

**立法會**  
***Legislative Council***

LC Paper No. CB(1)667/20-21

(These minutes have been  
seen by the Administration)

Ref : CB1/PL/DEV

**Panel on Development**

**Minutes of meeting by videoconferencing  
held on Tuesday, 26 January 2021, at 2:30 pm**

- Members present** : Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)  
Hon LAU Kwok-fan, MH (Deputy Chairman)  
Hon Abraham SHEK Lai-him, 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 Michael TIEN Puk-sun, BBS, JP  
Hon Frankie YICK Chi-ming, SBS, JP  
Hon CHAN Han-pan, BBS, JP  
Hon LEUNG Che-cheung, SBS, MH, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Hon Martin LIAO Cheung-kong, GBS, JP  
Hon Holden CHOW Ho-ding  
Hon Wilson OR Chong-shing, MH  
Hon CHEUNG Kwok-kwan, JP  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Dr Hon CHENG Chung-tai  
Hon Vincent CHENG Wing-shun, MH, JP  
Hon Tony TSE Wai-chuen, BBS, JP
- Members absent** : Hon MA Fung-kwok, GBS, JP  
Dr Hon Junius HO Kwan-yiu, JP

**Public officers  
attending**

**: Agenda item IV**

Ms Louisa YAN Mei-ling  
Principal Assistant Secretary (Planning and Lands)<sup>2</sup>  
Development Bureau

Mr Samson LAM Sau-sang  
Acting Project Manager (South)  
Civil Engineering and Development Department

Mr Raymond LEE Wai-man  
Chief Engineer/South 1  
Civil Engineering and Development Department

**Agenda item V**

Mr Thomas CHAN Tak-yeung  
Principal Assistant Secretary (Works)<sup>3</sup>  
Development Bureau

Ms Irene PANG Oi-ling  
Assistant Director/New Works  
Water Supplies Department

Mr HO Kai-ho  
Chief Engineer/Design  
Water Supplies Department

**Agenda item VI**

Mr Michael WONG Wai-lun, JP  
Secretary for Development

Mr Vincent MAK Shing-cheung, JP  
Deputy Secretary (Works)<sup>2</sup>  
Development Bureau

Mr Victor CHAN Fuk-yiu, JP  
Principal Assistant Secretary (Works)<sup>2</sup>  
Development Bureau

Mr KING Kwok-cheung  
Deputy Head of Energizing Kowloon East Office  
Development Bureau

Dr Raymond SO Wai-man, BBS, JP  
Under Secretary for Transport and Housing

Mr Ricky LAU Chun-kit, JP  
Director of Civil Engineering and Development

Mr Michael LEUNG Chung-lap, JP  
Project Manager (East)  
Civil Engineering and Development Department

Mr Tim LAM Chun-cheuk  
Acting Senior Engineer/13(East)  
Civil Engineering and Development Department

Mr Gary WONG Chi-hang  
Chief Traffic Engineer/Kowloon  
Transport Department

Ms Winnie WONG Wing-yee  
Principal Transport Officer/Urban  
Transport Department

**Clerk in attendance** : Ms Doris LO  
Chief Council Secretary (1)2

**Staff in attendance** : Miss Rita YUNG  
Senior Council Secretary (1)2

Mr Raymond CHOW  
Senior Council Secretary (1)10

Mr Keith WONG  
Council Secretary (1)2

Ms Christina SHIU  
Legislative Assistant (1)2

Miss Joey LAW  
Clerical Assistant (1)2

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Action

**I Confirmation of minutes**

(LC Paper No. CB(1)393/20-21 — Minutes of meeting on 27 October 2020)

The minutes of the meeting on 27 October 2020 were confirmed.

