

立法會
Legislative Council

LC Paper No. CB(4)1470/16-17
(These minutes have been seen
by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Friday, 17 March 2017, at 10:00 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon CHAN Han-pan, JP (Chairman)
Dr Hon KWOK Ka-ki (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon LEUNG Kwok-hung
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon LEUNG Che-cheung, BBS, MH, JP
Dr Hon Helena WONG Pik-wan
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG

Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying
Hon Tanya CHAN
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Nathan LAW Kwun-chung
Dr Hon YIU Chung-yim

Members attending : Hon WONG Ting-kwong, SBS, JP
Hon CHAN Kin-por, BBS, JP
Hon Steven HO Chun-yin, BBS
Dr Hon CHIANG Lai-wan, JP

Members absent : Dr Hon Fernando CHEUNG Chiu-hung
Hon YUNG Hoi-yan
Hon Kenneth LAU Ip-keung, MH, JP

[According to the Judgment of the Court of First Instance of the High Court on 14 July 2017, LEUNG Kwok-hung, Nathan LAW Kwun-chung, YIU Chung-yim and LAU Siu-lai have been disqualified from assuming the office of a member of the Legislative Council, and have vacated the same since 12 October 2016, and are not entitled to act as a member of the Legislative Council.]

Public Officers attending : **Agenda item III**

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)1

Mr Raymond CHENG Nim-tai
Principal Assistant Secretary for Transport and
Housing (Transport)7

Mr Kelvin LO Kwok-wah
Project Manager/Major Works
Highways Department

Dr WONG Chung-kwong
Deputy Project Manager/Major Works(2)
Highways Department

Mr Chris CHAN Yu-yuen
Assistant Commissioner/Planning
Transport Department

Mr Alfred LAM Chiu-yu
Chief Engineer/Transport Planning
Transport Department

Agenda item IV

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)1

Ms Judy CHUNG Sui-kei
Principal Assistant Secretary for Transport and
Housing (Transport) 5

Mr Kelvin LO Kwok-wah
Project Manager/Major Works
Highways Department

Mr KONG Tai-wing
Deputy Project Manager/Major Works(1)
Highways Department

Mr Chris CHAN Yu-yuen
Assistant Commissioner/Planning
Transport Department

Mr Raymond CHUNG Wah-fan
Chief Engineer/Strategic Roads
Transport Department

Agenda item V

Professor Anthony CHEUNG, GBS, JP
Secretary for Transport and Housing

Mrs Ingrid YEUNG, JP
Commissioner for Transport

Mr Andy CHAN, JP
Deputy Secretary for Transport and Housing
(Transport) 2

Miss Ann CHAN
Principal Assistant Secretary for Transport and
Housing (Transport) (Public Transport Strategy
Study)

Ms Stella LEE
Assistant Commissioner for Transport/Management
and Paratransit
Transport Department

Clerk in attendance: Ms Doris LO
Chief Council Secretary (4)6

Staff in attendance : Ms Macy NG
Senior Council Secretary (4)6

Ms Emily LIU
Legislative Assistant (4)6

Action

I. Information papers issued since the last meeting

(LC Paper No. CB(4)689/16-17(01) - Letter from Dr Hon KWOK Ka-ki on the provision of hire car service using mobile applications

LC Paper Nos. CB(4)695/16-17(01) - Letters dated 13 and 15 March 2017 respectively and CB(4)700/16-17(01) from Dr Hon Elizabeth QUAT and Hon CHEUNG Kwok-kwan on withdrawal of membership)

Members noted the above papers issued since the last meeting.

II. Items for discussion at the next meeting

(LC Paper No. CB(4)666/16-17(01) - List of outstanding items for discussion

LC Paper No. CB(4)666/16-17(02) - List of follow-up actions)

2. Members agreed to discuss the following items at the next regular meeting to be held on 21 April 2017 –

- (a) 6185TB – Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung;
- (b) Proposed retention of three supernumerary posts; and extension of internal redeployment of one permanent post in the Hong Kong—Zhuhai—Macao Bridge ("HZMB") Hong Kong Project Management Office of the Highways Department ("HyD"); and
- (c) Outcome of the early review of the MTR Fare Adjustment Mechanism.

(Post-meeting note: Upon the request of the Administration and with the concurrence of the Chairman, an item on "Adjustment of Airport Express Fares" was subsequently added to the agenda of the meeting to be held on 21 April 2017, and the discussion on item (b) above was deferred. The agenda with the changes made was issued vide the

notice of the meeting on 29 March 2017 (LC Paper No. CB(4)781/16-17).)

