

**立法會**  
**Legislative Council**

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(These minutes have been  
seen by the Administration)

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

**Minutes of the 2<sup>nd</sup> meeting  
held in the Conference Room A of Legislative Council Building  
on Wednesday, 26 October 2005, at 8:30 am**

**Members present:**

Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP (Chairman)  
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)  
Hon Mrs Selina CHOW LIANG Shuk-yee, GBS, JP  
Hon James TO Kun-sun  
Hon CHAN Yuen-han, JP  
Hon CHAN Kam-lam, SBS, JP  
Hon Jasper TSANG Yok-sing, GBS, JP  
Hon LAU Kong-wah, JP  
Hon Miriam LAU Kin-yee, GBS, JP  
Hon CHOY So-yuk  
Hon Andrew CHENG Kar-foo  
Hon TAM Yiu-chung, GBS, JP  
Hon Albert CHAN Wai-yip  
Hon LEE Wing-tat  
Hon LI Kwok-ying, MH  
Hon CHEUNG Hok-ming, SBS, JP  
Hon Patrick LAU Sau-shing, SBS, JP  
Hon TAM Heung-man

**Members absent:**

Hon Fred LI Wah-ming, JP  
Hon CHEUNG Man-kwong  
Hon Abraham SHEK Lai-him, JP  
Hon Daniel LAM Wai-keung, BBS, JP

**Public officers attending:**

Miss Amy TSE, JP	Deputy Secretary for Financial Services and the Treasury (Treasury)3
Mr Y C LO, JP	Permanent Secretary for the Environment, Transport and Works (Works)
Mrs Rita LAU, JP	Permanent Secretary for Housing, Planning and Lands (Planning and Lands)
Mr K K KWOK, JP	Permanent Secretary for the Environment, Transport and Works (Environment)
Mr Davey CHUNG	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Clement W C CHEUNG, JP	Deputy Secretary for the Environment, Transport and Works (Works)1
Mr C S WAI, JP	Deputy Secretary for the Environment, Transport and Works (Works)2
Mr C H YUE, JP	Director of Architectural Services
Mr John S V CHAI, JP	Director of Civil Engineering and Development
Mr C K WONG, JP	Director of Drainage Services
Mr C K MAK, JP	Director of Highways
Mr William KO, JP	Director of Water Supplies
Mr W H KO, JP	Assistant Director of Drainage Services/Sewage Services
Mr M C LEUNG, JP	Assistant Director of Water Supplies/New Works
Mr S Gary CROW	Chief Technical Advisor/Subvented Projects, Architectural Services Department
Mr Y M CHAN	Chief Engineer/Traffic and Transport Survey, Transport Department
Mr K W MAK	Chief Engineer/Consultants Management, Drainage Services Department
Mr M T CHOW	Chief Engineer/Drainage Projects, Drainage Services Department

**Clerk in attendance:**

Mr Paul WOO	Senior Council Secretary (1)3
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**Staff in attendance:**

Ms Pauline NG	Assistant Secretary General 1
Mr Anthony CHU	Council Secretary (1)2
Ms Caris CHAN	Senior Legislative Assistant (1)1
Mr Frankie WOO	Legislative Assistant (1)2

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**PWSC(2005-06)16**

**Forecast of submissions for the 2005-06  
Legislative Council session**

The Chairman advised that pursuant to an agreement reached with the Administration, since the 2001-02 legislative session, the Administration had been providing forecasts of its submissions to the Public Works Subcommittee (PWSC) at the beginning of each legislative session. The item was the forecast of submissions for the 2005-06 session to enable members, including non-PWSC members, to enquire about the proposed projects and assess whether any projects ought to be referred to the relevant Panels for detailed discussion on the policy implications. Following the discussion at this meeting, all Panels would be requested to indicate the projects which required discussion by the Panels before the Administration's submission of the projects to PWSC.

School projects

2. While indicating support for justified new schools projects, Mr Patrick LAU expressed concern that some existing schools had been or would shortly be closed due to student admission problems. He enquired in what manner would these school premises be put to proper use to ensure that there would be no wastage of resources. The Director of Architectural Services (D Arch S) replied that as the use of vacated school premises involved policy considerations, he would relay Mr LAU's concern to the Education and Manpower Bureau (EMB) for follow-up with the Panel on Education in due course. He would also relay to EMB Mr LAU's request for a list of vacant school premises .

