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

**Minutes of the 16th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 12 May 2021, at 8:30 am**

Members present:

Hon Tony TSE Wai-chuen, BBS, JP (Chairman)
Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon MA Fung-kwok, GBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon CHEUNG Kwok-kwan, JP
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Vincent CHENG Wing-shun, MH, JP

Public officers attending:

Mr Howard LEE Man-sing	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Ms Angela LEE Chung-yan, JP	Deputy Secretary for Development (Works) ¹
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)
Ms Maisie CHENG Mei-sze, JP	Permanent Secretary for the Environment
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Dr CHUI Tak-yi, JP	Under Secretary for Food and Health
Miss Trista LIM Mei-yee	Principal Assistant Secretary for Food and Health (Health) ²
Mr Allen LEUNG Kin-tak	Project Director (4) Architectural Services Department
Mr Stephen TSANG Hing Leung	Chief Project Manager 202 Architectural Services Department
Mr Eddie LEUNG King-ho	Senior Project Manager 438 Architectural Services Department
Ms Amy CHEUNG Yi-mei, JP	Head of Energizing Kowloon East Office Development Bureau
Mr KING Kwok-cheung	Deputy Head of Energizing Kowloon East Office Development Bureau

Mr Michael LEUNG Chung-lap, JP	Project Manager (East) East Development Office Civil Engineering and Development Department
Mr Albert CHAN Wing-yin	Chief Engineer (East)3 East Development Office Civil Engineering and Development Department
Miss Gillian LAM Yuk-ting	Principal Assistant Secretary for Transport and Housing (Transport)5
Mr Jimmy CHAN Pai-ming, JP	Director of Highways
Mr Richard NG Chin-hung	Assistant Director of Highways (Development)
Mr Alex AU Ka-kit	Chief Traffic Engineer (Hong Kong) Transport Department
Mr Sonny AU Chi-kwong, PDSM, PMSM, JP	Under Secretary for Security
Ms Joceline CHUI Shih-yen	Principal Assistant Secretary for Security (E)
Mr Michael LI Kiu-yin	Project Director (2) Architectural Services Department
Mr LO Chi-hung	Senior Project Manager 217 Architectural Services Department
Mr Jimmy YEUNG Tat-wing	Senior Engineer (Vehicle) Electrical and Mechanical Services Department
Ms Joanna CHUNG Dor-po	Principal Executive Officer (Staff Management and Discipline) Food and Environmental Hygiene Department
Dr WONG Yee-lok	Senior Chemist (Environmental Chemistry A Section) Government Laboratory

Ms Carmen YEE Kam-kan
Government Transport Manager
(Operations)
Government Logistics Department

Ms Alice LEE Nga-lai
Chief Superintendent of Police
(Planning and Development)
Hong Kong Police Force

Attendance by invitation:

Dr Albert LO
Cluster Chief Executive (Kowloon
Central Cluster)
Hospital Authority

Dr HO Hiu-fai
Chief of Service (Department of
Accident and Emergency)
Queen Elizabeth Hospital
Hospital Authority

Dr David SUN
Hospital Chief Executive
North District Hospital
Hospital Authority

Dr Chris TSANG
Chief Manager (Planning and
Commissioning)
Kowloon West Cluster
Hospital Authority

Mr Donald LI
Chief Manager (Capital Planning)
Hospital Authority

Mr Andrew WONG
Chief Project Manager (Capital
Projects)¹
Hospital Authority

Clerk in attendance:

Ms Connie HO
Chief Council Secretary (1)²

Staff in attendance:

Mr Keith WONG	Senior Council Secretary (1)2
Miss Iris SHEK	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 11 papers for discussion on the agenda for the meeting. The first and second funding proposals were items carried over from the last meeting held on 28 April 2021, while the third to eleventh proposals were new submissions from the Administration. The 11 funding proposals involved a total funding allocation of \$57,717 million. 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 703 — Buildings

PWSC(2021-22)9	87MM	New Acute Hospital at Kai Tak Development Area
	3MI	Expansion of North District Hospital
	114MH	Expansion of Lai King Building in Princess Margaret Hospital