III. 6870TH—Feasibility Study on Route 11 (between North Lantau and Yuen Long)

(LC Paper No. CB(4)578/16-17(05) - Administration's paper on public works programme item No. 870TH—Feasibility Study on Route 11 (between North Lantau and Yuen Long) funding application

LC Paper No. CB(4)578/16-17(06) - Paper on Route 11 (between North Lantau and Yuen Long) and transport services in the Northwest New Territories prepared by the Legislative Council Secretariat (background brief))

3. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the funding proposal for upgrading 870TH "Feasibility Study on Route 11 (between North Lantau and Yuen Long)" ("the Study") to Category A at an estimated cost of \$87.7 million (in money-of-the-day prices). With the aid of a powerpoint presentation (LC Paper No. CB(4)721/16-17(01)), Deputy Project Manager/Major Works(2) of HyD then briefed members on the Study.

Justifications for the construction of Route 11

4. Mr LAM Cheuk-ting supported construction of Route 11 to enhance inter-district connection between Northwest New Territories ("NWNT") and other districts, and provide an additional access to Lantau Island for visitors to Hong Kong and local people. Mr YIU Si-wing considered it necessary to study the construction of Route 11 to cope with the anticipated increase in traffic demand arising from the future developments in NWNT, including Hung Shui Kiu New Development Area ("HSK NDA") and Yuen Long South development ("YLS"), and relieve the traffic burden of Tuen Mun Road. Mr YIU further asked if the Administration had taken into account the changes in the traffic flow of Tuen Mun Road upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") and Tuen Mun—Chek Lap Kok Link

("TM—CLKL"), as some cross-boundary vehicles using Shenzhen Bay Port via Tuen Mun Road might change to use HZMB and TM—CLKL.

5. Assistant Commissioner/Planning of the Transport Department ("AC/P") advised that after the commissioning of HZMB and TM—CLKL, it was envisaged that vehicles crossing the boundary via HZMB would likely use TM—CLKL to access NWNT or North Lantau Highway to the city centre. The traffic from TM—CLKL would tend to use the Town Centre section of Tuen Mun Road. To cope with the traffic flow from TM—CLKL in the long run, the Administration had been planning for the Tuen Mun Western Bypass ("TMWB"). At the request of Mr YIU, the Administration agreed to provide the traffic projection in NWNT taking into account the changes in the traffic flow of Tuen Mun Road upon the commissioning of TM—CLKL.

6. Pointing out that the utilization rates of some newly built trunk roads were far below their planned capacities, the Deputy Chairman, Dr CHENG Chung-tai and Ms Tanya CHAN expressed concern about overestimations of projected population and volume to capacity ("v/c") ratios in the traffic assessments for large transport infrastructural projects. Dr CHENG asked how the estimations of the new population of HSK NDA and YLS, i.e. 176 000 and 82 700 respectively, were arrived at. He queried if Route 11 was indeed planned to make way for the development of the East Lantau Metropolis ("ELM"), instead of solely for the developments in NWNT. Ms CHAN asked whether the planning for Route 11 had taken into account the traffic impact of TM—CLKL and TMWB on NWNT, as well as dovetailing with the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" study ("Hong Kong 2030+").

7. USTH advised that estimations of the new population of HSK NDA and YLS were provided by the Planning Department. In light of the future developments in NWNT, the Administration considered it necessary to construct Route 11 to cope with the traffic demand in the long run, irrespective of whether there was any plan for ELM. AC/P further indicated that Route 11 would be instrumental in relieving the traffic congestion of Tuen Mun Road, Tai Lam Tunnel and Ting Kau Bridge, the v/c ratios of which with and without Route 11 during the morning peak hours of 2036 had thus been pinpointed in the Administration's paper to the Panel. As for TM—CLKL and TMWB, given that they would be located farther away from Route 11, the Administration had not provided their projected v/c ratios in its paper. Notwithstanding that, he affirmed that the traffic implications of TM—CLKL and TMWB on NWNT had been taken into account in the planning for Route 11. At the further request of Ms Tanya CHAN, the Administration agreed to supplement relevant information on the latest traffic projections in

NWNT with and without Route 11.

8. Mr CHU Hoi-dick considered that there should be an integrated review on the planning for Route 11 and ELM, as well as how the transport networks in NWNT and ELM could be further connected to the Hong Kong Island under the broader framework of Hong Kong 2030+. He said that the v/c ratios of TM—CLKL, and the road sections connecting Tuen Mun Road and Tai Lam Tunnel with Tsing Yi should all be taken into account to decide the need for Route 11. Other factors including the number of NWNT residents who had to commute to other districts to work and those who would work within the district given the new employment opportunities created there, as well as projected reduction in the number of private cars due to implementation of measures to control the growth in the private car fleet were also relevant in the consideration.

9. USTH reiterated that the planning for Route 11, which commenced in 2015, targeted mainly at catering for the traffic demand arising from the future developments in NWNT. That said, the strategic studies in the context of the recently announced Hong Kong 2030+ would take into account the planning for Route 11 and the overall traffic network connections. AC/P supplemented that the population in NWNT was expected to increase by 500 000 in 2036 as a result of the developments. Route 11 would provide a direct route for vehicles commuting between NWNT and North Lantau, whilst the connection between Lantau, including the planned ELM, and the urban areas could be studied under Hong Kong 2030+.