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Outstanding leisure and cultural projects of the former municipal councils

3. Noting that only a few leisure and cultural projects approved by the former municipal councils had been included in the list of submissions for the 2005-06 legislative session, Mr Patrick LAU enquired about the present status of the remaining projects. D Arch S replied that 25 items of the outstanding projects had been accorded priority for implementation. Some of the remaining projects were not included in the forecast for 2005-06 as the Leisure and Cultural Services Department (LCSD) might need to revise the specifications, while some projects required technical feasibility studies to be completed before an implementation timetable could be worked out. Depending on the progress, funding applications for some of these projects could be submitted to PWSC in the current legislative session.

4. The Permanent Secretary for the Environment, Transport and Works (Works) (PS(W)) supplemented that out of the outstanding projects of the former municipals councils, 12 had been included in the current construction programme, while 50 new projects had been targeted for commencement before the end of 2007. All these projects involved a total cost of \$2.6 billion, leading to the creation of about 2 200 jobs. Deputy Secretary for Financial Services and the Treasury (Treasury)<sup>3</sup> added that the Home Affairs Panel's Subcommittee to

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Follow up the Outstanding Leisure and Cultural Services Projects of the Former Municipal Councils (the Subcommittee) had requested LCSD to provide details of the progress of the outstanding projects. The Chairman considered that the outstanding items should be followed up by the Subcommittee.

3003NB – Additional columbarium at Diamond Hall

5. Mrs Selina CHOW referred to the item “3003NB – *Additional columbarium at Diamond Hall*” and pointed out that niches and associated facilities were in great demand resulting in members of the public having to wait a long time for the facilities. She enquired about the long lead time for the project which was scheduled for completion in the fourth quarter in 2008. In response, D Arch S explained that the project would proceed in stages and would start work in April 2006. Piling works were expected to commence in mid 2006. Nevertheless, he would discuss with the Food and Environmental Hygiene Department on the possibility of expediting the completion of the project.

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5035CG – Greening master plan for Kowloon West – studies and works

5036CG – Greening master plan for Hong Kong Island – studies and works

6. Mr Patrick LAU referred to the two greening master plan projects “5035CG – *Greening master plan for Kowloon West – studies and works*” and “5036CG – *Greening master plan for Hong Kong Island – studies and works*” and enquired about the details of the projects and whether the greening works included other works projects to beautify the environment.

7. In response, the Director of Civil Engineering and Development said that the scope of 5035CG included implementation of greening works as recommended in the greening master plan (GMP) for Tsim Sha Tsui and the commissioning of consultancies for the development of GMPs for other selected areas of Kowloon West including Yaumatei, Mong Kok, Sham Shui Po and Kowloon City. He added that some greening works in Tsim Sha Tsui had already commenced and were due for completion soon. For example, the greening works in the vicinity of Peking Road and Salisbury Road were expected to be completed by November 2005. For 5036CG, its scope included the implementation of greening works as recommended in the GMP for Central and commissioning of consultancies for the development of the GMPs for other selected areas of Hong Kong Island.

8. Mr Patrick LAU suggested that the Administration should consider implementing greening measures to beautify the section of Queen’s Road Central between Pottinger Street and D’Aguilar Street. Noting that an imported plant from South America was found to be aggressive and could wipe out local plants, Mr Albert CHAN suggested that the Administration should refrain from using foreign plants harmful to other local plants in future greening works. The Administration agreed to consider the members’ suggestions.

New Item – District Open Spaces adjoining Kwai Chung Estate, Sau Mau Ping and Choi Wan Road public housing development

9. Noting that local residents had expressed wish to expedite the relevant construction works at their meeting with Legislative Council (LegCo) Duty Roster Members, Mr TAM Yiu-chung asked whether the completion of the project “*New Item – District Open Spaces adjoining Kwai Chung Estate, Sau Mau Ping and Choi Wan Road public housing development*” could be advanced to meet the needs of the local residents. Mrs Selina CHOW echoed Mr TAM’s views. She considered that the Administration should make extra effort to expedite projects where there were strong demands from local residents for early completion.

10. The Permanent Secretary for Housing, Planning and Lands (Planning and Lands) said that the project had been discussed at the District Council level and there was consensus among different parties on the need for the facilities. The Administration would consider how the project could be expedited to meet the needs of local residents. She further advised that the Administration planned to consult the Panel on Housing in April 2006.