**II Information paper(s) issued since the last meeting**

(LC Paper No. CB(1)369/20-21(01) — Referral memorandum dated 15 December 2020 from the Public Complaints Office on issues relating to the minor works control system (Restricted to members)

LC Paper No. CB(1)370/20-21(01) — Administration's paper on supply of Dongjiang water

LC Paper No. CB(1)396/20-21(01) — Letter dated 28 December 2020 from Dr Hon CHENG Chung-tai on remnants found at the site of Sham Shui Po Fresh Water Break Pressure Tank on Bishop Hill

LC Paper No. CB(1)398/20-21(01) — Letter dated 30 December 2020 from Hon Vincent CHENG Wing-shun on the historic structures found at the site of Sham Shui Po Fresh Water Break Pressure Tank on Bishop Hill

LC Paper No. CB(1)402/20-21(01) — Further submission on policy issues relating to the minor works control system from a complainant (Restricted to members)

LC Paper No. CB(1)443/20-21(01) — Administration's response to the letters from Dr Hon CHENG Chung-tai and Hon Vincent CHENG Wing-shun on the historic structures found at the site of Sham Shui Po Fresh Water Break Pressure Tank on Bishop Hill dated 28 and 30 December 2020 respectively

LC Paper No. CB(1)452/20-21(01) — Letter dated 22 January 2021 from Hon Kenneth LAU Ip-keung on PWP Item Nos. 394CL (Sha Tin New Town — Stage II: servicing and extension of Pai Tau Village in Area 6A) and 213CL (Engineering works for Ha Mei San Tsuen Village Expansion Area)

LC Paper No. CB(1)522/20-21(01) — Letter dated 25 January 2021 from Hon Tony TSE Wai-chuen on supply of Dongjiang water)

2. Members noted that the above information papers had been issued since the meeting on 24 November 2020.

3. Mr Vincent CHENG referred to his letter to the Chairman (LC Paper No. CB(1)398/20-21(01)) (Chinese version only) expressing concerns on preservation issues relating to the historic structures found at the site of Sham Shui Po Fresh Water Break Pressure Tank ("BPT") on Bishop Hill. He requested that the Panel be briefed on the Antiquities Advisory Board's decision on the grading assessment of BPT, and the Administration's proposal for the preservation of BPT when available.

4. The Chairman said that at his request, the Administration had provided a written response (LC Paper No. CB(1)443/20-21(01)) to the letters from Mr Vincent CHENG and Dr CHENG Chung-tai respectively on preservation issues relating to the historic structures found at the site of BPT. The Chairman referred to item 7 of the List of outstanding items for discussion (position as at 25 January 2021) (LC Paper No.

CB(1)447/20-21(01)), and informed members that the Administration would update the Panel in the second quarter of 2021 on the progress made on various heritage conservation initiatives. The Chairman said that members could follow up on the preservation of BPT at the relevant Panel meeting.

### **III Items for discussion at the next meeting**

(LC Paper No. CB(1)447/20-21(01) — List of outstanding items for discussion

LC Paper No. CB(1)447/20-21(02) — List of follow-up actions)

5. Members agreed that the next regular meeting would be scheduled for Tuesday, 23 February 2021, from 2:30 pm to 5:00 pm to discuss the following items proposed by the Administration:

- (a) Proposed creation of a non-civil service position equivalent to directorate rank in the Development Bureau to coordinate and implement the measures under the "Invigorating Island South" initiative;
- (b) Progress of work by the Sustainable Lantau Office ("SLO"), and staffing proposals of SLO, Planning Department and Railway Development Office of Highways Department for taking forward and implementation of development and conservation projects related to Lantau; and
- (c) Extension of Siu Ho Wan Water Treatment Works and improvement of water supply to Sha Tin, Sheung Shui and Fanling.

6. In view of the severity of the Coronavirus Disease-2019 ("COVID-19") pandemic in Hong Kong, the Chairman suggested and members agreed that the February meeting would be conducted by Zoom videoconferencing tentatively. The Chairman would review the meeting arrangements in due course with regard to the latest situation of the COVID-19 pandemic, and members would be notified accordingly.

*(Post-meeting note: Members were informed vide LC Paper No. CB(1)566/20-21 issued on 18 February 2021 that, on the instruction of the Chairman, the February meeting would be held physically in Conference Room 1 of the Legislative Council Complex.)*

**IV PWP Item No. 332CL — West Kowloon Reclamation — Main works (remainder) — Footbridge at the junction of Sham Mong Road and Yen Chow Street West in Sham Shui Po**

(LC Paper No. CB(1)447/20-21(03) — Administration's paper on PWP Item No. 332CL — West Kowloon Reclamation — Main works (remainder) — Footbridge at the junction of Sham Mong Road and Yen Chow Street West in Sham Shui Po)