Head 707 — New Towns and Urban Area Development

702CL	Kai Tak development — remaining infrastructure works for developments at the former runway and south apron
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2. The Chairman advised that the proposal (i.e. [PWSC\(2021-22\)9](#)) sought to upgrade 87MM, part of 3MI, part of 114MH and part of 702CL to Category A at the respective estimated costs of \$36,860 million, \$2,141 million, \$408.4 million and \$168.7 million in money-of-the-day ("MOD") prices. The Administration consulted the Panel on Health Services on 87MM, 3MI and 114MH on 12 March 2021 and consulted the Panel on Development on 702CL on 23 March 2021. Members of the relevant panels supported the submission of the four funding proposals to the Subcommittee

for consideration. A report on the gist of the Panels' discussion was tabled at the meeting.

87MM—New Acute Hospital at Kai Tak Development Area

Services and facilities

3. Noting from the Administration's paper that a specialist out-patient clinic with an annual attendance capacity of 1.41 million would be provided at the new acute hospital ("NAH") at Kai Tak Development Area ("KTDA"), Mr Holden CHOW sought details of the specialist out-patient services provided. Cluster Chief Executive (Kowloon Central Cluster), Hospital Authority ("CCE(KCC)/HA"), said NAH would cover most specialist out-patient services (e.g. family medicine, care services and allied health services) to provide a comprehensive range of specialist medical services for the public.

4. Noting that a helipad would be provided at NAH, Mr Holden CHOW was concerned whether corresponding specialist healthcare services would be provided at NAH to ensure that patients arriving by helicopter and in need of emergency aid would receive appropriate treatment. In response, CCE(KCC)/HA said that positioned as a major trauma centre in Central Kowloon in the future, NAH would be equipped with comprehensive facilities and specialist services to ensure its ability to provide the required treatment for patients with severe trauma in the shortest possible time.

5. Noting that a comprehensive range of specialist out-patient services would be provided at NAH, Mr Wilson OR enquired about the reduction in the waiting time for specialist out-patient services of members of the public in Eastern and Central Kowloon. CCE(KCC)/HA replied that NAH would be equipped with more consultation rooms for specialist out-patient services than Queen Elizabeth Hospital ("QEH"), which could address the past problem of inadequate hardware and help ease the pressure on specialist out-patient services.

6. At the request of Mr Wilson OR, the Administration should provide supplementary information on the estimated reduction in the waiting time for specialist out-patient services of patients in Eastern and Central Kowloon after the completion and commissioning of the Specialist Out-patient Clinic Block of the NAH.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC139/20-21\(01\)](#) on 9 June 2021.)

7. Mr Vincent CHENG pointed out that the current average waiting time for accident and emergency ("A&E") services at public hospitals was 2.5 hours. He enquired about the estimated reduction in the average waiting time for A&E services at NAH upon its completion. In response, Chief of Service (Department of Accident and Emergency), Queen Elizabeth Hospital, Hospital Authority ("COS(A&E)/QEH/HA"), said that the shortage of space was a main reason behind the long average waiting time for A&E services. The floor area of A&E Department at NAH was double that of the existing A&E Department at QEH, with more consultation rooms. Such hardware enhancement would help shorten the waiting time of patients for A&E services.

8. In this connection, the Chairman and Mr Vincent CHENG requested the Administration to provide supplementary information on the estimated reduction in the average waiting time for A&E services after the completion and commissioning of the NAH, so as to examine whether the upgraded facilities could achieve the relevant targets of the Hospital Authority ("HA") regarding the waiting time of patients for A&E services.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC139/20-21\(01\)](#) on 9 June 2021.)

9. Dr CHENG Chung-tai enquired if there was a genuine need to construct the link bridge between NAH and the Hong Kong Children's Hospital ("HKCH"). CCE(KCC)/HA explained that since HKCH was currently not equipped with radiotherapy facilities for treating cancer patients, provision of the link bridge would facilitate children cancer patients' access from HKCH to NAH for radiotherapy treatment.

10. The Deputy Chairman sought details of the isolation facilities provided at NAH after its completion. Chief Manager (Capital Planning), Hospital Authority ("CM(CP)/HA"), said that NAH would be equipped with about 190 beds meeting the requirement for an airborne infection isolation room and three cubicles ready to be retrofitted into standard negative pressure wards in a short time frame for the purpose of infection control.