Admin

11. Mrs Selina CHOW recalled that PWSC members had expressed concern during previous discussions about the long time required for the Administration to take forward capital works items. She pointed out that capital works programmes completed in past years often fell short of the targets originally pledged by the Government. In her view, the Administration should vigorously review the timetable for all capital works projects with a view to compressing the time span of completion as far as possible. She added that speeding up the works projects would enhance employment opportunities and hence benefit both the local residents and the public at large.

12. PS(W) responded that major capital works projects varied in nature and complexity and their implementation had to go through different planning stages including land resumption, gazettal of the projects, conducting of environmental impact assessment (EIA) studies, design and public consultation. To shorten the process as far as possible, the Environment, Transport and Works Bureau had promulgated guidelines about two years ago to speed up pre-construction works for major civil engineering projects so that the planning and design period could be reduced from six years to less than four years. For example, the period for preliminary feasibility study was reduced from nine months to four months, and the period for dealing with views and objections gathered in public consultations was reduced from 17 months to 8 months. The guidelines also provided that the EIA process could proceed concurrently with the gazettal of the project. Separately, with the agreement of LegCo, the Administration could commence the tender process for projects to be upgraded to Category A when the projects were in the course of submission to LegCo for consideration. Moreover, the scope of the works projects was not allowed to be changed without good reasons, and there were committees to monitor the progress at various stages. PS(W) assured members that the items in the present forecast of submissions would be implemented in line with the established guidelines. He also pointed out that no

capital works projects in recent years had overspent and most of them were completed on schedule.

13. Mrs Selina CHOW found that some projects would take an unduly long time to complete. The Chairman remarked that there was statutory requirement for EIA studies to be conducted over four seasons for certain types of works projects. Mrs Selina CHOW considered that the Administration should undertake a thorough process re-engineering exercise with a view to ensuring that capital works projects could be completed within a reasonable timeframe. She suggested that to save time, the planning and consultation process could proceed at the same time.

14. PS(W) noted members' views and said that the Administration had aimed at expediting the consultation process through various measures, including conducting discussions with District Councils and concerned parties at the earliest possible stage. He further pointed out that only designated projects specified under the Environmental Impact Assessment Ordinance (Cap. 499) required an EIA study. Generally speaking, major civil engineering projects which necessitated EIA studies could commence within three to four years. Building works projects which did not require EIA studies could commence within two years.

15. Mrs Selina CHOW enquired whether the Administration would include the length of time required for completion of a project as part of the criteria for assessing tenders and awarding contracts for the project. D Arch S replied that the existing practice was that the tender document would spell out all the requirements decided by the client departments. Normally, in the absence of a specific requirement set by the client departments, the tender document would not stipulate that a shorter completion time would help the bidding for the project. He remarked that if the time factor were to be taken into account in tender exercises, the impact would be reflected in tender prices.

5053DP – Chemical waste treatment facilities – upgrading works

5165DR – West New Territories landfill extensions

16. Referring to the items “*5053DP – Chemical waste treatment facilities – upgrading works*” and “*5165DR – West New Territories landfill extensions*”, Mr TAM Yiu-chung said that the projects involved controversial environmental issues and the District Councils felt strongly about the proposals. He urged the Administration to conduct early consultation with the LegCo Panels, the relevant District Councils and the public.

17. In response, the Permanent Secretary for the Environment, Transport and Works (Environment) said that the two projects were undertaken by the Environmental Protection Department. The first project, “*5053DP – Chemical waste treatment facilities*”, was an implementation measure related to the proposed introduction of the Clinical Waste Control Scheme currently under consideration by a Bills Committee of LegCo. He said that the Administration

would undertake thorough consultation on the two projects before submitting the items to PWSC.

Traffic in North West New Territories and  
6746TH – Reconstruction and improvement of Tuen Mun Road

18. Referring to the Administration's forecast of submissions for the 2005-06 legislative session, Ms Miriam LAU pointed out that only a few items were related to transport infrastructure projects. She expressed concern in particular about excessive strain on Tuen Mun Road (TMR) upon the commissioning of the Hong Kong-Shenzhen Western Corridor (HK-SWC) in 2006. She also enquired about the measures to alleviate the traffic impact on New Territories North and New Territories West (NWNT). Referring to the Panel on Transport's request for widening TMR to dual four-lane, Ms LAU questioned whether the plan to reconstruct and improve the dual three-lane TMR would be effective in mitigating traffic congestion at TMR. In this connection, the Chairman said that he had previously pointed out that all major trunk roads should be at least four-lane to cater for increasing traffic flow.

