

立法會
Legislative Council

LC Paper No. FC163/19-20
(These minutes have been
seen by the Administration)

Ref : FC/1/1(3)

Finance Committee of the Legislative Council

Minutes of the 3rd meeting
held at Conference Room 1 of the Legislative Council Complex
on Friday, 8 November 2019, from 4:03 pm to 6:32 pm

Members present:

Hon CHAN Kin-por, GBS, JP (Chairman)
Hon CHAN Chun-ying, JP (Deputy Chairman)
Hon James TO Kun-sun
Hon LEUNG Yiu-chung
Hon Abraham SHEK Lai-him, GBS, JP
Prof Hon Joseph LEE Kok-long, SBS, JP
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP

Hon Kenneth LEUNG
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung, JP
Hon Dennis KWOK Wing-hang
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Helena WONG Pik-wan
Hon IP Kin-yuen
Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, GBS, JP
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon Jimmy NG Wing-ka, BBS, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon SHIU Ka-fai, JP
Hon SHIU Ka-chun
Hon Wilson OR Chong-shing, MH
Hon YUNG Hoi-yan, JP
Dr Hon Pierre CHAN
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
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, JP
Hon CHAN Hoi-yan

Members absent:

Hon Tommy CHEUNG Yu-yan, GBS, JP

Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Kwok-kin, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon CHIANG Lai-wan, SBS, JP
Hon Junius HO Kwan-yiu, JP
Hon Tony TSE Wai-chuen, BBS

Public officers attending:

Ms Alice LAU Yim, JP	Permanent Secretary for Financial Services and the Treasury (Treasury)
Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) 1
Mr Mike CHENG Wai-man	Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch)
Ms Brenda AU Kit-ying, JP	Head of Energizing Kowloon East Office, Development Bureau
Mr Edwin WONG Kuo-yang	Deputy Head of Energizing Kowloon East Office, Development Bureau
Mr Jimmy CHAN Pai-ming, JP	Director of Highways
Mr NG Chin-hung	Assistant Director of Highways (Development)

Clerk in attendance:

Ms Anita SIT	Assistant Secretary General 1
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Staff in attendance:

Miss Bowie LAM	Council Secretary (1)1
Miss Queenie LAM	Senior Legislative Assistant (1)2
Mr Frankie WOO	Senior Legislative Assistant (1)3
Miss Yannes HO	Legislative Assistant (1)7

The Chairman reminded members of the requirements under Rule 83A and Rule 84 of the Rules of Procedure.

Item 1 — FCR(2019-20)35

**RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 1 JUNE 2019**

PWSC(2019-20)3

HEAD 706 — HIGHWAYS

Transport — Footbridges and pedestrian tunnels

188TB — Footbridge near MTR Kowloon Bay Station Exit B

Continuation of the discussion on FCR(2019-20)35

2. The Finance Committee ("FC") continued with the discussion on item FCR(2019-20)35 regarding the construction of a footbridge across Kwun Tung Road and connecting MTR Kowloon Bay Station Exit B and the future East Kowloon Cultural Centre ("EKCC") at an estimated cost of \$173.5 million in money-of-the-day prices.

3. The Chairman declared that he was an executive director and chief executive officer of Well Link Insurance Group Holdings Limited.

Construction cost

4. While supporting the proposed project, Mr HO Kai-ming was concerned about the high construction cost of the proposed footbridge.

5. The Head of Energizing Kowloon East Office, Development Bureau ("H of EKEO, DEVB") explained that the project cost covered the construction of the proposed footbridge and modification of an existing elevated walkway and platform nearby, and the provision of a covered ramp for barrier-free access to the footbridge, etc. The unit construction cost of about \$220,000 per square metre was considered reasonable. The Director of Highways ("D of Hy") supplemented that the need to implement temporary traffic arrangements to maintain dual three-lane traffic on Kwun Tong Road and pedestrian flow at the existing footbridge during the construction period and the connection with EKCC also led to greater difficulty in constructing the proposed footbridge and hence a higher project cost.

6. Dr KWOK Ka-ki expressed concern that the construction cost of the proposed footbridge was relatively high, given that the footbridge was only about 45 m long and 6 m wide. Dr KWOK opined that given the current economic downturn, there should be a drop in the construction cost. Ms Tanya CHAN shared Dr KWOK's concern and recalled that the unit construction cost of a footbridge in Tsuen Wan in 2007 was only about \$100,000 per square metre. Dr Pierre CHAN observed that the unit construction cost for the eight footbridges projects approved by FC in the past five years ranged from only some \$100,000 per square metre to about \$160,000 per square metre. Mr Wilson OR enquired about the comparison of the project cost of the proposed footbridge and other similar projects.