10. The Chairman referred to a letter from Mr CHU Hoi-dick on Route 11 which was tabled at the meeting (LC Paper No. CB(4)723/16-17(01)). He said that the Administration would be invited to provide a written response to the issues raised in the above letter.

11. Mr Nathan LAW objected to conducting the Study. He pointed out that following a review on traffic and infrastructure in NWNT in 2002, the Administration decided not to execute the works for ex-Route 10 Southern Section, and then proposed in 2007 implementing TM—CLKL and TMWB instead. As Route 11 was largely based on the concept of ex-Route 10, he did not see the need to commit vast amount of money to construct Route 11. He considered that the Tsing Ma Bridge/Kap Shui Mun Bridge and TM—CLKL would already serve to provide alternative access to Lantau Island.

12. The Chairman considered it necessary to conduct the Study on Route 11 given the anticipated increase in traffic demand arising from the substantial population growth in Tuen Mun and Yuen Long. He opined that ex-Route 10

and Route 11 should not be compared in the same light given the change in situation. Ex-Route 10 had been planned to cater for the demand for road cargo transportation arising from the then planned Container Terminal 10 that was later shelved, as well as the traffic flow from HZMB to Tuen Mun.

Timetable for implementation and estimated construction costs

13. Mr LEUNG Che-cheung expressed concern about the lengthy time required for conducting the Study and the construction of Route 11 which might not be able to meet the traffic demand in NWNT in time. He asked whether the Administration could expedite the implementation process of Route 11. Dr Junius HO suggested conducting public consultation exercises in parallel with the Study to save time. Mr POON Siu-ping asked if the Administration would put in place interim measures before Route 11 could be in use to cope with the increase in traffic demand arising from HSK NDA and YLS, as the first population intakes would be in 2024 and 2027 respectively. He worried that the capacity of existing roads, particularly Tuen Mun Road which was already very congested, would soon reach saturation. Mr LAM Cheuk-ting also urged the Administration to commence the Study as soon as possible, and consult relevant stakeholders in the process.

14. Project Manager/Major Works of HyD ("PM/MW") advised that implementation of large infrastructure projects normally took more than 10 years, and the time for individual project would vary due to different project designs and challenges in the construction process. For example, construction of Route 8 had taken 15 years. USTH supplemented that the Administration would strive to commence the Study in the second half of 2017 which would take about 30 months, with a view to commencing the project as soon as possible. The Administration would consult relevant stakeholders during the Study. It was hoped that with their views duly taken into consideration at the initial stage of project design, the possibility of works delays due to objections in the community could be reduced. He further advised that the population intakes of HSK NDA and YLS would be in phases. AC/P added that while the traffic flow of Tuen Mun Road was rather high, there was still spare capacity at Tai Lam Tunnel. In the long term, Route 11 would be required to meet the increase in traffic demand.

15. In response to Dr CHENG Chung-tai and Dr Junius HO's enquiries about the estimated construction costs of Route 11, USTH said that it was premature to make any cost estimation before completion of the Study, as the construction costs would be subject to the final alignment and the works involved.

Alignment of Route 11

16. Mr Michael TIEN pointed out that there were too few connection points between Tuen Mun Road and Castle Peak Road that in times of traffic congestion on either of the two roads, the traffic flow could hardly be diverted to the other. He suggested improving the proposed alignment of Route 11 by extending the slip road linking So Kwun Wat and Tuen Mun Road to reach Castle Peak Road, so as to link up Route 11 with both Tuen Mun Road and Castle Peak Road. He would move a motion on this suggestion.

17. USTH responded that the preliminary alignment of Route 11 set out in the Administration's paper was only indicative. The Administration would study the feasibility of different alignment options and take into account members' views in this regard.

18. Mr LAM Cheuk-ting asked whether the construction of Route 11 would have impact on country parks in the vicinity. USTH responded that the Administration would conduct a preliminary environmental review of Route 11 in the Study to assess the possible environmental impacts associated with the works and recommend mitigating measures, for example, the section along Tai Lam Chung Reservoir might be built in the form of a tunnel.

19. In response to Dr Junius HO's enquiry about the differences between ex-Route 10 and Route 11, PM/MW said that as the land use planning had changed significantly over the years, Route 11 was proposed based on the latest traffic forecast, and planning and development parameters available. On the suggestion of the Chairman, the Administration undertook to provide supplementary information on the background of ex-Route 10, and the differences between ex-Route 10 and Route 11.

Alternative suggestions on meeting the traffic demand with railways

20. The Chairman noted from the traffic forecast that, even with Route 11, there would still be traffic congestion along Tuen Mun Road and Tai Lam Tunnel in 2036. He asked whether the Administration would re-consider the proposal of constructing the Coastal Railway between Tuen Mun and Tsuen Wan (Tuen Mun to Tsuen Wan Link) ("TMTWL"). Dr Junius HO suggested that, as an alternative to TMTWL, the Administration might consider extending the West Rail Line to North Lantau via So Kwun Wat to enable interchange with the existing Tung Chung Line. The Deputy Chairman suggested constructing a railway line, instead of a new trunk road, to meet the traffic demand in NWNT.