7. At the invitation of the Chairman, Principal Assistant Secretary (Planning and Lands)2, Development Bureau ("PAS(P&L)2/DEVB") gave an introductory remark on the proposed works of the covered four-span footbridge system at the junction of Sham Mong Road and Yen Chow Street West. She said that the entire pedestrian footbridge system at Sham Mong Road consisted of three footbridge systems, namely a footbridge system at the junction of Sham Mong Road and Tonkin Street West (which was completed and opened for public use in December 2019), a footbridge system at the junction of Sham Mong Road and Hing Wah Street West (which was under construction for completion in the third quarter of 2024), and the proposed footbridge system at the junction of Sham Mong Road and Yen Chow Street West. The entire pedestrian footbridge system would enable pedestrian-vehicular separation, provide a safe, comfortable, convenient, barrier-free and covered walking environment round-the-clock to users of different needs, and improve the road safety and vehicular traffic flow at Sham Mong Road.

8. With the aid of a powerpoint presentation, Chief Engineer/South 1, Civil Engineering and Development Department then briefed members on further details of the proposed works of the covered four-span footbridge system at the junction of Sham Mong Road and Yen Chow Street West at an estimated cost of about \$330.0 million in money-of-the-day ("MOD") prices.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)525/20-21(01) by email on 26 January 2021.)*

9. The Chairman 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 subjects under discussion at the meeting before they spoke on the subjects. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

### Connectivity of the proposed footbridge system

10. Mr Vincent CHENG and Ms Alice MAK expressed support for the proposed footbridge system which could provide a safe and convenient walking environment to the residents of the housing developments in the area. Mr CHENG and Ms MAK called on the Administration to enhance the connectivity of the proposed footbridge system so as to encourage more pedestrians to use the footbridge.

11. In response, Acting Project Manager (South), Civil Engineering and Development Department ("Atg PM(S)/CEDD") said that there would be six lifts, six covered escalators and three covered staircases linking the proposed footbridge system with the existing adjacent developments. The existing four sets of pedestrian crossings at the junction of Sham Mong Road and Yen Chow Street West would be removed after the completion of the proposed footbridge system, so as to encourage pedestrians to use the footbridge and enhance pedestrian safety. Atg PM(S)/CEDD added that the first footbridge system at the junction of Sham Mong Road and Tonkin Street West had been highly patronized by local residents since its opening in December 2019.

12. Mr CHAN Han-pan expressed support for the proposed works. He asked whether the proposed footbridge system would connect to the future housing developments in the area to cope with the increasing pedestrian flow generated from those housing developments.

13. Atg PM(S)/CEDD responded that the proposed footbridge system would link with the adjacent developments, including the property development above the MTR Nam Cheong Station, thereby providing a safe, comfortable, convenient, barrier-free and covered walking environment between the MTR Nam Cheong Station, the public transport interchanges, and district facilities in the vicinity.

### Project cost

14. Mr Frankie YICK expressed support for the proposed works which could improve road safety and vehicular traffic flow, but was concerned about the high estimated cost of about \$330.0 million in MOD prices. Given the proximity of the proposed footbridge system to the MTR Nam Cheong Station, Mr YICK asked whether there were technical



constraints for the proposed works that would increase the construction cost.

15. Atg PM(S)/CEDD responded that the project estimate of the proposed works was prepared making reference from the recent tender price of the footbridge system at the junction of Sham Mong Road and Hing Wah Street West, the construction works of which commenced in July 2020. Atg PM(S)/CEDD further explained that there were site constraints for the proposed works. Part of the existing noise barriers near Fu Cheong Estate within the works area would be removed to facilitate the construction of the proposed footbridge system, and would be reinstalled upon completion of the proposed works. Furthermore, given the alignment of the High Speed Rail underneath Sham Mong Road, the proposed works had included detailed ground investigation to be carried out before the commencement of the foundation works.

Pedestrian-vehicular separation and removal of the existing at-grade pedestrian crossings

16. Mr Vincent CHENG and Mr Holden CHOW asked about how the vehicular traffic flow at the junction of Sham Mong Road and Yen Chow Street West could be improved after the completion of the proposed footbridge system. Mr CHENG called on the Administration to review the traffic signal arrangements and speed limit for Sham Mong Road.