7. H of EKEO, DEVB and D of Hy pointed out that the unit construction cost for the current project was considered reasonable. The project estimate, which had been worked out based on the returned tender prices, was comparable to the construction cost for similar projects. The special requirements of the current project, such as the provision of a covered ramp of about 30 m in length and the need to avoid disruption to traffic on Kwun Tong Road during construction of the proposed footbridge, had led to a higher project cost.

8. Given that the construction works of the project would be delivered under the New Engineering Contract ("NEC") form, Ms Tanya CHAN asked whether the Administration would be able to reduce the project cost under such arrangement. Ms CHAN pointed out that based on the NEC arrangement, the Administration was able to achieve savings in some construction projects.

9. Dr KWOK Ka-ki enquired why the Administration did not adopt the arrangement under which the Government and the contractor would share the savings from the project so as to encourage the contractor to try all means to reduce the construction cost for the project.

10. H of EKEO, DEVB responded that NEC emphasised cooperation, mutual trust and collaborative risk management between the contracting parties, with a view to achieving better assurance on project time and cost. D of Hy supplemented that a suite of NEC standard contract forms was designed to meet the different needs of various projects. The NEC contract form with priced bills of quantities was used for the present project, and there were provisions in the contract for price adjustments according to changes in certain price factors such as wages of workers and material costs.

11. Ms Tanya CHAN enquired about the details of the various types of NECs and the arrangements for awarding NECs.

12. H of EKEO, DEVB responded that the NEC Option with pain/gain sharing mechanism was not adopted for this contract as the design for the proposed footbridge had been fixed after detailed study and there was little room for cost savings design/alternative proposals due to specific site constraints. She added that the Practice Notes for NEC for Public Works Projects in Hong Kong was available on the website of the Development Bureau. At the request of Ms Tanya CHAN, the Administration undertook to provide the Practice Notes mentioned above after the meeting by providing the relevant hyperlink.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC 82/19-20(01) on 15 January 2020.]

13. Mr CHAN Chi-chuen expressed concern that the cost for footbridge foundation amounted to as much as 40% of the total cost of the footbridge construction. D of Hy said that the proportion of the project cost for building the foundation of a footbridge might vary according to the geological conditions of each construction site.

14. In response to Mr CHAN Chun-ying's enquiry, D of Hy advised that the tender prices submitted by the tenderers should have taken into account the environmental mitigation measures to be implemented during the construction period, whether any of the environmental protection devices utilized for the project were re-usable, and whether the construction works would be undertaken during non-peak hours. Construction works performed during non-peak hours, such as during night-time, would inevitably incur higher costs.

15. Dr Pierre CHAN enquired about how the costs for different components of the footbridge project were worked out.

16. D of Hy responded that the construction costs of different footbridges were worked out based on the size of the footbridge involved, the complexity of works site conditions such as the need for traffic diversions, and the construction method such as the possibility of adopting prefabrication of some of the components of the footbridge outside the works site.

Design of the proposed footbridge

17. Dr KWOK Ka-ki and Dr Helena WONG enquired as to whether the proposed footbridge could be widened from 6 m to about 8 m or 9 m, in order to cater for the increased pedestrian flow resulted from the development of new commercial and government buildings in the vicinity. Mr AU Nok-hin opined that as there was a staircase at the existing elevated walkway linking the street level of Kwun Tong Road and MTR Kowloon Bay Station, it would not be necessary to build another staircase at the proposed footbridge. The space so spared could be used to provide a larger platform to cope with the heavy pedestrian traffic at the exit of the MTR Station.

18. H of EKEO, DEVB responded that the width of the proposed footbridge, i.e. 6 m, was considered adequate to cope with the forecast pedestrian flow in 2031. Owing to site constraints and the need of providing a covered ramp at an appropriate gradient, it would not be feasible to widen the proposed footbridge. D of Hy explained that it was necessary to provide an additional staircase at the western end of the proposed footbridge to provide a convenient access for pedestrians travelling between the street level at the western footpath of Kwun Tong Road and the proposed footbridge so as to avoid giving rise to congestion at the elevated walkway. He pointed out that even if the additional staircase was not built, there would not be sufficient space for widening the proposed footbridge due to the need to provide a covered ramp with gentle gradient for barrier-free access.