Transport support

11. Mr Vincent CHENG pointed out that HKCH, which was currently accessible only via Cheung Yip Street and Shing Cheong Road, had insufficient public transport support. He was concerned if further pressure would be exerted on the transport network around HKCH and even the whole district during the future construction of NAH.

12. Mr Vincent CHENG, Dr CHENG Chung-tai and Mr Wilson OR noted that NAH, after its completion, would become a major acute hospital in Kowloon and most of the services of QEH would be relocated to it. The vacated site of QEH at King's Park would be used for implementing the Second Ten-year Hospital Development Plan ("HDP"). They were concerned how the accessibility of NAH could be enhanced to facilitate the access of service users living in other districts in Kowloon, especially the current patients of QEH. Dr CHENG Chung-tai pointed out that the Kwun Tong and Kowloon Bay areas had a serious problem of traffic congestion. In particular, he was concerned whether the alignment design of the roads in the inner and outer areas around NAH could facilitate the unobstructed arrival of ambulances at its Acute Block.

13. CM(CP)/HA responded that according to the findings of the traffic impact assessment ("TIA") that had been cleared with the Transport Department ("TD"), the site of NAH was suitable for hospital development and no adverse traffic impact would be brought to the district. Furthermore, an exit providing direct access to NAH would be provided on the Central Kowloon Route to be completed in 2025, which was expected to enhance the transport connectivity between Central Kowloon and NAH.

14. Regarding the movement of ambulances to and from NAH, CM(CP)/HA supplemented that the hospital management planned to provide a dedicated junction for use by ambulances on Shing Cheong Road and Cheung Yip Street. The Civil Engineering and Development Department was also implementing road widening works in the vicinity of Cheung Yip Street, Shing Kai Road, Shing Fung Road, Shing Cheong Road and Kai Tak Bridge. Liaison would continue to be carried out with TD and relevant government departments on the improvement to the traffic and road networks.

15. At the request of the Chairman, Mr Vincent CHENG, Dr CHENG Chung-tai and Mr Wilson OR, the Administration should provide supplementary information on the ways to ensure the accessibility of NAH, including the transport planning at both the regional and local levels (especially for KTDA) and the related timetables; the transport support facilities providing access to NAH from the surrounding area and other districts; the arrangement of entrances/exits for use by different types of vehicles to access the Acute Block, Specialist Out-patient Clinic Block and Oncology Block; and the driving direction arrangement for different types of vehicles in the inner and outer areas around NAH to ensure that no one would be delayed from accessing the A&E Department by traffic congestion.

(*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC139/20-21\(01\)](#) on 9 June 2021.)

Planning of healthcare manpower

16. Mr Vincent CHENG enquired about the planning of healthcare manpower for NAH and asked whether NAH could provide 24-hour A&E services upon commencement of its operation. COS(A&E)/QEH/HA replied that it was believed that NAH could provide 24-hour A&E services shortly after commencement of its operation. It was also expected to attain HA's service target, i.e. to provide treatment for 90% of patients triaged as Category III (urgent cases) in 30 minutes.

17. Under Secretary for Food and Health ("USFH") said that the Administration attached great importance to the planning of healthcare manpower and made planning for the manpower demand of different healthcare professions under the manpower projections for healthcare professionals conducted once every three years, so as to ensure the adequate supply of healthcare manpower, maintain the quality of healthcare services to meet service demand and support the sustainable development of the healthcare system. Furthermore, upon amendment of the relevant legislation, qualified Hong Kong doctors trained overseas would be allowed to practise in Hong Kong without taking the required examination subject to fulfillment of certain conditions. This was expected to further relieve the shortage of doctors in public hospitals.

Energy conservation, green and recycled features

18. The Deputy Chairman expressed support for the proposed project. Speaking about the importance of stable and reliable power supply, particularly for the effective operation of a large-scale hospital, he enquired about the measures to be adopted at NAH on power supply and for energy conservation and emission reduction. CM(CP)/HA said that district cooling system for air-conditioning would be adopted for the project at KTDA. In addition, a number of energy efficient features and renewable energy technologies would be adopted at NAH, such as heat pump for hot water, space heating and dehumidification, installations for heat energy reclaim of exhaust air, and the photovoltaic system.