17. Mr Holden CHOW noted that after the completion of the three footbridge systems at Sham Mong Road, all the existing pedestrian crossings at the junctions underneath the footbridge systems would be removed. He expressed concern about the possible inconvenience caused to the pedestrians. Mr Frankie YICK supported the provision of a continuous grade-separated pedestrian network to improve overall road safety.

18. Atg PM(S)/CEDD advised that the proposed works would help improve the junction capacity of Sham Mong Road and Yen Chow Street West with the optimization of traffic signal and the removal of the existing four sets of pedestrian crossings there, as the time allocated for pedestrian could be reassigned to vehicles, thereby allowing more vehicles to pass through the junction at each signal cycle. Atg PM(S)/CEDD said that the speed limit for urban roads was 50 kilometres ("km") per hour unless signed otherwise. The Administration would closely monitor the traffic and pedestrian flow at Sham Mong Road, and review the traffic signal arrangements and speed limit where necessary.

19. Atg PM(S)/CEDD supplemented that the Administration intended to retain a straight at-grade pedestrian crossing at Sham Mong Road near Exit A of the MTR Nam Cheong Station.

Management of the proposed footbridge system

20. Mr CHAN Han-pan pointed out that the hygiene condition of some footbridges and the lifts installed at the footbridges was unsatisfactory, and called on the Administration to enhance the management of footbridge systems.

21. Atg PM(S)/CEDD said that in general, the management and maintenance of the lifts installed at footbridges would be undertaken by lift contractors during the maintenance period, and would then be taken over by relevant government departments afterwards. He took note of Mr CHAN Han-pan's views, and would liaise with relevant departments about the hygiene condition and management of footbridge systems.

Other views

22. Mr Vincent CHENG said that the residents of Hoi Lai Estate looked forward to the completion of the footbridge system at the junction of Sham Mong Road and Hing Wah Street West which would provide better connectivity with the MTR Nam Cheong Station, and called for the Administration to build a covered access connecting the said footbridge system to Hoi Lai Estate. Mr CHENG asked about the Administration's response to the residents' request.

23. In response, Atg PM(S)/CEDD said that the Administration noted the residents' request and was actively exploring the detailed design for the construction of a cover at the walkway between the said footbridge system and Hoi Lai Estate.

Submission of the funding proposal to the Public Works Subcommittee

24. The Chairman concluded that members generally supported the Administration's submission of the funding proposal to the Public Works Subcommittee ("PWSC") for consideration.

**V PWP Item No. 056WS — Improvement of salt water supply to Tsuen Wan and Kwai Chung**

(LC Paper No. CB(1)447/20-21(04) — Administration's paper on PWP Item No. 056WS —

Improvement of salt water supply to Tsuen Wan and Kwai Chung)

25. At the invitation of the Chairman, and with the aid of a powerpoint presentation, Principal Assistant Secretary (Works) 3, Development Bureau ("PAS(W)3/DEVB") briefed members on the details of the proposed improvement works for the salt water supply system in Tsuen Wan and Kwai Chung at an estimated cost of \$348.6 million in MOD prices.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)525/20-21(02) by email on 26 January 2021.)*

26. The Chairman reminded members that in accordance with Rule 83A of RoP of LegCo, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Project cost and need for the proposed improvement works

27. Mr Michael TIEN asked about the respective estimated costs for the uprating works for the existing Tsuen Wan Salt Water Pumping Station ("Tsuen Wan SWPS") and the laying of about 3.3 km of salt water mains of 600 millimetres in diameter to extend the supply zones to cover Lai King and Northwest Lai Chi Kok areas. PAS(W)3/DEVB responded that the estimated costs for the above two parts of the proposed improvement works were about \$80 million and \$270 million in MOD prices respectively.

28. Mr Michael TIEN expressed concern about the relatively high estimated cost for the proposed laying of salt water mains. He asked whether the Administration had explored other options, such as uprating the existing salt water supply system in the Kwai Chung Hospital ("KCH"), or setting up a new salt water supply system covering Lai King and Northwest Lai Chi Kok areas, in lieu of the proposed laying of salt water mains.

29. PAS(W)3/DEVB advised that the existing pumping station of the salt water supply system in KCH was commissioned in 1981. The pumping station would require reconstruction in order to cope with the anticipated increase in salt water demand in the future, and to meet the prevailing technical standard. The Administration estimated that the cost of the reconstruction works would be about \$140 million in MOD prices.