21. USTH said that the Administration considered that in addition to railway, it was also necessary to develop road infrastructure to cope with the traffic demand in NWNT. As regards railway developments, the Northern Link to be constructed would connect West Rail Line and East Rail Line. The need for further railway development would be explored under the strategic studies on railways and major roads in the context of Hong Kong 2030+. He further said that the Administration had no plan to re-visit the proposal of TMTWL at the current stage.

Motion

22. After discussion, Mr Michael TIEN moved the following motion –

鑒於青山公路和屯門公路為新界西北區居民出入市區的主要幹道，而新界西人口隨著多個新發展區落成而日漸增多，加上青山公路大欖段周邊有大量新落成屋苑和學校，新界西北居民經青山公路和屯門公路長期飽受交通擠塞之苦。其中一個問題是青山公路與屯門公路近二十公里路程只有極少轉接點，當交通擠塞或發生意外，車輛不能選擇另一條公路離開。就此，本委員會促請政府在今次十一號幹線可行性研究中，在現在建議的走線，位於掃管笏與屯門公路一條分支路，研究進一步延長分支路連接至青山公路，以達致青山公路和屯門公路與十一號幹線互相連接，發揮互補作用。

(Translation)

Given that Castle Peak Road and Tuen Mun Road are major trunk roads for NWNT residents to travel to and from urban areas, the population in New Territories West has been growing with the completion of various new development areas, and there are plenty of newly developed housing estates and schools in the vicinity of the Tai Lam Section of Castle Peak Road, NWNT residents have been suffering for a long time from traffic congestion on Castle Peak Road and Tuen Mun Road. One of the problems is that there are only extremely few connection points between Castle Peak Road and Tuen Mun Road in a distance of nearly 20 kilometres, rendering vehicles unable to exit by switching to another highway in case of traffic congestion or accidents. In this connection, this Panel urges the Government to examine in the present feasibility study on Route 11 the possibility of further extending the slip road linking So Kwun Wat and Tuen Mun Road in the current proposed alignment to Castle Peak Road, so that Castle Peak Road and Tuen Mun

Road will be connected with Route 11 to serve a complementary function.

23. The Chairman put the motion to vote. A total of 10 members voted for the motion, seven members voted against it and none abstained from voting. The Chairman declared that the motion was carried.

24. The Chairman invited members to indicate whether they supported the Administration's funding proposal and submission of it to the Public Works Subcommittee ("PWSC"). He then put the matter to vote. A total of 11 members voted in favour of the funding proposal, seven members voted against it and none abstained from voting. The Chairman concluded that the Panel supported in principle the funding proposal and submission of it to PWSC for further consideration.

(Post-meeting note: The consolidation response (Chinese version) provided by the Administration on issues raised by members on this agenda item and the motion passed was issued vide LC Paper No. CB(4)1249/16-17(01) on 16 June 2017.)

IV. 6461TH—Central Kowloon Route—Main Works

(LC Paper No. CB(4)666/16-17(03) - Administration's paper on 461TH — Central Kowloon Route — Main Works

LC Paper No. CB(4)666/16-17(04) - Paper on Central Kowloon Route prepared by the Legislative Council Secretariat (background brief)

LC Paper No. CB(4)684/16-17(01) - Submission from 關注中九龍幹線大聯盟

LC Paper Nos. CB(4)706/16-17(01) and (02) - Joint submissions from 中九龍幹線駿發花園環境問題關注組及關注中九龍幹線大聯盟)

25. At the invitation of the Chairman, USTH briefed members on the funding proposal for upgrading 461TH—Central Kowloon Route

("CKR")—Main Works to Category A at an estimated cost of \$42,363.9 million in money-of-the-day prices. Deputy Project Manager/Major Works (1) of HyD then illustrated the details of the works with the aid of powerpoint (LC Paper No. CB(4)721/16-17(03)). Members noted that the scope of works included the construction of a dual three-lane road tunnel connecting the Yau Ma Tei Interchange and Kai Tak Interchange, reconstruction of the Gascoigne Road Flyover ("GRF") (Kansu Street Section), installation of noise mitigation facilities, and reprovisioning of affected public facilities.

Noise and air quality impacts on residents of Prosperous Garden

26. Members recognized that the construction of CKR could relieve the traffic congestion problems in East and West Kowloon. Still, a majority of them had reservation about the project having regard to the strong opposition of the residents of the Prosperous Garden ("PG") due to concerns over the noise and air quality impacts that might arise from the traffic at GRF. Many members demanded the Administration to accede to the residents' requests of replacing the semi-enclosure along GRF fronting Blocks 1 and 5 of PG with a full enclosure ("the Central Full Enclosure"), and extending the full enclosure along GRF fronting Blocks 3 and 4 of PG 60 m northwards beyond Yaumati Catholic Primary School ("YCPM") ("the Northern Extension").