3MI—Expansion of North District Hospital

Services and facilities

19. Mr Holden CHOW said that as population grew in Sha Tin, Tai Po and the North District, the existing facilities of North District Hospital ("NDH") fell short of meeting the demand. He enquired about the new healthcare services to be provided at NDH after the expansion. Hospital Chief Executive, North District Hospital, Hospital Authority, replied that the expanded NDH would be equipped with a series of enhanced healthcare facilities, including an expanded A&E Department, specially designed isolation rooms and infection control facilities and upgraded diagnostic and treatment facilities, alongside the development of convalescent and rehabilitation services and addition of psychiatric in-patient services.

20. At the request of Mr Holden CHOW, the Administration should provide supplementary information detailing the newly added medical services provided for the public at NDH after its expansion.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC139/20-21\(01\)](#) on 9 June 2021.)

Transport support

21. Ms Alice MAK expressed support for the proposed project. She relayed the views of local residents that the Administration's proposed provision of a new vehicular ingress/egress at Po Ping Road near Tai Ping Estate to enhance the accessibility of NDH might lead to congestion outside the hospital ingress/egress due to the narrowness of the road at the said location. In this connection, she enquired about the possibility of providing the ingress/egress on the side of Fanling Highway instead to provide direct access to NDH. Residents also suggested that footbridges be built at Choi Yuen Estate and Tai Ping Estate to connect NDH to the nearby MTR station. CM(CP)/HA said that the feasibility of the above suggestions was being studied with the relevant government departments and consideration would be given at the stage of detailed design.

114MH—Expansion of Lai King Building in Princess Margaret Hospital

Planning and benefits of the project

22. Ms Alice MAK expressed support for the proposed project and enquired about the height of Lai King Building ("LKB") in Princess Margaret Hospital ("PMH") after the expansion. CM(CP)/HA replied that the building was previously subject to a height limit of seven storeys. The application submitted to the Town Planning Board ("TPB") in December 2020 for increasing the height to 12 storeys upon expansion was granted approval, with a view to optimizing land use. In this connection, Ms Alice MAK considered it commendable for the Administration to have heeded the District Council's view and applied to TPB for relaxing the height restriction of the existing site.

23. Ms Alice MAK further enquired how the expanded LKB could add value to other services of PMH, since it was located quite far from the various clinical blocks of the hospital. CM(CP)/HA said that upon completion of the whole expansion project in 2026, 572 additional beds would be provided in LKB for strengthening of rehabilitative care. PMH was included as one of the redevelopment projects under the Second Ten-year HDP. The expanded LKB would be used for temporary decanting of some services and facilities during the future redevelopment of PMH.

Transport support

24. Dr CHENG Chung-tai was concerned that residents of Highland Park currently relied only on one green public light bus route to access MTR Lai King Station. Serious traffic congestion would be resulted if the number of service users increased after the future decanting of some services to the expanded LKB but more comprehensive transport support was not provided. CM(CP)/HA explained that according to the TIA conducted in December 2020, the expansion of LKB would not cause adverse traffic impact on the area. The services to be decanted to LKB in the future would only include those of logistics support and administration, etc., which were expected to bring no additional traffic load. That said, discussion was being held with the Highways Department on the feasibility of implementing various mitigating measures, such as widening of roads and increasing the number of public transport routes servicing PMH, nearby housing estates and MTR stations.

Noise mitigation measures

25. Mr Michael TIEN enquired about the measures to reduce the noise impact on in-patients and nearby residents during works implementation while the hospital remained functional. CM(CP)/HA said that the contractor would

be required to implement a series of mitigation measures to reduce the impact on in-patients and nearby residents, such as using quiet powered mechanical equipment and erecting temporary noise barriers when implementing the noisy substructure works.