19. In response to the issues raised by Ms Miriam LAU, the Director of Highways (DH) said that to address the problem of traffic congestion in NWNT, the Administration was examining various short and long term measures, including the proposed construction of Tuen Mun Eastern and Western Bypasses, and the Tuen Mun-Chek Lap Kok Link. Detailed studies on these projects were in hand. Regarding the proposal of a dual four-lane TMR, DH said that the Administration had briefed the Panel on Transport on 22 April 2005 about findings from the feasibility study and constraints of implementing the proposal. The matter had also been discussed at the Tuen Mun District Council. He advised that given that TMR was built 20 years ago, with all the constraints in widening it to four-lane, especially for the Tuen Mun Town Centre section, the aim of the present project was to upgrade the road to current expressway standard as far as practicable. DH further said that TMR had a design daily capacity of 125 000 vehicles. The current daily traffic on TMR was around 100 000 vehicles. It was estimated that by the time the HK-SWC was open in 2006, the initial traffic volume of HK-SWC was in the region of 20 000 to 30 000 vehicles per day. About 6 000 additional vehicles would be running on TMR. On the whole, the capacity of TMR was considered capable to handle the increased traffic volume.

20. On the planning for new traffic and transport related infrastructural projects, DH said that the Government's policy was that other means to alleviate traffic problems should be considered concurrently, such as introducing better traffic management measures and encouraging commuters to make the best use of public transport facilities.

21. Ms Miriam LAU enquired about the latest position on the proposed Eastern Link Road to connect traffic from Deep Bay Link to Route 3. DH replied that the Administration was still discussing with the operator of Route 3 on possible measures to divert traffic from TMR to Route 3. Pending progress of the

discussion, no related project items had been proposed in the forecast for the 2005-06 LegCo session.

22. Mrs Selina CHOW said that local residents had expressed grave concern that the commissioning of HK-SWC was likely to create additional heavy traffic in NWNT, in particular serious congestion on TMR and around the Tuen Mun Town Centre. She considered that as vehicle drivers had to pay for the use of Route 3 while TMR was toll-free, drivers travelling between Hong Kong and the Mainland via HK-SWC would tend to use TMR instead of Route 3. Hence, the increased traffic on TMR resulting from the opening of HK-SWC could well be over 6 000 vehicles per day. Moreover, as the Government was actively promoting logistics trade between Hong Kong and the Mainland, the flow of people and goods, and hence traffic, across the border would continue to increase with the opening of HK-SWC. Mrs CHOW pointed out that as a major infrastructure or capital works project would take years for completion, the Administration should proceed with planning of the mitigation measures as early as possible.

23. On the anticipated traffic impact on TMR and Route 3 upon the commissioning of HK-SWC, DHy said that cross-boundary container truck drivers would tend to unload the cargos in container terminals in Kwai Chung and then return to the Mainland as soon as possible to start the next turn. Hence, time was critical to the drivers and they would choose the most convenient route. They would have second thought about using TMR because of the risk of traffic congestion, increased travelling time and higher fuel cost. DHy added that it was estimated that about 20% of the traffic from HK-SWC would connect to TMR.

24. Mr CHEUNG Hok-ming asked what measures were being considered by the Administration to mitigate traffic at the bottleneck in Tuen Mun Town Centre. DHy responded that the Administration was aware of the impact of possible traffic congestion at the Tuen Mun Town Centre. In addressing the problem, the Administration was taking forward improvement measures, aiming at enhancing the capacity of the Town Centre section of Tuen Mun Road. These included –

- (a) widening of major road junctions, relocation of bus-stops and other traffic management measures;
- (b) widening of the section of TMR at Tuen Mun Town Centre to three-lane each way; and
- (c) in the longer term, the proposed construction of Tuen Mun Eastern or Western Bypasses, or the Tuen Mun-Chek Lap Kok Link.

