

**立法會**  
***Legislative Council***

LC Paper No. CB(1)1475/20-21  
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by the Administration)

Ref : CB1/PL/DEV

**Panel on Development**

**Minutes of meeting**  
**held on Tuesday, 24 August 2021, at 2:15 pm**  
**in Conference Room 1 of the Legislative Council Complex**

- Members present** : Ir Dr Hon LO Wai-kwok, GBS, MH, JP (Chairman)  
Hon LAU Kwok-fan, MH, JP (Deputy Chairman)  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Starry LEE Wai-king, SBS, JP  
Hon CHAN Hak-kan, SBS, JP  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBM, GBS, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Frankie YICK Chi-ming, SBS, JP  
Hon MA Fung-kwok, GBS, 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 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 Paul TSE Wai-chun, JP  
Hon CHAN Han-pan, BBS, JP  
Dr Hon Junius HO Kwan-yiu, JP  
Hon CHEUNG Kwok-kwan, JP

**Public officers  
attending**

**: Agenda item III**

Mr Vic YAU Cheuk-hang, JP  
Deputy Secretary for Development (Planning & Lands)1

Miss Rosalind CHEUNG Man-yee  
Principal Assistant Secretary (Harbour)  
Development Bureau

Mr Victor CHAN Fuk-yiu, JP  
Project Manager (South)  
Civil Engineering and Development Department

Mr Raymond LEE Wai-man  
Chief Engineer/South 3  
Civil Engineering and Development Department

**Agenda item IV**

Mr Johnny CHAN Chi-ho  
Principal Assistant Secretary (Works)2  
Development Bureau

Mr Tony LEUNG Ho-san  
Assistant Secretary (Works Policies 2)6  
Development Bureau

Mr Henry CHU Chin-keung  
Deputy Project Manager (East)  
Civil Engineering and Development Department

Mr LAW Man-tim  
Project Team Leader/Technical Service (East)  
Civil Engineering and Development Department

Mr LAM Hon-wa  
Senior Engineer/14(East)  
Civil Engineering and Development Department

**Clerk in attendance** : Ms Connie HO  
Chief Council Secretary (1)2

**Staff in attendance** : Mr Raymond CHOW  
Senior Council Secretary (1)10

Miss Iris SHEK  
Council Secretary (1)2

Ms Christina SHIU  
Legislative Assistant (1)2

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Action

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

(LC Paper No. CB(1)1110/20-21(01) — Letter dated 9 July 2021 from Dr Hon CHENG Chung-tai on the incident concerning the construction works of the Pavilia Farm (Phase III)

LC Paper No. CB(1)1157/20-21(02) — Administration's paper on legislative amendment proposal for the implementation of the Electronic Submission Hub)

Members noted that the above information papers had been issued since the last meeting on 22 June 2021.

**II Items for discussion at the next meeting**

(LC Paper No. CB(1)1208/20-21(01) — List of outstanding items for discussion

LC Paper No. CB(1)1208/20-21(02) — List of follow-up actions)

2. Members agreed that the next regular meeting would be scheduled for Tuesday, 28 September 2021, from 2:30 pm to 4:30 pm to discuss the following items proposed by the Administration:

(a) District Study for Yau Ma Tei and Mong Kok of the Urban Renewal Authority;

(b) Progress on revitalization of industrial buildings; and

- (c) Update on Landslip Prevention and Mitigation Programme.

*(Post-meeting note: Members were informed vide LC Paper No. CB(1)1271/20-21 issued on 31 August 2021 that, at the request of Hon Alice MAK and on the instruction of the Chairman, an additional item on "Proposed Member's Bill to amend the Protection of the Harbour Ordinance (Cap. 531)" was included in the agenda for the meeting on 28 September 2021 and the meeting would end at 5:00 pm.)*

Visit to New Territories North

3. The Chairman reminded members that an on-ground inspection of New Territories North by coach was scheduled after the meeting from 4:00 pm to around 7:00 pm.