19. Dr KWOK Ka-ki was concerned that as the proposed footbridge was expected to cope with the pedestrian volume in 2031, the footbridge might be over-congested with people after 2031.

20. H of EKEO, DEVB responded that the level of service ("LOS") of pedestrian walkways was classified into six grades from A to F. The LOS of the existing and the proposed footbridges forecast up to 2031 were ranked at B and C respectively, and it was expected that the situation would still be acceptable for some years beyond 2031. In tandem, the Administration was also studying the feasibility of constructing another footbridge near Exit A of MTR Kowloon Bay Station.

21. In response to Dr Helena WONG's suggestion of building a platform between the existing elevated walkway and the proposed footbridge, D of Hy stated that the foundation of the project could not support the extra loading from the suggested platform.

22. In response to Dr KWOK Ka-ki's and Dr Helena WONG's enquiry regarding the provision of lifts to facilitate access by the elderly and disabled to the proposed footbridge, H of EKEO, DEVB and D of Hy remarked that lifts were already provided on both sides of Kwun Tong Road near the existing footbridge and people could make use of these existing lifts to access the proposed footbridge.

23. In reply to Mr CHAN Chi-chuen's enquiry, D of Hy said that surveillance devices, such as closed circuit television system, would not be installed at the proposed footbridge.

24. Dr KWOK Ka-ki enquired whether a more modern design could be adopted for the proposed footbridge. H of EKEO, DEVB said that as the proposed footbridge was located very close to the existing footbridge and elevated walkway, its design had to be compatible with the existing footbridge and walkway in order to create a harmonious environment.

25. Mr AU Nok-hin doubted the necessity of providing landscaping on the two sides of the proposed footbridge. He also expressed concern that the works site was a rodent-stricken area. D of Hy said that it was considered appropriate to provide some landscaping on the two sides of the proposed footbridge as visual relief. The relevant government departments would be requested to avoid the problem of rodents if required.

26. In reply to Mr WU Chi-wai's enquiry, D of Hy confirmed that the proposed footbridge would not have a permanent supporting structure at the central median of Kwun Tong Road. He added that Kwun Tong Road would maintain dual three-lane for traffic during the construction period, except on some occasions during the off-peak hours or at night-time such as when one of the lanes might have to be closed for undertaking relevant works for the project.

Temporary traffic diversion

27. In response to Ms Claudia MO's, Mr Jeremy TAM's and Mr AU Nok-hin's concern about possible chaos caused by temporary traffic diversion at the works site, D of Hy said that Kwun Tong Road would maintain dual three-lane for traffic during the construction period except on occasions as mentioned above. When the kerb-side lane was closed temporarily for construction purpose, the central median of Kwun Tong Road would be modified to provide a temporary lane for traffic. The

existing elevated walkway would remain in use during the construction of the proposed footbridge.

28. In reply to Mr Jeremy TAM's enquiry as to whether the speed limit would be lowered at that stretch of Kwun Tong Road affected by the temporary traffic diversions for the project, D of Hy stated that the transport management liaison group ("the liaison group") comprising, among others, representatives of the Transport Department and the Hong Kong Police Force would consider whether reducing the speed limit in the part of Kwun Tong Road affected by the project would be necessary from their operational and safety point of view.

29. Mr Jeremy TAM reiterated his serious concern that as a result of traffic diversion during the construction of the footbridge, the speed of traffic on Kwun Tong Road might slow down leading to severe traffic congestion on Kwun Tong Road.

30. D of Hy responded that at present, the speed of vehicles at the stretch of Kwun Tong Road concerned was already slow as many buses would reduce speed to enter the bus layby. The liaison group would consider the need for reducing the speed limit at Kwun Tong Road during the construction of the proposed footbridge from traffic safety point of view. D of Hy said that he could provide information to members on the temporary traffic arrangements for the project after the meeting.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC 82/19-20(01) on 15 January 2020.]

31. Mr WU Chi-wai further asked whether the temporary arrangement of removing the central median of Kwun Tong Road to make way for an additional traffic lane could be made permanent, so that there would be a longer bus layby for the many buses to stop without affecting the traffic flow on Kwun Tong Road.

32. H of EKEO, DEVB said that the relevant government bureaux and departments would be requested to examine and consider Mr WU's suggestion. The Administration was requested to provide a written response in this regard.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC 82/19-20(01) on 15 January 2020.]

Target completion time

33. Mr Wilson OR and Ms Claudia MO enquired about the completion time for the project. H of EKEO, DEVB said that if the proposed funding for the project was approved at this FC meeting, the project was envisaged to complete in the second half of 2022. The original estimated completion time, i.e. the first half of 2022, was deferred because the item had not been discussed before the summer recess of the Legislative Council ("LegCo") this year (i.e. 2019).

