

CONTROLLING OFFICER'S REPLY

TLB273

(Question Serial No. 3495)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (1) Capital Projects
Controlling Officer: Director of Highways (YAU Kwok-ting)
Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the “Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station”, will the Government advise this Committee on the following:

1. According to the reply of the Highways Department (HyD), the majority of the proposed project is located within private lots jointly owned by the Hong Kong Housing Authority and Actmore Estate Limited. What are the specific timetable and consensus reached in the discussions between the HyD and relevant landowners?
2. Does the Government have any contingency plans or alternative alignment proposals in case coordination regarding land ownership results in project delays? If yes, what are the details? If not, what are the reasons?
3. Did the Transport Department (TD) review the frequencies of existing bus and green minibus routes, with a view to facilitating the travel of the elderly and disabled persons in the district during the transition period before the completion of the escalator link system? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 49)

Reply:

1. Regarding the proposed “Pedestrian Link between Sui Wo Court and Footbridge under Fo Tan Road” project, the Highways Department (HyD) has largely completed discussions with relevant owners and finalised the project alignment. As the proposed alignment involves private land and the East Rail Line, the HyD is currently conducting a detailed review and making appropriate adjustments to the land arrangements (including easements as well as permanent and temporary land occupation rights) in consultation with relevant owners and the Lands Department, with a view to preparing the project’s details for gazettal.
2. To minimise the resumption of private land and the corresponding compensation costs, the HyD proposes to establish easements for the proposed works and is negotiating

arrangements for permanent and temporary land occupation rights with relevant stakeholders. As there is currently no major controversy regarding the proposed alignment, the HyD has no plans to introduce alternative alignments or other contingency options for the project at this stage.

3. In order to satisfy passengers' travelling demands, the Transport Department (TD) has been using different ways, including arranging for site investigation and reviewing the operation information and data etc. submitted by public transport service operators, to monitor closely the travel patterns of local passengers and public transport service level. Besides, the TD maintains liaison with relevant departments, discussing service adjustment feasibility with public transport service operators in a timely manner in response to local development, population change and change in passengers' demands.

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