*(Post-meeting note: The Chairman and Deputy Chairman of the Panel, 12 Panel members and 2 non-Panel Members participated in the visit.)*

**III PWP Item No. 873TH — Boardwalk underneath the Island Eastern Corridor**

(LC Paper No. CB(1)1208/20-21(03) — Administration's paper on PWP Item No. 873TH — Boardwalk underneath the Island Eastern Corridor

LC Paper No. CB(1)1208/20-21(04) — Paper on the proposed Boardwalk underneath the Island Eastern Corridor prepared by the Legislative Council Secretariat (Background brief))

Other relevant paper

(LC Paper No. CB(1)1228/20-21(01) — Submission dated 20 August 2021 from The Hongkong & Yaumati Ferry Co. Ltd. (Restricted to Members))

4. At the invitation of the Chairman and with the aid of a powerpoint presentation, Chief Engineer/South 3, Civil Engineering and Development

Department briefed members on the funding proposal for upgrading PWP Item No. 873TH to Category A at an estimated cost of \$1,682 million in money-of-the-day ("MOD") prices for the construction of the Boardwalk underneath the Island Eastern Corridor ("IEC").

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1247/20-21(01) by email on 25 August 2021.)*

5. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure 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.

Safety implications of the proposed project on the North Point Vehicular Ferry Pier

6. Referring to the submission from The Hongkong & Yaumati Ferry Co. Ltd. ("HYF"), operator of the North Point Vehicular Ferry Pier ("NPVFP"), expressing concern on the safety implications on NPVFP arising from the conversion of its upper deck into a section of the proposed Boardwalk, the Chairman requested the Administration to give an account of its views and response on the concern.

7. Ms Alice MAK relayed similar concern expressed by the Small Craft Workers Union under the Hong Kong Federation of Trade Unions on the safety implications arising from the shared use of a section of the proposed Boardwalk with NPVFP. In particular, the Small Craft Workers Union urged the Administration to erect fences, provide fire service and safety equipment, etc. on the relevant section of the proposed Boardwalk. Ms MAK requested the Administration to explain the design of the proposed Boardwalk to the relevant stakeholders after the meeting in order to allay their concerns.

8. Deputy Secretary for Development (Planning & Lands)1 ("DS(P&L)1") and Project Manager (South), Civil Engineering and Development Department ("PM(S)/CEDD") advised that the Administration had maintained close communication with HYF in the course of planning the proposed Boardwalk project. They explained that conversion of the upper deck of NPVFP as a section of the proposed Boardwalk had no impact on the routine operation of NPVFP. However, in response to the concern raised by HYF on the safety risk of having objects being thrown from the proposed Boardwalk on the upper deck of NPVFP to the ground level where vehicles carrying dangerous goods were frequently passing by,

the Administration had conducted a Quantitative Risk Assessment ("QRA") and consulted the relevant government departments, including the Hong Kong Police Force, the Fire Services Department, the Environmental Protection Department and the Transport Department, on possible safety risk concerned, if any. The conclusion of QRA was that the potential risk was not significant and within a manageable range. That notwithstanding, in order to address the aforesaid concern of HYF, an all embracing enclosure would be erected at the upper deck of NPVFP and its associated ramp to provide further protection with a view to preventing falling objects from the upper deck. The Administration had explained to HYF the proposed measure and the design of the relevant section of the proposed Boardwalk on the upper deck of NPVFP.

9. Mr MA Fung-kwok expressed support for the funding proposal. However, he queried why HYF had made a lengthy submission to the Panel as late as 20 August 2021 expressing concern on the safety implications of the proposed Boardwalk project on the operation of NPVFP if the Administration had all along maintained close communication with HYF in the course of planning of the project. He also enquired whether HYF had been briefed on and was satisfied with the relevant measure proposed by the Administration. Mr LEUNG Che-cheung indicated support for the funding proposal and envisaged that the proposed Boardwalk would become a landmark in Hong Kong for public enjoyment. The Chairman and Mr LEUNG sought details about the design of the enclosure to be erected at the upper deck of NPVFP, including whether it could fully enclose the relevant areas and the materials to be used. Mr LEUNG was concerned that the enclosure would generate reflected glare that might affect the residents living nearby.

10. PM(S)/CEDD responded that the enclosure would be made of non-reflective materials, with openings for users to enter or leave the relevant section of the proposed Boardwalk in its design. DS(P&L)1 reiterated that the Administration would be pleased to further explain the proposal to HYF and relevant stakeholders.

11. The Chairman requested the Administration to provide in the paper to be submitted to the Public Works Subcommittee ("PWSC") supplementary information about the solution proposed and communication work undertaken by the Administration to allay the concerns expressed by HYF and other relevant organizations (such as the Small Craft Workers Union) on the safety implications arising from the shared use of a section of the proposed Boardwalk with NPVFP, and whether the proposal put forward by the Administration could allay the concerns of the relevant stakeholders.