In addition, during the reconstruction of the pumping station, the salt water supply system in KCH would be disconnected. In order to maintain the salt water supply to Lai King and Northwest Lai Chi Kok areas for flushing during the reconstruction period, extension of the supply zone of the existing Tsuen Wan SWPS to cover the aforesaid areas, and therefore the laying of temporary salt water mains, would still be necessary. As such, the Administration considered the proposed improvement works for the salt water supply system in Tsuen Wan and Kwai Chung to be appropriate.

30. In response to Mr Holden CHOW's request for clarification, PAS(W)3/DEVB confirmed that upon completion of the proposed improvement works, the supply zone of the existing Tsuen Wan SWPS would be extended to cover Lai King and Northwest Lai Chi Kok areas, and its maximum output capacity could cope with the anticipated salt water demand up to 2032 in Tsuen Wan, Kwai Chung, Lai King and Northwest Lai Chi Kok. There would be no need to set up a separate salt water supply system for Lai King and Northwest Lai Chi Kok areas (including the redeveloped KCH) in the future.

#### Submission of the funding proposal to the Public Works Subcommittee

31. The Chairman concluded that members generally supported the Administration's submission of the funding proposal to PWSC for consideration.

## **VI Findings and recommendations of Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East**

(LC Paper No. CB(1)447/20-21(05) — Administration's paper on findings and recommendations of Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East

LC Paper No. CB(1)447/20-21(06) — Paper on the proposed Environmentally Friendly Linkage System for Kowloon East prepared by the Legislative Council Secretariat (Updated background brief))

Relevant papers

- (LC Paper No. CB(1)523/20-21(01) — Submission from Hong Kong Boating Industry Association issued on 25 January 2021
- LC Paper No. CB(1)524/20-21(01) — Submission from Designing Hong Kong issued on 26 January 2021 (Restricted to members))

32. At the invitation of the Chairman, Secretary for Development ("SDEV") gave an introductory remark on the Detailed Feasibility Study ("DFS") for the Environmentally Friendly Linkage System ("EFLS") for Kowloon East ("KE"). With the aid of a powerpoint presentation, Project Manager (East), Civil Engineering and Development Department then briefed members on the findings and recommendations of DFS. To enhance connectivity in the area, DFS suggested implementing a "multi-modal" EFLS which comprised:

- (a) enhancing public transport services in KE and deploying electric vehicles to run new bus/green minibus ("GMB") routes in the area;
- (b) developing a travellers network that linked up the former runway of Kai Tak, the Kowloon Bay Action Area and the Kwun Tong Action Area;
- (c) providing a GreenWay network that ran through promenades and open spaces in the Kai Tak Development ("KTD") Area for shared use by pedestrians and cyclists;
- (d) constructing an elevated landscaped deck to connect the MTR Kwun Tong Station; and
- (e) establishing a "water taxi" service point in the KTD Area.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)525/20-21(03) by email on 26 January 2021.)*

### Rationale for implementing a "multi-modal" Environmentally Friendly Linkage System

33. The Deputy Chairman, Ms Alice MAK and Mr Wilson OR were gravely disappointed that the Administration had taken too long before concluding that the single elevated mode of EFLS was not pursuable, undesirably giving KE residents a false hope but then letting them down. The Deputy Chairman asked if the Administration had considered adopting a "multi-modal" EFLS in the developed areas in KE where technical complications for a single elevated mode of ELFS existed, whereas implementing the elevated mode system in the rest of KE. Ms Alice MAK said that members belonging to the Hong Kong Federation of Trade Unions were concerned that the "multi-modal" EFLS could not solve the traffic congestion problem in KE, and she asked whether the Administration rejected the single elevated mode system mainly due to its high development cost. Mr Wilson OR asked about the measures to alleviate the traffic congestion in KE and the overcrowding problem at some MTR stations along the Kwun Tong Line, and opined that the Administration should have enhanced the conduct of feasibility studies in order to identify major technical challenges at early stage. The Chairman and Mrs Regina IP shared the same views. The Chairman also opined that the Administration should have planned for alternative options earlier once the technical challenges for the single elevated mode were known.

