Sung Wong Toi Road at the roundabout at Olympic Avenue before entering KTD via Shing Kai Road, which was a circuitous route. Mr HO opined that this would be an inconvenience to those Wong Tai Sin residents using the services of Hong Kong Children's Hospital ("HKCH") or New Acute Hospital ("NAH"). Mr HO had suggested that the Administration should adjust the bus routes and bus stop locations in the district to enable public buses to enter Shing Kai Road, but no arrangement had been made by the Administration. Besides, since the hospitals were also accessible via eastbound Road D1, Mr HO suggested that the Administration should consider increasing the number of connection points between westbound Prince Edward Road East and Road D1 (including at the junction of Road L9 and Road D1 or below the slip road S14) to facilitate access to HKCH and NAH from Wong Tai Sin.

67. PM(E)/CEDD confirmed that members of the public currently could not access HKCH or the NAH via Shing Kai Road directly. At present, they could access HKCH from Shing Cheong Road. The Administration was now carrying out road expansion works in the district for completion in late 2019. Meanwhile, Road D3 (Metro Park Section), which was under construction, would be completed between 2022 and 2023. By then, Shing Kai Road would be connected to Kai Tak Bridge and members of the public could access HKCH and NAH via Shing Kai Road, which would further enhance the connectivity of HKCH. He added that at present, Road L9 was a road facility to be constructed to meet the transport needs of the future housing developments at the former north apron area, and could not be connected to Shing Kai Road to provide direct access to the two new hospitals. He said that the Administration noted Mr Ho concerns and suggestions, and would take them into consideration.

Transport and cycle track networks in Kai Tak Development

68. Mr WU Chi-wai said that although there would be a cycle track network spanning 13 kilometres in KTD, cyclists would have no other ways to access KTD from Kowloon City area except by turning off at Nga Tsin Wai Road at the Olympic Garden Roundabout before entering KTD.

He urged the Administration to develop a pedestrian link (including footbridges and pedestrian subways) by adopting a "shared-use" approach to effectively connect the old districts with NDAs, with a view to achieving a truly bicycle-friendly environment. Mr WU enquired whether the Administration would adopt the "shared-use" approach in modifying and renovating the existing pedestrian subway KS10 so that cyclists could have direct access to Olympic Avenue. Mr AU Nok-hin expressed similar concern.

69. Mr HO Kai-ming said that even if the Development Bureau ("DEVB") intended to develop a cycle track network connecting KTD and Kwun Tong area, he understood that the Leisure and Cultural Services Department ("LCSD") did not intend to allow cyclists to use the park facilities under its management. Mr HO enquired how DEVB would liaise with LCSD in respect of the implementation of the bicycle-friendly development policies.

70. PM(E)/CEDD and PAS/DEV(W)2 advised that due to safety considerations for pedestrian subway users, cyclists using the pedestrian subway KS10 were currently required to dismount and push their bicycles to KTD. The proposed cycle track network of about 13 kilometres in KTD was designed for "shared use", and would be completed in phases according to KTD's overall development progress to dovetail with the development pace of various major open spaces and the relevant infrastructure projects. It was expected that the first phase of the cycle track network could be completed in around 2023, and the entire cycle track network would be completed after 2025. The cycle track network would be connected to a number of key locations in KTD, including the Station Square at Kai Tak, Kai Tak Sports Park and the housing developments in the district. Since the traffic was rather busy along Prince Edward Road East, the relevant government authorities considered it quite difficult to connect the proposed cycle track network directly to Prince Edward Road East due to, among others, safety considerations for road users.

71. Mr WU Chi-wai urged the Administration that the traffic congestion problem at Olympic Garden Roundabout must be relayed to and dealt with by the relevant policy bureaux and departments, including the Transport Department, and it should consider how the cycle track network in KTD could be extended to the existing footbridge and pedestrian subway network in Kowloon City. The Chairman reminded members that according to paragraph 37 of the PWSC Procedure, the contents of members' speeches must relate directly to the agenda item, and on wider questions of policy, members might raise them either in the full Council or at an appropriate Panel. Mr WU said that his enquiry was not purely a policy issue.

72. Permanent Secretary for Development (Works) took note of Mr WU's concern about the traffic congestion at Olympic Garden Roundabout, and concurred with PM(E)/CEDD's analysis that the construction of Road D1 could divert the traffic flow in the district. He said that the two concerns raised by Mr WU would be relayed to the relevant policy bureaux for follow-up.

73. On a member's view that the Chairman should not interrupt when members were putting questions to government officials present at the meeting, Mr Tony TSE said that to his understanding, after members put questions to the Chairman at a meeting, the Chairman would call on government officials present to respond. Members did not put questions to government officials directly. He asked the Chairman whether his understanding was correct. The Chairman confirmed that Mr TSE's understanding was correct.

Pedestrian crossing facilities

74. Mr Holden CHOW enquired whether, apart from the proposed pedestrian subway SB-01, there were any other pedestrian subways or footbridges in KTD for members of the public to walk from Kowloon City to Olympic Avenue across Prince Edward Road East.