27. While indicating the Democratic Party's support towards the construction of CKR, Dr Helena WONG and Mr WU Chi-wai called on the Administration to accede to the residents' requests. Dr WONG and Mr CHAN Chi-chuen urged the Administration to consider further extending the length of the two full enclosures under the current design to the longest length permissible under the relevant road tunnel fire safety requirements. Likewise, Mr LEUNG Kwok-hung considered that the Administration should strive to address the residents' concerns by taking innovative measures to solve technical issues, such as installing a roof above the semi-enclosure to reduce noise and dust. Dr CHENG Chung-tai suggested removing the landscaped decks so that the budget saved could be used for constructing the Central Full Enclosure.

28. USTH advised that the current proposal of the CKR project had indeed incorporated many feasible suggestions received during the public engagement exercises. It had fulfilled the majority of the requests made by residents of PG, except that the Central Full Enclosure proposal was considered not feasible as it would pose rescue problem in case of a fire.

29. PM/MW further explained that if the semi-enclosure (of approximately 130 m long) connecting the two full enclosures (of approximately 110 m and 200 m long respectively) was replaced with the Central Full Enclosure, the fully enclosed road section would reach 450 m in length. He advised that any full enclosure type barrier exceeding the length of 230 m should comply with the requirements for road tunnel under the Codes of Practice for Minimum Fire Service Installations and Equipment. However, taking into account the actual circumstances that there were four sections of elevated roads with another three at grade roads in the area, it was technically infeasible to provide the required fire protected escape passage for the road sections concerned. Besides, the current structure of GRF could not support an extensive dynamic smoke extraction system which should be provided in accordance with the fire safety requirements. Even if dividing the Central Full Enclosure into two 230 m sections connected by a short open/semi-enclosure section, HyD would still need to re-assess the fire safety along the road under simulated fire settings and adopt suitable fire safety measures. As for the landscaped decks, he indicated that they would serve as noise mitigation measures as well as amenity and leisure purposes, and there were strong requests by local residents for inclusion in the project.

30. Mr LAU Kwok-fan pointed out that the Yau Tsim Mong District Council ("YTMDC") had unanimously passed a motion requesting for the Central Full Enclosure and the Northern Extension. He stated that the Administration should not dismiss their requests. He indicated that he would move a motion urging the Administration to improve the CKR design to address public concerns over the associated adverse impacts.

31. USTH said that the Administration noted the requests made by YTMDC, and would strive to address the needs of residents as far as practicable. He reiterated that the Central Full Enclosure and the Northern Extension were not cost-effective and involved technical issues, and hence could not be accommodated. He assured members that CKR should comply with the requirements of the Environmental Permit ("EP") granted by the Director of Environmental Protection, and by implementing the mitigation measures recommended in the Environmental Impact Assessment ("EIA") report, the traffic noise and air pollution affecting the residents of PG would be significantly alleviated.

32. Mr Nathan LAW pointed out that the approved EIA report stated that the Administration should follow up with the respective community liaison groups on the implementation of mitigation measures on environmental issues. He doubted that the Administration had failed to meet the requirement as it had not followed up the requests of the residents of PG and YTMDC. PM/MW

reiterated that HyD had been following up the above requests, and would set up community liaison groups and community centres at suitable places during the construction of CKR.

33. Dr Priscilla LEUNG and Mr Wilson OR were disappointed that the Administration had not spent its utmost efforts to address the concerns of PG residents over the years. They asked whether the Administration would review again if the technical difficulties could be overcome. Mr OR requested that a public hearing be held to listen to public views including the requests of the residents of PG. While expressing support for the CKR project, Mr YIU Si-wing and Mr LUK Chung-hung remained concerned about the requests of PG residents. They asked about the main reasons, such as technical issues and/or traffic impact, for not acceding to the requests for the Central Full Enclosure and the Northern Extension. Mr YIU further asked if the Administration would liaise with the affected residents of PG on compensation arrangements. Dr CHIANG Lai-wan called on the Administration to accede to the residents' requests. She also expressed concern about the negative environmental impacts brought about by the CKR project in particular to West Kowloon residents.

34. USTH reiterated that the current design had balanced between the requests of the residents of PG and the relevant fire safety requirements. He advised that the two full enclosures under the current design already covered the section fronting the residential area of PG, while the open side of the semi-enclosure was not facing the residential buildings. Due to the technical constraints and lack of cost-effectiveness, the provision of the Central Full Enclosure and the Northern Extension would not be pursued. PM/MW added that the Central Full Enclosure was considered not feasible mainly due to the technical constraints mentioned above, while traffic impact was not among the major concerns, not to mention that the Central Full Enclosure was outside the scope of the CKR project, the inclusion of which at this stage did not conform to the established mechanism of implementing works projects.