Other comments and concerns

Infection control

26. Mr Michael TIEN enquired about the respective numbers of isolation beds to be provided at NAH, LKB in PMH and NDH after completion of the proposed projects. Mr TIEN considered that the ability of the healthcare system of Hong Kong to cope with communicable diseases and epidemics hinged critically on the availability of sufficient space at public hospitals for provision of buffer wards to provide isolation facilities for patients. He pointed out that while around 15 000 additional beds would be provided under the First and Second Ten-year HDPs, the number did not take into account the additional demand for in-patient service during influenza seasons. He was doubtful if an additional 30% of beds (i.e. 10 000 beds benchmarked against the 30 000 currently provided) could be made available by the local healthcare system to cope with the additional demand for in-patient service during influenza seasons after completion of the projects.

27. CM(CP)/HA responded that NAH and LKB would be provided with about 191 and 7 isolation beds respectively after completion of the relevant works, while NDH would have about 100 additional isolation beds. USFH pointed out that in addition to isolation wards, new hospitals were also equipped with relevant facilities in some of their wards to enable retrofitting in a short time frame for the purpose of infection control.

28. CM(CP)/HA added that a total of 15 000 additional beds would be provided under the First and Second Ten-year HDPs, while existing beds would be upgraded to the new design standard gradually (i.e. the space available per bed would increase from 5.5 square metres to 9 square metres and the number of beds accommodated in each cubicle would increase by about 30% from six to eight) to cope with the demand for in-patient service during influenza seasons.

29. At the request of Mr Michael TIEN, the Administration should provide supplementary information on the number of isolation wards and beds provided currently and after completion of the First Ten-year HDP (including those provided at new hospitals and existing hospitals), as well as the number of existing beds out of the current about 30 000 that could be upgraded to the new design standard with larger space available per bed in the future 20 years

(i.e. under the two Ten-year HDPs) to enable their use as buffer facilities during influenza seasons.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC139/20-21\(01\)](#) on 9 June 2021.)

Teleconsultation service

30. Mr Holden CHOW enquired whether NAH and the expanded PMH and NDH would provide teleconsultation service or work with medical institutions in the Guangdong-Hong Kong-Macao Greater Bay Area to expand the avenue of providing services for Hong Kong people living on the Mainland. In response, CM(CP)/HA said that new hospitals would be equipped with the fifth generation mobile communication network. With the support of the necessary equipment, teleconsultation service could be provided for the public.

Planning of healthcare manpower

31. Mr LEUNG Che-cheung said that it was announced in the 2016 Policy Address that \$200 billion was set aside for the implementation of the First Ten-year HDP. Upon completion, a large number of additional beds would be provided. However, this would also mean an increased demand for healthcare staff, especially in the coming few years when the shortage of healthcare staff would become more acute with the concurrent development of NAH and expansion of NDH and LKB. In this connection, he enquired about the Administration's planning of healthcare manpower.

32. USFH explained that in addition to providing more hospital beds, the First Ten-year HDP also included enhancement of healthcare technology and space available to patients for the overall improvement to the healthcare system of Hong Kong. After completion of the construction works of the NAH and the expansion works of NDH and LKB, the additional beds would be trickled into service and additional healthcare staff would be recruited in view of the number of new beds made available each year.

33. Mr Tommy CHEUNG was concerned that the manpower issue of healthcare staff remained unresolved as there was currently a shortage of locally-trained healthcare staff while the proposal of allowing overseas registered doctors to practise in Hong Kong met opposition. In this connection, Mr CHEUNG considered that the Administration should make comprehensive planning for the overall healthcare manpower. Mr Holden CHOW enquired about the additional healthcare staff required for

each of the three hospitals after completion of the three proposed hospital projects.

34. At the request of Mr Tommy CHEUNG and Mr Holden CHOW, the Administration should provide supplementary information on the respective requirement of healthcare staff for NAH and the expansion of NDH and LKB, as well as its planning of healthcare manpower (e.g. doctors, nurses and other allied health professionals) to ensure the adequate supply of healthcare staff to support the long-term development of Hong Kong's healthcare services and prevent the idling of completed new ward floors due to lack of manpower.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC139/20-21\(01\)](#) on 9 June 2021.)