75. PM(E)/CEDD advised that at present, members of the public could walk from the existing pedestrian subways KS9 and KS32 to Olympic Avenue. Since the two pedestrian subways were constructed in earlier years, they would also be renovated under the proposed works to improve the walking environment of the public.

76. Mr Wilson OR said that the Administration constructed footbridges in NDAs to enhance the connectivity between different areas, and the footbridges were supplemented by lifts to facilitate their users. And yet, the usage of those lifts usually reached capacity quickly. He enquired whether the design capacity of the proposed lifts of the footbridge connections in KTD were sufficient to cope with the expected usage, and suggested that the Administration should consider enhancing the capacity of the lifts in advance to avoid inconvenience arising from the need to carry out improvement works in future. Dr Helena WONG and Mr AU Nok-hin asked whether the proposed elevated walkway LW-02 would be supplemented by lifts and other barrier-free facilities, and about its connection with other facilities and developments under planning. Moreover, Mr OR said that there was public expectation for the Administration to retrofit covers for the at-grade footpaths between the footbridges connecting Prince Edward Road East and KTD in San Po Kong. Mr OR opined that the Administration should give

consideration to these facilities, which could add value to the district. Dr WONG enquired about the sun shading, wind and rain sheltering as well as heat insulating functions of the footbridge covers, and whether the materials of the covers had any sun-shading effect.

77. Mr HO Kai-ming pointed out that there was currently a footbridge connecting The Latitude and the Trade and Industry Tower, and lifts had been built at each of the two ends of the footbridge, connecting it to the ground level for public use.

78. Mr AU Nok-hin was concerned about the barrier-free facilities to be provided at the entrances/exits of the existing pedestrian subways to be modified/renovated and the proposed new pedestrian subway. He requested the Administration to provide supplementary information.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC263/18-19\(01\)](#) on 11 July 2019.)

79. PAS/DEV(W)2 and PM(E)/CEDD replied that the Administration would retrofit covers for all proposed footbridges for sun shading, heat insulating and rain sheltering purposes. The proposed footbridges and pedestrian subways would be equipped with barrier-free facilities. The proposed elevated walkway LW-02 would be retrofitted with two lifts and a cover for wind and rain sheltering, sun shading as well as heat insulating purposes. The proposed pedestrian subway SB-01 would also be equipped with four lifts and an escalator next to Sa Po Road. PM(E)/CEDD advised that since the proposed works did not include the provision of covers for the at-grade footpaths between the footbridges, he would refer members' requests to the relevant departments for follow-up.

80. Mr Holden CHOW said that there would be some residential and commercial developments adjacent to the proposed Road L9 and Road L16. He was concerned whether the distance between these developments would create the wall effect and affect the ventilation in the area. He also enquired about the respective widths of Road L9 and Road L16.

81. PM(E)/CEDD replied that the widths of the footpath, planting area and carriageway were about 6 metres, 3.25 metres and 7.3 metres respectively. In other words, the total width of the footpath and planting area would be around 10 metres.

Implementation timetable for the proposed works

82. Mr Wilson OR opined that the road works associated with KTD experienced delays, and traffic congestion in Kowloon City, Wong Tai Sin and Kwun Tong had aggravated in recent years. He urged the Administration to commence the proposed works as soon as possible. He enquired how the Administration would ensure that the proposed works could be completed as scheduled to avoid cost increases due to project delays, and whether the Administration had any contingency plan to cope with the project delays.

83. PAS/DEV(W)2 advised that subject to the funding approval of FC of LegCo, CEDD could commence the proposed works in the second half of 2019. To ensure timely completion of the proposed works, the Administration would specify the relevant clauses in the application for works contract to require the contractor to complete the works as scheduled. While funding approval was being sought from FC for the proposed works, the Administration would invite tenders so that works contracts could be awarded once FC approved the funding proposal.

84. Mr Gary FAN enquired about the completion dates of the various items under the proposed works, including the proposed pedestrian subway SB-01 and elevated walkway LW-02, and the factors affecting the completion dates of these facilities.

85. PM(E)/CEDD advised that the proposed elevated walkway LW-02 and pedestrian subway SB-01 were expected to be completed in 2023 and 2024-2025 respectively. He pointed out that the construction of the pedestrian subway SB-01 had to tie in with the progress of the developments at Sa Po Road. Generally speaking, the completion date of the proposed works had to tie in with the progress of various developments in KTD.

[At 12:52 pm, the Chairman asked members whether they agreed to extend the meeting for 15 minutes to 1:15 pm where necessary. No members raised any objection.]

Voting on PWSC(2019-20)6

86. There being no further questions from members on this item, the Chairman put [PWSC\(2019-20\)6](#) to vote.

87. The item was put to vote and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant

FC meeting. Dr Helena WONG requested separate voting on the item, i.e. [PWSC\(2019-20\)6](#), at the relevant FC meeting.

88. The meeting ended at 12:57 am.

Council Business Division 1
Legislative Council Secretariat
19 July 2019