35. In response to the query of the Deputy Chairman on the technical competency of the engineering staff of HyD in overcoming the technical constraints associated with the Central Full Enclosure, PM/MW assured members that HyD staff had the professional knowledge and skills commensurate with the requirements for implementing the CKR project, and HyD had also engaged a professional consultant to assist in the works.

36. Mr Frankie YICK asked whether it would be feasible and in compliance with the relevant fire safety requirements if a part of the Central Full Enclosure could be automatically open when a fire/smoke was detected by a sensor

system. PM/MW advised that automatic actuating windows would be installed in the full enclosures under the current design. However, for a fully enclosed road section exceeding 230 m, installation of this type of windows was not adequate for complying with the relevant fire safety requirements.

37. Ms Claudia MO was concerned about the traffic noise impact of GRF on the students of YCPM. She therefore suggested further extending the full enclosure towards YCPM. PM/MW advised that double-glazed windows and air-conditioners had already been installed at YCPM under the School Insulation Programme to abate traffic noise.

38. Dr YIU Chung-yim suggested the Administration consider the construction of a full enclosure to extend from YCPM southwards for 230 m to reach Yau Ma Tei Police Station, followed by a semi-enclosure to connect with another full enclosure of 230 m long. This proposal would not only comply with the fire safety requirements, but also address the residents' concerns as the semi-enclosure would be located farther away from the residential area and YCPM. He indicated that he would move a motion on this proposal. In response, USTH said that the Administration maintained an open mind to members' proposals. He noted that, given the fact that PG residents were asking for a full enclosure along the entire road section, Dr YIU's proposal might still not fully meet their demand.

39. Mr Jeremy TAM requested the Administration to move northwards the works boundary of CKR for 100 m thereby the full enclosure could be extended to cover YCPM. PM/MW responded that extending the full enclosure to the north beyond the existing works boundary would entail a series of extra work, including application for variation of EP and gazettal of the amendment scheme. As a consequence of such extra work, he envisaged that the project might be delayed for at least two years.

40. The Chairman noted that other than the road section along GRF fronting PG, members did not have major objections on other parts of the CKR project. He asked whether the Administration would consider first starting with the works for those parts that had been agreed upon, and in the meantime explore ways to deal with the requests of PG residents. He said that the Administration could seek funding support separately in case the road section along GRF had to be re-designed and EIA had to be conducted afresh.

41. In response, PM/MW indicated that the function of CKR could only be achieved by implementing the project as a whole, with the road section along GRF being an integral part of the CKR project. He added that the splitting of a project into several parts was not appropriate under the EIA Ordinance (Cap.

499) and the Roads (Works, Use and Compensation) Ordinance (Cap.370) as this could pre-empt the statutory process.

Validity of the Environmental Impact Assessment report

42. Dr Helena WONG, Dr CHIANG Lai-wan and Mr Nathan LAW expressed concern that the EIA report for the CKR project, which was carried out years ago, could not meet the standards under the new set of Air Quality Objectives effective since 2014, in particular in respect of Fine Suspended Particulates (PM 2.5). Mr Nathan LAW further asked if the EIA report had covered the environmental impacts of the project on Yau Ma Tei.

43. USTH reiterated that the design of CKR complied with the environmental requirements when the related EIA was conducted and the EP was granted in 2013. PM/MW supplemented that the air quality assessment covered all the concerned areas including Yau Ma Tei.

Reprovisioning plan of the Yau Ma Tei Multi-storey Carpark

44. Dr Helena WONG, Ms Claudia MO, Mr HO Kai-ming, Mr POON Siu-ping, Mr Frankie YICK and Mr Wilson OR were concerned over the loss of a number of car parking spaces after the demolition of the Yau Ma Tei Multi-storey Carpark ("YMTMCP") to make way for the construction of CKR. They pointed out that the demolition of YMTMCP would further aggravate the problems of illegal parking and traffic congestion in Yau Ma Tei. They asked about the temporary and permanent reprovisioning plans of the car parking spaces concerned.

45. AC/P explained that given the low utilization rate of YMTMCP (i.e. about 11%) when CKR was planned in early years, a reprovisioning plan for YMTMCP was not considered at that time. Yet, in light of the increase in the utilization of YMTMCP in recent years, the Administration was exploring the possibility of providing an in-situ car park as part of the future redevelopment project upon completion of the CKR project. He further advised that as short- and medium-term measures, car parking spaces would be provided in short-term tenancy ("STT") car parks in the vicinity of YMTMCP, including an STT car park at the junction of Hoi Wang Road/Lai Cheung Road which was already in operation, and a larger STT car park at the junction of Jordan Road/Lin Cheung Road under planning.

46. Mr HO Kai-ming pointed out that the current STT car park at Hoi Wang Road was already very full. It was also too small to reprovision all the parking spaces lost due to the demolition of YMTMCP. He and Mr POON

Siu-ping requested the drawing up of a reprovisioning plan of YMTMCP. The Administration noted the above views.