34. SDEV indicated that, as explained to members on earlier occasions, the Administration would determine the way forward for EFLS based on the DFS results of the single elevated mode. In the reply to a Council question raised by Mr Wilson OR in March 2019, the Administration advised that it had encountered more-than-expected complicated challenges in the course of conducting DFS, and thus more time was required to review and explore feasible solutions. DFS eventually concluded that an elevated mode system in KE would be very costly in respect of its construction and recurrent costs, and hence not a sustainable and pursuable option. As announced in the 2020 Policy Address, DFS suggested implementing a "multi-modal" EFLS in KE with new elements introduced (e.g. a travellers network). Besides, the traffic condition of KE would be greatly improved upon commissioning of the entire Tuen Ma Line and other transport infrastructure.

35. SDEV and Director of Civil Engineering and Development ("DCED") further advised that the construction costs of the elevated mode system increased from about \$12 billion (2010 estimate) to over \$20 billion (current estimate). With an annual operating cost of about \$600 million

and an annual fare revenue of around \$470 million, the operator concerned would face a recurrent operating deficit. Apart from cost implication, the Administration had taken into account other considerations including a saving of travelling time for passengers using the "multi-modal" EFLS which was about 60% effective as compared to the elevated mode system scenario. Moreover, while the elevated mode system could only be commissioned after 2030, the "multi-modal" EFLS would be completed earlier. For instance, the elevated landscaped deck to connect the MTR Kwun Tong Station would be completed by 2025, the earliest.

36. Mr Martin LIAO had reservation on the "multi-modal" EFLS proposal. In view of an increase in the residential population and working population of the KTD Area to about 134 000 and 120 000 respectively by 2031, Mr LIAO queried whether the "multi-modal" EFLS was forward-looking enough to meet the transport need in the area. He also asked about the carrying capacity of the single elevated mode of EFLS and whether the "multi-modal" EFLS had comparable carrying capacity; why it had taken so long for the Administration to explore the feasibility of developing a single elevated mode in the area and would still take another five years to select the operator and carry out the design after confirming the adoption of the single elevated mode.

37. SDEV responded that both the single elevated and "multi-modal" EFLS were capable of coping with about 266 000 passengers daily. Besides, the former runway of Kai Tak provided ample space for developing road-based transport facilities to enable people to reach the MTR Kai Tak Station and Sung Wong Toi Station conveniently, hence making the construction of an elevated mode system unnecessary.

#### Enhancement of public transport services and road infrastructures

38. Mr Martin LIAO queried whether the existing heavily used roads in KE could cope with the extra traffic flow brought about by the new bus/GMB routes if no new road was constructed. The Deputy Chairman also took the view that a mere deployment of electric vehicles to run new bus/GMB routes could not solve the traffic congestion problem in KE.

39. SDEV and Chief Traffic Engineer/Kowloon, Transport Department ("CTE(KLN)/TD") advised that the Administration had taken the opportunity of the massive redevelopment of Kwun Tong Town Centre by the Urban Renewal Authority to improve the traffic condition of Kwun Tong. For example, an exclusive left-turn lane from Hip Wo Street southbound to Kwun Tong Road eastbound would be constructed to alleviate the traffic bottleneck at the Kwun Tong Road/Hoi Yuen Road

roundabout. A lane from Hong Ning Road southbound to Kwun Tong Road westbound would also be constructed to divert traffic away from the Kwun Tong Road/Hoi Yuen Road roundabout. A number of road improvement works in the Kwun Tong Business Area were under construction/planning as well. Upon full commissioning of the Route 6 in 2026, it was anticipated that the traffic of the east-west road corridors in Kowloon would be largely improved. Moreover, about 80% of the population working in Kwun Tong would be within a zone of 500-metre radius and eight to 10 minutes' walk from the MTR stations, and the development of a travellers network would further enhance the walkability and connectivity of the area.

40. Mr Frankie YICK expressed concern over the serious traffic congestion on the existing Wang Chiu Road in Kowloon Bay that linked to the former runway of Kai Tak, and enquired about the number of roads that would be linked to the former runway.

41. CTE(KLN)/TD replied that at present, vehicles could only enter/leave the former runway of Kai Tak via Kowloon Bay. Construction of Road D3 (Metro Park Section), which connected Shing Fung Road at the former runway and Shing Kai Road, had commenced in full steam for completion by 2022, upon which there would have two more ingresses/egresses at To Kwa Wan and San Po Kong respectively for the former runway.