34. In reply to Mr Jeremy TAM's enquiry, H of EKEO, DEVB stated that before the completion of the proposed footbridge in the second half of 2022, people could use the existing footbridge and elevated walkway to access EKCC which would commence operation by the end of 2021.

35. Regarding Ms Claudia MO's concern that the proposed footbridge would be completed half-a-year later than EKCC, H of EKEO, DEVB remarked that if FC had approved the project before the last summer recess of LegCo, the construction of the footbridge could have been completed earlier. The Administration aimed to commence the project as soon as possible after obtaining FC's approval.

Contingency plan

36. In response to Mr HO Kai-ming's enquiry as to whether there was a contingency plan if the proposed footbridge could not be built, H of EKEO, DEVB said that the proposed footbridge was essential to ease the heavy pedestrian flow at the existing footbridge and elevated walkway connecting Exit B of MTR Kowloon Bay Station and the Ngau Tau Kok area. If the proposed footbridge could not be built, users of EKCC would have to take an alternative route via MTR Kowloon Bay Station Exit A and Fuk To Street. She added that the Administration could also liaise with the MTR Corporation Limited for better coordination and management of pedestrian flow within the MTR Station as necessary.

Motion proposed by a member under paragraph 37A of the Finance Committee Procedure

37. At 5:34 pm, the Chairman put to vote the question that the [motion](#) proposed by Mr Andrew WAN under the Finance Committee Procedure 37A ("FCP 37A motion") to express views on the item should be proceeded with forthwith. At the request of members, the Chairman ordered a division. The Chairman declared that the question put was [carried](#).

38. The Chairman said that each member might speak once on the FCP 37A motion proposed by Mr Andrew WAN for no more than three minutes.

39. Mr James TO was of the opinion that all measures to maximize the capacity of the footbridge, especially the area connecting with MTR Kowloon Bay Station, should be taken under the current project to cope with the increased pedestrian traffic in future years, taking into account that undertaking such works separately in future would likely incur higher expenditure.

40. Mr WU Chi-wai pointed out that the staircase at the existing elevated walkway was already very crowded. He requested that consideration be given to installing escalators at the site.

41. At 5:47 pm, the Chairman directed that the meeting be suspended. The meeting resumed at 5:59 pm.

42. Mr Jeremy TAM said that he did not support the motion as the proposal would not help provide more usable space for pedestrian traffic.

43. Ir Dr LO Wai-kwok stated that he did not support the motion as the Administration had duly taken into consideration the forecast pedestrian traffic flow in future years when working out the project, and the proposal stated in the motion did not appear to further improve the situation.

44. Ms Claudia MO, Mr Gary FAN and Mr KWONG Chun-yu stated that they supported the motion as the proposal suggested therein would help increase the capacity of the proposed footbridge at lower cost compared to that of undertaking separate improvement works for the purpose in future.

45. Mr HUI Chi-fung said that he supported the motion on the basis that members' alternative proposals should be put on public record even if the Administration's proposal would be approved.

46. Mr Wilson OR and Mr Holden CHOW expressed concern that if the motion was passed and the Administration had to revise the design of the footbridge and go through another public consultation process, it would delay the project, incur higher construction costs and defer the completion time. Mr CHOW enquired about the increased costs and construction time in case the changes to the project as suggested in the motion were implemented.

47. D of Hy responded that the project would have to be deferred for at least one year if the suggested major changes were adopted.

48. H of EKEO, DEVB reiterated that the Administration's proposal had taken into account the forecast pedestrian flow and the provision of a wider platform near Exit B of MTR Kowloon Bay Station to cater for the demand. She explained that it was essential to provide two staircases at the location shown so that pedestrians could get to the street level from the existing and proposed footbridges in the first instance to avoid causing congestion at the footbridge level. The existing staircase had to be maintained throughout the construction of the proposed footbridge and it was infeasible to widen its existing width due to structural limitation.

49. The Chairman put the motion moved by Mr Andrew WAN to vote. At the request of members, the Chairman ordered a division. The Chairman declared that the motion was [negatived](#).

Voting on FCR(2019-20)35

50. At 6:32 pm, the Chairman put item FCR(2019-20)35 to vote. The Chairman declared that he thought the majority of the members present and voting were in favour of the item. The item was approved.

51. The meeting ended at 6:32 pm.