35. Dr Junius HO considered that in view of the enormous amount of public money involved in the proposed hospital projects, the Administration should provide in tabulated format the details of various projects under the First Ten-year HDP to facilitate Members' examination. For example, information on the financial provision, future manpower arrangement, number of beds provided and current usage of beds/facilities should be provided to enable thorough examination of the relevant projects by Members.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC139/20-21\(01\)](#) on 9 June 2021.)

Preparation for the works

36. Mr CHAN Han-pan enquired whether the invitation of tenders for the construction or expansion works of the hospitals set out in the paper was undertaken by the Architectural Services Department ("ArchSD") or HA. The Chairman enquired about the division of responsibilities between the Administration and HA for new projects in the future. CM(CP)/HA replied that HA was appointed to undertake the invitation of tenders for the three proposed projects. He explained that it was more efficient to appoint HA to undertake the necessary tasks if the project was more complex and involved a large amount of coordination work among multiple hospitals or various departments within the same hospital. As for the arrangement for other projects in the future, the Administration would make consideration in view of the conditions of individual projects. He added that HA would engage contractors in accordance with the mechanism adopted for public works projects of the Government. ArchSD would monitor the works concerned.

Submitting separate project proposals for consideration by the Finance Committee

37. The Chairman, Mr LEUNG Che-cheung and Dr CHENG Chung-tai considered it undesirable for the Administration to have bundled up the projects of hospital construction (87MM)/expansion (3MI and 114MH) and elevated walkway development (702CL) for submitting to the Public Works Subcommittee for consideration. Dr CHENG requested that the four projects set out in the paper be submitted to the Finance Committee ("FC") as separate proposals to enable more focused discussion by Members.

Voting on PWSC(2021-22)9

38. There being no further questions from members on the item, the Chairman put [PWSC\(2021-22\)9](#) to vote. The proposal was endorsed. Dr CHENG Chung-tai requested that the item be voted on separately at the relevant meeting of the FC. The Chairman requested the Administration to consider members' suggestion that the four projects set out in PWSC(2021-22)9 be submitted to FC as independent proposals for deliberation and separate voting.

Head 706 — Highways

PWSC(2021-22)10 170TB Braemar Hill Pedestrian Link

39. The Chairman advised that the proposal (i.e. [PWSC\(2021-22\)10](#)) sought to upgrade 170TB to Category A at the estimated cost of \$682.6 million in MOD prices for construction of a pedestrian link to improve the accessibility of travelling between King's Road, the Fortress Hill area and the Braemar Hill area. The Administration consulted the Panel on Transport on the proposed works on 19 February 2021. Members generally supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Construction, maintenance and management of the proposed pedestrian link

40. Dr CHENG Chung-tai noted that the Administration agreed to the Collaborative Scheme proposed by MTR Corporation Limited ("MTRCL"), under which a pedestrian subway would be built to connect the concourse of MTR Fortress Hill Station to a proposed lift tower at King's Road in place of MTRCL's original Station Improvement Scheme. He enquired how the construction cost and the future repair and maintenance cost of the pedestrian subway would be shared between the Government and MTRCL under the Collaborative Scheme. The Deputy Chairman expressed support for the

proposed project and welcomed the agreement reached between the Administration and MTRCL on the Collaborative Scheme, believing that such an arrangement would help reduce the impact of the works on the public.

41. Director of Highways ("DHy") said that MTRCL's original scheme was to demolish the existing lift tower at King's Road and rebuild a new lift tower with an underground storey that would be connected to the concourse of MTR Fortress Hill Station by a new underground adit. MTRCL estimated that the whole project would cost around \$87 million. Under the Collaborative Scheme, however, the existing lift tower would be unaltered. The Government would construct another new lift tower at King's Road and construct a pedestrian subway connecting the new lift tower to the concourse of MTR Fortress Hill Station. In accordance with the agreement between the Highways Department and MTRCL, the two parties would share the expenditure of the Collaborative Scheme. MTRCL would bear an amount equal to the cost of its original Station Improvement Scheme plus 50% of any additional cost over and above that. The Government estimated that the new pedestrian subway would cost \$92.8 million to build, which was \$5.8 million higher than the original scheme of MTRCL. In view of the above, MTRCL would still bear \$87 million of the cost of constructing the proposed pedestrian subway, while the additional cost of \$5.8 million would be shared evenly between MTRCL and the Government (i.e. \$2.9 million for each party). DHy also pointed out that the pedestrian subway would be managed by MTRCL as it would be connected to the concourse of MTR Fortress Hill Station and its opening hours would depend on the schedule of train service. The repair and maintenance cost would be shared between the Government and MTRCL in accordance with the principle enshrined in the Collaborative Scheme.