(*Post-meeting note*: Members were informed vide LC Paper No. CB(1)1320/20-21(01) issued on 13 September 2021 that the requested information had been included in the PWSC paper (PWSC(2021-22)33) circulated to members on 8 September 2021. The Administration also provided for members' reference a letter dated 7 September 2021 from the Civil Engineering and Development Department to HYF regarding the subject, which was circulated on 13 September 2021 vide LC Paper No. CB(1)1320/20-21(02) (English version only and restricted to Members).)

#### Costs required for the proposed project

12. Mr Tony TSE said that he was a member of the Harbourfront Commission. Expressing support for the funding proposal, Mr TSE enquired about the land acquisition cost of the proposed Boardwalk project, which was not covered in the estimated project cost of \$1,682 million, and the use of the land acquired. PM(S)/CEDD advised that an existing pier structure on a private land lot had to be acquired and demolished for the construction of the proposed Boardwalk. The affected landowner would be entitled to the right to seek compensation according to the established mechanism.

#### Statutory procedures required for development

13. Ms Alice MAK noted that the Report on Cogent and Convincing Materials to Demonstrate Compliance with the Overriding Public Need Test ("the Report") had been completed for the proposed Boardwalk project. In this connection, Ms MAK enquired about the additional time spent for carrying out the related studies and tasks to satisfy the requirements of the overriding public need test under the Report, an administrative requirement of the Government for consideration of a reclamation proposal under the Protection of the Harbour Ordinance (Cap. 531) ("the Ordinance").

14. PM(S)/CEDD replied that the harbourfront from Fortress Hill to Quarry Bay was currently occupied by residential and commercial developments. To overcome the existing physical constraint and achieve a cost-effective design, the proposed Boardwalk would be constructed underneath IEC by utilizing the existing foundations of IEC. Given the complexity of the project, it would take considerable time to complete the required pre-construction works regardless of whether there were any relevant requirements under the Ordinance. The Ordinance did not have substantial impact on the implementation of the proposed Boardwalk project.

15. Mr Martin LIAO indicated support for the Administration's effort in meeting the public's aspiration for an accessible and connected harbourfront. Given that the Hong Kong Island East Harbour-front Study completed in 2012 had proposed the construction of the proposed Boardwalk underneath IEC, Mr LIAO considered that the Administration had taken too long (i.e. about nine years) to turn the conceptual idea into a development plan. Attributing such a prolonged process to the requirements under the Ordinance and the complexity of the statutory procedure for lodging objections, Mr LIAO enquired if the Administration had conducted a review on how to enhance the efficiency of project implementation and simplify the statutory procedure for lodging objections. Mr Tony TSE expressed a similar view.

16. DS(P&L)1 responded that as the construction of a boardwalk underneath IEC was a new concept in Hong Kong, it took time for the Administration to confirm the feasibility and acceptability of the project by carrying out relevant studies and conducting several rounds of public engagement. He said that the design of the proposed Boardwalk had incorporated the views of the relevant stakeholders and the project had eventually received wide public support. The Administration would strike a balance among enhancing the efficiency of project implementation, confirming the project feasibility and engaging the public in order to expedite the implementation of development projects in the future.

Extending the design concept of the proposed Boardwalk to other harbourfront areas

17. Mr Michael TIEN commended the Administration's initiative of constructing the 2.2-kilometre long proposed Boardwalk from Fortress Hill to Quarry Bay at a cost of \$1,682 million and considered it a cost-effective project. He suggested the Administration consider extending the design concept of the proposed Boardwalk, the key feature of which included active and passive zones, to the entire harbourfront promenade along the northern shore of Hong Kong Island stretching from Shek Tong Tsui to Aldrich Bay. Commending the design of the proposed Boardwalk and considering the project a good start in meeting the public's aspiration for a more accessible, connected and enjoyable harbourfront, Dr Priscilla LEUNG urged the Administration to press ahead with the development of a continuous promenade along the shore of Kowloon and New Territories West by connecting places included the former cement plant of the Green Island Cement Company Limited in Hung Hom and the Tsim Sha Tsui Star Ferry Pier, and completing the remaining section of the cycle track between Tsuen Wan and Tuen Mun respectively.