#### Development of travellers network and elevated landscaped deck

42. The Deputy Chairman was worried that the proposed elevated walkway would be concluded as not a pursuable option after years of study, given the narrow road space of Wai Yip Street and the impact on street-level businesses. Mr Wilson OR sought details of the implementation schedule of the travellers network.

43. SDEV and DCED advised that according to a preliminary assessment, development of the "multi-modal" EFLS was technically feasible. Subject to the results of technical study, gazettal process and funding approval of the Finance Committee, construction of the 120-metre long elevated landscaped deck connecting the MTR Kwun Tong Station would commence in 2022 for completion in 2025, and construction of the 230-metre long elevated walkway at Sheung Yee Road and the 1.3-km long elevated walkway at Wai Yip Street, both equipped with travellers, would commence in 2023 and 2024 respectively for completion in 2027. Construction of the 600-metre long pedestrian cum cyclist bridge with



travellers across the Kwun Tong Typhoon Shelter would commence in 2025 for completion in 2028, the earliest.

44. Mr Wilson OR asked if the Administration would consider connecting the proposed elevated walkway/landscaped deck with the existing hillside pedestrian connectivity network in Kwun Tong to enhance walkability. SDEV welcomed members' suggestions.

#### Provision of GreenWay network

45. Mr Frankie YICK doubted the feasibility of the GreenWay for shared use by pedestrians and cyclists, and sought relevant details, including its width, segregation of footway/cycle path, and provision of bicycle rental kiosks along the GreenWay. Mr Wilson OR asked about the implementation schedule of the GreenWay network.

46. DCED responded that there was a positive public response to the shared use of the GreenWay by pedestrians and cyclists under a six-month pilot project in 2018 under which a section of the Kwun Tong Promenade was turned into the GreenWay. The Administration proposed to develop a 13-km long GreenWay network in the KTD Area in two phases with the first phase of about 7.5 km long targeted to be completed by 2023 and the remaining phase of about 5.5 km long beyond 2025. The GreenWay would be between six and 10 metres wide, and the provision of bicycle rental kiosks along the GreenWay, way finding service, real-time detection of incidents with the use of artificial intelligence, etc. would be explored.

#### Establishment of "water taxi" service point

47. Mr Martin LIAO enquired whether "water taxi" would be put into service when tourists could visit Hong Kong again and capacity of the "water taxi" service point in the KTD Area would be sufficient to receive local residents and tourists arriving at the Kai Tak Cruise Terminal ("KTCT"). Mrs Regina IP asked if there would be "water taxi" service plying KTCT and other urban areas. Mr Frankie YICK held that "water taxi" was unlikely to meet the transport need given its limited carrying capacity, low frequency and high fare level, and queried if the "multi-modal" EFLS could support a large number of tourists arriving at KTCT. He requested the Transport Department ("TD") to discuss the matter with the KTCT operator together with other government bureaux/departments.

48. Under Secretary for Transport and Housing ("USTH") and Principal Transport Officer/Urban, Transport Department explained that

TD had closely monitored the transport need of tourists arriving at KTCT. Apart from public transport services, the KTCT operator would arrange free shuttle bus service between the terminal and nearby shopping malls as well as to other areas like Tsim Sha Tsui. To enhance the taxi service, the KTCT operator had provided information on cruise passenger arrivals to the taxi industry. TD had also granted operation licence for launching the "water taxi" service and the operator was preparing for the "water taxi" service plying Kai Tak (with a service point at the Runway Park Pier Landing Number 1 or 2, which was about five to 10 minutes' walk from KTCT), Hung Hom, Tsim Sha Tsui East, West Kowloon and Central. There would be three to four sailings daily, including one departing at 7:30 pm to allow passengers to enjoy the night view of Victoria Harbour. Certain short-working trips would be put into service in the first half of 2021 subject to the situation of the COVID-19 pandemic and recovery of the tourism industry. TD would announce the commencement date of the "water taxi" service in due course, and enhance the service as and when necessary.

49. Mrs Regina IP asked if the "water taxi" service was financially sustainable without seeking Government subsidies. USTH remarked that the "water taxi" service would operate in a self-financing manner.

*(At 4:33 pm, the Chairman extended the meeting for a short while to complete the discussion.)*

## **VII Any other business**

50. There being no other business, the meeting ended at 4:34 pm.