42. Dr CHENG Chung-tai pointed out that the proposed lift tower would face King's Road. He suggested that the Administration should avoid using glass as the building material of the lifts and the lift tower to prevent creating black spots where users were susceptible to accidental exposure.

43. DHy said that the Government would take into account the view of Dr CHENG when designing the proposed lift tower and lifts and would consider covering part of the lift structures with opaque materials.

Implementation progress of the project

44. Mr Frankie YICK expressed support for the proposed project but criticized the Administration for the slow progress of implementation. He pointed out that the project was proposed by the Administration as early as in 2009. As the funding proposal was submitted to LegCo only by now and the expected completion date of the pedestrian link fell around 2027, the planning

and implementation of the whole project would have spanned a staggering 18 years. While the Administration was required to fulfill the requirements of town planning and environmental impact assessment procedures when carrying out public works projects, he urged that it must also strive to complete the projects as soon as possible by exploring ways to compress the time required for other processes.

45. The Deputy Chairman pointed out that in carrying out some public works projects, the Administration might need to spend extra time on consulting the affected parties on the works details and even revise the alignment of the projects in the light of public views, resulting in the inevitable lengthening of the time used for project planning. The Chairman enquired whether the Administration would review the procedures currently adopted for planning and implementing public works programmes.

46. DHy said that tenders had already been invited for the proposed works. Construction works were expected to commence shortly after funding approval had been granted by FC. He added that the Government would constantly review the procedures adopted for planning and implementing public works projects and explore ways to expedite works commencement by compressing the planning time.

47. Mr Michael TIEN was worried that even though the Administration had sought to expedite the progress of the proposed works by commencing the tender exercise, the works progress might still be delayed by the intervention of unforeseeable technical factors during construction. He requested the Administration to advise whether it had confidence in overcoming the technical difficulties and complete the whole proposed project within the scheduled time frame.

48. DHy said that the whole proposed project consisted of three parts. The parts of works from Fortress Hill Road to Tin Hau Temple Road and along Wan Tin Path were expected to be completed in a time frame of about four years and would be opened for public use first. As for the part of works for constructing the access connecting the concourse of MTR Fortress Hill Station, King's Road and Fortress Garden/Fortress Metro Tower, given the need to conduct excavation works for building the subway and construct the lift tower and the need to maintain normal operation of the existing lift tower at King's Road, it was more complicated and expected to take about six years to complete. To reduce the possibility of delay to the works progress due to geological issues, investigation work and site visits were conducted in the area around the construction sites to obtain a better grasp of the ground conditions. Additional construction time was also allowed for dealing with uncertainties

caused by weathers and underground conditions. Therefore, the Government was confident in completing the works within the scheduled time frame.

Voting on PWSC(2021-22)10

49. There being no further questions from members on the item, the Chairman put [PWSC\(2021-22\)10](#) to vote.

50. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of FC. No member raised such a request.

Head 703 — Buildings

PWSC(2021-22)11 184GK Chai Wan Government Complex and Vehicle Depot

51. The Chairman advised that the proposal (i.e. [PWSC\(2021-22\)11](#)) sought to upgrade 184GK to Category A at the estimated cost of \$1,585 million in MOD prices for construction of Chai Wan Government Complex and Vehicle Depot ("the Complex"). The Administration consulted the Panel on Security on the proposed works on 9 April 2021. Members had no object to the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Relocation of government facilities to the proposed Complex

52. Mr Michael TIEN said that he had no objection to the Administration's relocation of a number of government facilities to the proposed Complex to release the government sites for other uses. He pointed out that more than 300 hectares of government sites in Hong Kong were currently left idle or used for temporary purposes. He requested the Administration to explain how it would develop the land and space made available by this relocation exercise of government facilities.