18. DS(P&L)1 advised that while the proposed Boardwalk project had provided room for the Administration to introduce a new design, the integration of which into existing harbourfront facilities was subject to various constraints. A pilot study would soon be conducted to explore the feasibility of the shared use of the harbourfront promenade from the Central to Wan Chai by various types of users, such as pedestrians, joggers and cyclists. The Administration also had an aspiration of opening up more harbourfront areas for different public uses. The Development Bureau would continue to work with the relevant government departments and liaise with owner(s) of the concerned private land, and explore innovative solutions aiming to develop continuous promenade on both sides of the harbour. For instance, an in-principle agreement was reached between the Government and the owner of a private harbourfront lot in Hoi Yu Street to develop a section of the proposed Boardwalk therein through land exchange arrangement.

#### Management of the proposed Boardwalk

19. Ms Alice MAK expressed concern on the noise and environmental implications of the proposed Boardwalk on the residential buildings nearby and called on the Administration to address issues relating to the management of the proposed Boardwalk upon its commissioning. The Chairman enquired which government department would be responsible for overseeing the management of the proposed Boardwalk.

20. DS(P&L)1 said that the Administration noted the above concerns of the residents nearby and assured members that the Administration would discuss the matter with the representatives of relevant residential buildings. As various activities would be held at the proposed Boardwalk for public enjoyment after its commissioning, the Administration would identify a suitable management company to undertake the daily operation and management of the proposed Boardwalk. The Development Bureau would oversee the performance of the concerned operator.

21. Mr Martin LIAO enquired about the respective widths of the active zone (i.e. shared zone) and passive zone (i.e. leisure zone) of the proposed Boardwalk, and whether it would be wide enough for shared use by pedestrians, joggers and cyclists. Mr LIAO also enquired if the Administration had made reference to the design of the Greenway in the Kai Tak Development, a six-month pilot project introduced in 2018 on shared use of path by pedestrians and cyclists, in planning the proposed Boardwalk.

22. Similarly, Mr MA Fung-kwok was concerned whether the 10-metre ("m") wide proposed Boardwalk was sufficient for shared use by different users and whether a lane along the active zone would be designated for cycling for the sake of safety. Mr Michael TIEN welcomed the use of the passive/leisure zone by pedestrians only and the use of the active/shared zone by joggers and cyclists to avoid collision, and suggested the Administration strengthening public education in this regard.

23. DS(P&L)1 indicated that the width of the proposed Boardwalk would be at least 10 m with some segments in its eastern section as wide as 20 m. For the 10-m wide proposed Boardwalk, the widths of the active zone and passive zone would be about 6 m and 4 m respectively. Based on the results of a pilot test conducted in other areas of Hong Kong, the Administration considered that a 6-m wide active zone was sufficient for shared use by joggers and cyclists. As such, no separate lanes for jogging and cycling respectively would be provided. That said, the Administration would strengthen its promotion efforts and management of the proposed Boardwalk to ensure a better use of the facility by the public.

24. Mr Tony TSE enquired how the proposed Boardwalk was designed to withstand typhoons and rainstorms in view of climate change, and about the functions of the movable bridges under the proposed project for which the construction cost was estimated to be \$142.6 million. Mr Michael TIEN sought details on how visitors/vessels could access the proposed Boardwalk/waters bounded by the proposed Boardwalk in case the movable bridges were out of order.

25. DS(P&L)1 and PM(S)/CEDD advised that the Administration had taken into account the impact of climate change in the design of the proposed Boardwalk. The proposed Boardwalk would be protected by balustrade and its normal floor level would be at least 5.5 m above Principal Datum, which was higher than the maximum water level reached (about 3 to 4 m above Chart Datum) when super typhoons such as Mangkhut hit Hong Kong. The three movable bridges would allow vessels to access the respective coastal waters bounded by the proposed Boardwalk to undertake repair and maintenance work when necessary. The management company engaged for the management of the proposed Boardwalk would be responsible for operating the movable bridges according to prescribed guidelines and protocol.

26. Mr LEUNG Che-cheung enquired whether the movable bridges would be operated manually or automatically, and about the contingency measures in case the bridges were out of order. PM(S)/CEDD responded that the movable bridges would be driven by electric power and contingency

measures against machine/power failures, including the provision of electricity supply from different power sources (such as standby electric generators), would be put in place.

27. In response to Mr MA Fung-kwok's enquiry on whether there would be any green features along the proposed Boardwalk, PM(S)/CEDD said that apart from enhancing the green features in the existing 400-m long North Point Promenade, planter boxes would be placed at other suitable locations along the proposed Boardwalk.