Construction costs and implementation schedule of the Central Kowloon Route

47. The Deputy Chairman expressed disappointment that owing to the diversion of resources by the Administration to other large scale infrastructural developments, there had been long delay in implementing the CKR project during which the construction costs had gone up significantly over the years. Ms Claudia MO asked whether the estimated project cost of \$42,363.9 million was the finalized sum, and if the Administration would apply for further increasing the project estimate in future. USTH advised that the said amount was the latest cost estimate for implementing the CKR project.

48. Mr HO Kai-ming indicated full support for constructing CKR which would benefit Kowloon residents as a whole. He noted that CKR together with Tseung Kwan O—Lam Tin Tunnel ("TKO—LTT") and the Trunk Road T2 under planning would form Route 6, linking up West Kowloon and Tseung Kwan O. While noting that the TKO—LTT project was under implementation, he asked when the Administration would take forward the Trunk Road T2 project. Mr Wilson OR asked about the impact on the Trunk Road T2 and TKO—LTT projects if CKR were shelved.

49. USTH advised that the construction of TKO—LTT was targeted for completion in 2021 and that of CKR in 2025. The Trunk Road T2 project was relatively less complicated, and the target was to take it forward timely such that the commissioning of Trunk Road T2 would dovetail with that of CKR. He said that without CKR, the value of Trunk Road T2 would be diminished.

50. Mr Jeremy TAM doubted if it was a realistic estimation by the Administration that it would only take about five minutes travelling between Yau Ma Tei and Kowloon Bay using CKR. He also expressed concern over the connection of the eastern portal of CKR to the existing traffic networks in Kowloon Bay and Kai Tak Development and the impact on the traffic flow in the area. Foreseeing the possible traffic noise impacts on residents in the new housing developments in future, he suggested planning for extra loading for installing noise barriers on viaducts/at-grade roads at suitable locations.

51. PM/MW advised that the projected volume/capacity ratio of CKR was about 0.8 to 0.9 during peak hours when it was commissioned. As the ratio was less than 1, there would be no traffic congestion. He explained that based

on a travelling speed of 60 km per hour, it would take less than five minutes to travel along CKR which would be about 4.7 km long.

Construction manpower situation

52. Mr POON Siu-ping indicated support for the construction of CKR and was pleased that the project would create about 4 800 jobs. He called on the Administration to duly assess the construction manpower situation, as it was incumbent upon the Administration to ensure that the new works projects would dovetail with the works projects due for completion in the coming few years so as to timely absorb the manpower resources in the construction industry released by then. By doing so, it was hoped that the need for importing workers would be avoided. Mr LEUNG Kwok-hung expressed similar concerns.

53. USTH said that the Administration shared members' concern over the need to sustain the livelihood of construction workers. He said that apart from the three runway system, CKR would be the largest infrastructural project among the planned road and railway projects. The CKR project, if implemented, would absorb part of the manpower resources in the construction industry released upon completion of other works projects.

Adoption of the New Engineering Contract form

54. Mr POON Siu-ping noted that the Administration would award at least one contract based on the New Engineering Contract ("NEC") form and the remaining contracts on the conventional re-measurement contract form under the CKR project. He asked about the Administration's criteria of adopting different contract forms for contracts.

55. PM/MW explained that at present, NEC form was only adopted by the Development Bureau in some pilot public works projects with a relatively smaller contract sum to assess its effectiveness. Therefore, only those smaller contracts of the CKR project would adopt this contract form.

(At 12:18 pm, the Chairman proposed and members agreed to extend the meeting to 1:00 pm.)

Motions

56. The Chairman said that five motions would be moved by members under this agenda item, one of which was an amendment motion. Upon the

order of the Chairman, the division bell was rung for five minutes to notify members of the voting of motions.

57. The Chairman referred members to the original motion proposed by Mr LAU Kwok-fan and the amendments moved by Ms Claudia MO—

Original motion proposed by Mr LAU Kwok-fan —

為回應市民對健康及生命安全影響之訴求，本委員會要求當局就以下作出優化：

1. 將駿發花園一座至五座對出加士居道天橋由半封閉隔音罩改為全封閉隔音屏障；
2. 將全封閉隔音屏障由駿發花園三座向北延伸越過油蔴地天主教小學；
3. 相關工程所造成噪音及空氣質素指標不能抵觸現行環保的規定。

(Translation)

To address public demands concerning the impacts on health and safety, this Panel requests that the following enhancements be made:

1. replacing the semi-enclosure along the Gascoigne Road Flyover fronting Blocks 1 to 5 of Prosperous Garden ("PG") with a full enclosure;
2. extending the full enclosure fronting Block 3 of PG northwards beyond Yaumati Catholic Primary School; and
3. ensuring that the noise and air quality levels generated by related works are not in violation of the existing environmental requirements.