53. In response, Permanent Secretary for Development (Planning and Lands) pointed out that the Transport Pool of the Government Logistics Department ("GLD") was currently located at the basement of Wan Chai Government Offices Compound and used for parking 48 government vehicles. Relocation of the Transport Pool to the proposed Complex was a move to dovetail with the Government's redevelopment plan of the existing Government Offices Compound site in Wan Chai North. On the other hand, the laboratories of the Government Laboratory ("GL") were dispersed in various places throughout the territory, including Ho Man Tin, Kowloon Bay

and Pok Fu Lam. As the provision of GL's facilities at the proposed Complex was aimed at expanding the department's facilities to cope with service demand, the exercise was not expected to release any existing floor area. In any case where floor area was made available at premises due to relocation of government facilities, the Government Property Agency would assist the department concerned with the follow-up work to utilize the space released in accordance with the prevailing mechanism.

[At 10:28 am, the Chairman asked members if they agreed to extend the meeting for up to 15 minutes to 10:45 am. No member raised objection.]

54. Noting that the laboratory facilities of GL would be provided on the top floor of the proposed Complex, Dr CHENG Chung-tai was concerned about the possible implication on the laboratory operation as temperature was usually higher on the top floor of a building.

55. Under Secretary for Security ("US for S") and Senior Chemist (Environmental Chemistry A Section), Government Laboratory ("SC(EC A Sec)/GL"), said that for meeting practical needs, government laboratories were usually equipped with safety air handling units, by which gases generated in the laboratories were discharged via exhaust pipes leading all the way to the rooftop of the building. The current plan of providing the laboratory facilities of GL on the top floor of the proposed Complex could reduce the length of the exhaust pipes, so that more space could be made available for other purposes as the pipes took up less space in the building. SC(EC A Sec)/GL further said that many existing laboratories of GL across the territory were located on the top floor of the respective buildings, which showed that such an arrangement had no implications on their operation.

Transport support and arrangements for the Complex

56. The Deputy Chairman expressed support for the proposed project. He pointed out that the Administration had all along advocated the policy of "single site, multiple uses", while members of the local community were generally concerned about the shortage of parking spaces. In this connection, he enquired whether public parking spaces would be provided at the proposed Complex to meet public demand.

57. US for S said that the proposed Complex would be used for provision of facilities of the Hong Kong Police Force. As the facilities would be used for storage of Police equipment and custody of case exhibits, the Government considered it inappropriate to make available floors of the Complex for public parking in view of security concern. Furthermore, as the Complex had

reached the building height limit of 70 metres applicable to the site, it was unlikely to provide more space for public parking. He added that the Government would build the Water Supplies Department Headquarters with Hong Kong and Islands Regional Office and Correctional Services Department Headquarters Building in Chai Wan at a site near the Complex, in which 150 public parking spaces would be provided. Upon assessment, the Transport Department considered it adequate to meet local demand.

58. Dr CHENG Chung-tai pointed out that the proposed Complex was in close proximity to the New World First Bus Chong Fu Road Permanent Depot. In the early morning hours and small hours, roads in the area were packed with droves of buses accessing and leaving the bus depot, putting pressure on the traffic nearby. He was concerned about the further load on the road traffic in the vicinity after the relocation of GLD's Transport Pool to the Complex as vehicles of the Transport Pool would have to access and leave the Complex frequently (including trips to the Government Logistics Centre nearby).

59. In response, US for S said that the proposed Complex would be used for parking about 300 vehicles, mostly detained vehicles and the Government's maintenance vehicles. As these vehicles would not move in and out of the Complex frequently, the daily number of vehicles moving in and out of the Complex was estimated to be around 400, and the movement would not concentrate in a particular time segment of the day. Furthermore, the traffic impact assessment conducted by the Government for the proposed works indicated that the additional traffic volume arising from the proposed Complex would not cause adverse traffic impact on the vicinity.

Voting on PWSC(2021-22)11

60. There being no further questions from members on the item, the Chairman put [PWSC\(2021-22\)11](#) to vote.

61. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of FC. No member raised such a request.

62. The meeting ended at 10:35 am.