28. Noting that the proposed Boardwalk project would be completed in phases, Mr Tony TSE enquired if the proposed Boardwalk would be open for public enjoyment in phases as well. DS(P&L)1 replied in the affirmative.

*[At 2:44 pm, the Chairman said that he would "draw a line" for members' enquiries. He would allow members who had indicated their intention to speak to raise questions. He reminded members of his direction again at 2:49 pm.]*

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

29. The Chairman concluded that members in general supported the Administration to submit the funding proposal to PWSC for its consideration.

#### **IV PWP Item No. 206TB — Enhancing connectivity near MTR Kwun Tong Station with elevated landscaped pedestrian deck**

(LC Paper No. CB(1)1208/20-21(05) — Administration's paper on PWP Item No. 206TB — Enhancing connectivity near MTR Kwun Tong Station with elevated landscaped pedestrian deck)

30. At the invitation of the Chairman and with the aid of a powerpoint presentation, Deputy Project Manager (East), Civil Engineering and Development Department ("DPM(E)/CEDD") briefed members on the funding proposal for upgrading PWP Item No. 206TB to Category A at an estimated cost of \$213.9 million in MOD prices for the construction of a covered elevated landscaped pedestrian deck ("proposed pedestrian deck") near the MTR Kwun Tong Station ("KWT"). Details of the funding

proposal were set out in the Administration's paper (LC Paper No. CB(1)1208/20-21(05)).

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1247/20-21(02) by email on 25 August 2021.)*

31. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure 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.

#### Estimated cost of the proposed works

32. Mr Tony TSE and Mr Wilson OR agreed that the construction of the proposed pedestrian deck could enhance the connectivity and pedestrian accessibility within the Kwun Tong district. Noting that the proposed pedestrian deck was 120 m in length with a width of about 6 m and was not equipped with lifts and escalators, Mr TSE and Mr OR expressed grave concern about its high construction cost, which was estimated to be \$213.9 million. They requested the Administration to give a detailed account of the project cost.

33. Principal Assistant Secretary (Works)2/Development Bureau ("PAS(W)2/DEVB") and DPM(E)/CEDD advised that the proposed works were complex in view of site constraints. As the works site was located near KWT and the railway viaduct, additional protection and preventive measures during construction would be required to comply with the MTR's railway protection requirements with a view to ensuring the structural safety and normal operation of KWT. Also, part of the proposed pedestrian deck would be located on the existing slope and another part would span over the Kwun Tong Road/Hoi Yuen Road roundabout with heavy traffic. The estimated project cost had therefore included the costs for implementing the above additional protection and preventive measures, modification and stabilization works of the existing slope, construction of associated drainage works, as well as the cost for implementing temporary traffic arrangements at Kwun Tong Road in order to minimize the impacts of the proposed works on traffic during construction. In addition, there was no provision of works areas nearby for storage, fabrication and assembling of steel and prefabricated segments due to the urbanized and congested site location. The delivery of major prefabricated deck structure and the lifting works had to be carried out at night, some of which could only be carried out during non-service hours of MTR, thus contributing to the higher construction cost. Furthermore, in order to avoid affecting the existing columns and piles of

railway viaduct structures of the MTR Kwun Tong Line, provision had to be reserved for undertaking more complicated foundation works of the proposed pedestrian deck which would entail a longer construction period and a higher construction cost.

34. PAS(W)2/DEVB and DPM(E)/CEDD added that the Administration had conducted a comparison of the estimated construction cost (i.e. works items related to the construction of the deck structure with foundation and excluding lift and staircase) between the proposed project and other similar Government's elevated walkway projects in the districts nearby, namely PWP Item No. 822CL (Elevated walkway across the future Trunk Road T2 near MegaBox) and PWP Item No. 797CL (Elevated walkway across Prince Edward Road East connecting San Po Kong and Kai Tak Development). It was found that the costs of the concerned works items among these projects were comparable. Taking into account the complexity of the proposed project and its site constraints, the Administration considered the cost of the project reasonable.

35. Mr Tony TSE enquired whether the proposed pedestrian deck could cope with the anticipated increase in pedestrian flow of Exit C and Exit D of KWT in the future. PAS(W)2/DEVB advised that according to the findings of a consultancy study commissioned by the Civil Engineering and Development Department which had taken into account relevant planning data such as regional development, population growth and traffic demand, the proposed pedestrian deck could accommodate about 9 000 persons per hour, which complied with the required standard (i.e. Level of Service C) as stipulated in the Transport Planning and Design Manual published by the Transport Department. The proposed pedestrian deck would be able to cater for the anticipated increase in pedestrian flow near KWT area in the future.