Amendments moved by Ms Claudia MO —

為回應市民對健康及生命安全影響之訴求，本委員會要求當局**務必**就以下作出優化**改善**：

1. 將駿發花園一座至五座對出加士居道天橋由半封閉隔音罩改為全封閉隔音屏障；

2. 將全封閉隔音屏障由駿發花園三座向北延伸越過油蔴地天主教小學;**小學生不應在「密室」接受教育，必須保障學童身心健康。**
3. 相關工程所造成噪音及空氣質素指標不能抵觸現行環保的規定。

(Translation)

To address public demands concerning the impacts on health and safety, this Panel requests that the following ~~enhancements~~ **improvements must** be made:

1. replacing the semi-enclosure along the Gascoigne Road Flyover fronting Blocks 1 to 5 of Prosperous Garden ("PG") with a full enclosure;
2. extending the full enclosure fronting Block 3 of PG northwards beyond Yaumati Catholic Primary School, ***since primary school students should not be educated in a confined space and their physical and psychological health must be protected***; and
3. ensuring that the noise and air quality levels generated by related works are not in violation of the existing environmental requirements.

(Amendments were marked in ***bold and italic type*** or with deletion line.)

58. The Chairman put the amendments moved by Ms Claudia MO to vote. A total of 17 members voted for the amendments, none voted against it and three members abstained from voting. The Chairman declared that the motion as amended was carried.

59. Dr Helena WONG moved her first motion as follow –

本委員會要求政府當局研究將中九龍幹線工程加士居道天橋近駿發花園，將全封閉隔音罩適當地延長，保障駿發花園居民免受噪音滋擾及減低該區的空氣污染，保障居民健康。

(Translation)

This Panel requests the Administration to, under the Central Kowloon Route project, consider duly extending the full enclosure to be installed along the Gascoigne Road Flyover near the Prosperous Garden, so as to protect residents of the Prosperous Garden from noise nuisance and

reduce air pollution of the district, thereby safeguarding the residents' health.

60. The Chairman put the motion to vote. A total of 22 members voted for the motion, none voted against it and none abstained from voting. The Chairman declared that the motion was carried.

61. Dr Helena WONG then moved her second motion as follow –

本委員會要求政府當局就油麻地公眾停車場清拆後的過渡安排及重置計劃，先作出妥善安排，及提供該區泊車位的具體數據，才開展中九龍幹線工程。

(Translation)

This Panel requests the Administration to make proper arrangements regarding the transitional arrangement after the demolition of the Yau Ma Tei public car park and the reprovisioning plan for the car park, and provide specific data on the parking spaces in the district before commencing the Central Kowloon Route project.

62. The Chairman put the motion to vote. A total of 20 members voted for the motion, none voted against it and two members abstained from voting. The Chairman declared that the motion was carried.

63. Dr YIU Chung-yim moved the following motion, which was seconded by Mr Jeremy TAM –

本委員會要求將全封隔音屏障由油蔴地[天主教]小學開始向南連續230米至油麻地警署，然後以半封閉隔音屏障伸延部份路段，然後以全封隔音屏障再伸延230米，以達至雙贏。

(Translation)

This Panel requests that the full enclosure be extended 230 metres southwards continuously from Yaumati [Catholic] Primary School to Yau Ma Tei Police Station, followed by a semi-enclosure along certain road sections and then another full enclosure along a further 230 metres, so as to achieve a win-win situation.

64. The Chairman put the motion to vote. A total of 21 members voted for the motion, none voted against it and none abstained from voting. The Chairman declared that the motion was carried.

65. The Chairman consulted members on whether they supported the Administration's submission of the funding proposal for further consideration by the Public Works Subcommittee. He put the matter to vote. Nine members voted in favour of the Administration's proposal, nine members voted against it and three members abstained from voting. The Chairman concluded that the matter did not receive the support of the majority of members voting.

(Post-meeting note: The Administration's response to the motions passed was issued vide LC Paper No. CB(4)1191/16-17(01) on 8 June 2017.)

V. Public Transport Strategy Study Role and Positioning Review—Personalized and point-to-point transport services

(LC Paper No. CB(4)666/16-17(05) - Administration's paper on Public Transport Strategy Study Role and Positioning Review — Personalized and point-to-point transport services

LC Paper No. CB(4)666/16-17(06) - Paper on personalized and point-to-point transport services in Hong Kong prepared by the Legislative Council Secretariat (background brief)

LC Paper No. CB(4)706/16-17(03) - Submission from Clean Air Network (Chinese version only)

LC Paper No. CB(4)706/16-17(04) - Submission from Cheung Chau Kai Fong Society)

66. Due to insufficient meeting time, the Chairman suggested and members agreed that the discussion on this agenda item be carried forward to the next regular meeting in April 2017. The three motions raised by

Mr Frankie YICK, Mr LUK Chung-hung and Mr Michael TIEN respectively under this item and tabled at this meeting (LC Paper Nos. CB(4)781/16-17 (01)-(03)) would also be dealt with at the meeting in April 2017.

VI. Any other business

67. There being no other business, the meeting ended at 12:54 pm.

Council Business Division 4
Legislative Council Secretariat
26 July 2017