#### Implementation programme

36. Referring to the 197m long covered four-span footbridge system project at the junction of Sham Mong Road and Yen Chow Street West in Sham Shui Po (PWP Item No. 332CL) which was equipped with six lifts and six escalators and took about only four years to complete, Mr Wilson OR opined that the four-year construction period of the proposed pedestrian deck was too long. He enquired about the reasons for the lengthy construction period and the possibility of compressing the implementation programme of the project.

37. PAS(W)2/DEVB replied that the Administration planned to invite tenders and commence the proposed works upon obtaining funding approval

from the Finance Committee of LegCo for target completion in around four years. It included approximate half a year for finalizing the requirements of the Railway Protection and Land Survey Section of the MTR Corporation Limited regarding the protective measures for the railway structures. The Administration expected to complete the tender invitation procedures latest by early-2022. The actual construction period of the proposed works was just about 3.5 years.

38. The Chairman requested the Administration to, in its paper to be submitted to PWSC, further elaborate on the reasons for the lengthy construction period and high construction cost of the proposed project, and to provide a comparison of the estimated cost between the project and other Government's elevated landscaped pedestrian deck/elevated walkway projects of similar nature and scale.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1306/20-21(01) on 8 September 2021.)*

#### Traffic implications

39. Whilst expressing support for the construction of the proposed pedestrian deck, Mr Kenneth LAU was concerned that the project might further aggravate the traffic congestion problem of Kwun Tong Road as the location of the project site was close to the Kwun Tong Road/Hoi Yuen Road roundabout. In this connection, Mr LAU enquired about the measures to be implemented by the Administration with a view to minimizing the traffic impacts of the proposed works during construction.

40. PAS(W)2/DEVB advised that the traffic congestion problem at the Kwun Tong Road/Hoi Yuen Road roundabout had always been the Administration's focal concern. He explained that the piles of the deck structure would not occupy existing roads and walkways. To maintain the number of the existing traffic lanes in the daytime, prefabricated segments would be delivered to the works site for installation, and major lifting works would be carried out at night and during non-service hours of MTR. The Administration would also establish Traffic Management Liaison Groups and closely liaise with relevant government departments and stakeholders to work out the details of the temporary traffic arrangements. The Administration believed that with appropriate temporary traffic arrangements in place, the proposed works would not cause any significant traffic impact to the surrounding areas during construction.

41. PAS(W)2/DEVB added that to improve the traffic condition of Kwun Tong, an exclusive left-turn lane from Hip Wo Street southbound to Kwun Tong Road eastbound had been provided to alleviate the traffic bottleneck at the Kwun Tong Road/Hoi Yuen Road roundabout. In 2026-2027, a lane from Kwun Tong Road eastbound to Hip Wo Street would also be constructed under the redevelopment project of the Urban Renewal Authority so that vehicles would not have to pass through the Kwun Tong Road/Hoi Yuen Road roundabout in accessing Hip Wo Street.

#### Design of the proposed elevated landscaped pedestrian deck

42. Pointing out that there were negative comments on the design of some existing elevated landscaped pedestrian decks and elevated walkways, such as the provision of transparent roofs which were not effective in terms of sun shading or heat dissipation, Mr Kenneth LAU and Mr Wilson OR urged the Administration to optimize the design of the proposed pedestrian deck.

43. PAS(W)2/DEVB responded that about 70% of the area of the roof of the proposed pedestrian deck would be made of thermal insulation material while the remaining 30% would be made of translucent panels. Upon the completion of the proposed project in the future, pedestrians could commute along a fully covered walkway from KWT to the Kwun Tong Composite Development. To ensure that the design of proposed pedestrian deck could integrate with the existing environment and strike a balance among thermal insulation, appearance and spaciousness, the Administration had consulted the Advisory Committee on the Appearance of Bridges and Associated Structures and other relevant stakeholders on the current design of the proposed deck.

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

44. The Chairman concluded that members in general had no objection to the Administration's submission of the funding proposal to PWSC for its consideration.

**V Any other business**

45. There being no other business, the meeting ended at 3:45 pm.

Council Business Division 1  
Legislative Council Secretariat  
19 November 2021