25. Mrs Selina CHOW cautioned that traffic management measures could not effectively solve the pressing issue of traffic congestion in Tuen Mun, particularly when traffic flow was seen to be continuously on the rise. She reiterated that the Administration should take immediate action to implement effective measures to mitigate the imminent traffic impact on TMR and Tuen Mun Town Centre after the commissioning of HK-SWC. The Chairman expressed the view that the proposed

construction of Route 10 which had been shelved might provide an option for relieving the traffic pressure on TMR.

Admin 26. The Chairman considered that measures to deal with traffic congestion problems resulting from the opening of the HK-SWC should be followed up by the Panel on Transport, and requested the Administration to report progress to the Panel.

9330WF – Remedial works for the rip-rap at the main dam of Plover Cove Reservoir

27. Mr CHEUNG Hok-ming referred to item “9330WF – Remedial works for the rip-rap at the main dam of Plover Cove Reservoir” and enquired whether the remedial works would affect the aquaculture farms and the activities of people using the water sports centre nearby. The Director of Water Supplies replied in the negative. He explained that as the reservoir was built in the 1960s, remedial works to its main dam would need to be done. The scope of this project comprised the placing of about 80 000 cubic metres of rip-rap stones and grouting to fortify the main dam.

Facilities in Tin Shui Wai

28. Mr Albert CHAN said that he was grossly disappointed at the complete absence in the Administration’s forecast for 2005-06 of any capital works projects to target at residents in Tin Shui Wai, which he considered had reflected the indifferent attitude of the Administration towards the social problems in Tin Shui Wai and the demands of the local residents for improved leisure and community facilities. In this connection, Mr CHAN referred to the report released by the Review Panel on Family Services in Tin Shui Wai in November 2004, in which the Review Panel had pointed out that community and recreational facilities were in serious shortage in Tin Shui Wai, and urged the Government to make more rigorous efforts in developing and delivering enhanced facilities and services in Tin Shui Wai. He also pointed out that the Chief Executive (CE) had pledged in his recent Policy Address to enhance services provided in local districts. Mr CHAN considered that it was deplorable that the LCSD had ignored the interests and welfare of the residents in Tin Shui Wai.

29. D Arch S replied that the Administration had not lost sight of the need to provide services and facilities for residents in Tin Shui Wai. He said that while some works projects in Tin Shui Wai being planned did not fit in with the timeframe for introduction in 2005-06 and hence not reflected in the forecast of submissions, some smaller scale projects had in fact been implemented.

Motions

30. Mr Albert CHAN said that he saw no excuse for the failure of the Administration to carry out any major works projects in 2005-06 to provide improved facilities in Tin Shui Wan, pointing out that a number of outstanding

projects had in fact been planned and accepted by the former Regional Council, with suitable sites having been identified and an implementation timetable agreed upon. Taking into account that new projects had been planned for other districts where community services and facilities were in better shape than Tin Shui Wai, Mr CHAN considered that residents in Tin Shui Wai had been unfairly treated. Mr Albert CHAN moved a motion as follows :

“就 2005-2006 年度立法會會期提交工務小組委員會的基本工程項目，在 76 項計劃中，其中沒有任何計劃涉及天水圍的康樂文化及社區設施，本小組委員會深表關注，並促請政府應覆檢上述計劃，並加入天水圍有關項目。”

(English translation)

“This Subcommittee is deeply concerned about the capital works projects to be submitted to the Public Works Subcommittee in the 2005-2006 legislative session where none of the 76 projects involves recreational, cultural and community facilities in Tin Shui Wai, and urges the Government to review the above projects to include relevant projects in Tin Shui Wai.”

31. In response to members' questions on the position of the item if Mr Albert CHAN's motion was passed, Assistant Secretary General 1 pointed out that the Administration's forecast of submissions for 2005-06 needed not be voted on by PWSC. Since the purpose of the discussion was to enable members to make suggestions on individual items, any motion(s) passed would be reflection of PWSC's views on the forecast. Members might move and pass more than one motion. Thereupon, the Chairman invited members to speak on Mr CHAN's motion.

32. Mrs Selina CHOW said that as the present forecast of submissions only dealt with capital works projects for the 2005-06 legislative session, it might be necessary to have more details of projects which were being planned for Tin Shui Wai but had not been included in the present list, including minor projects being contemplated. The Chairman added that only projects exceeding \$15 million had to be submitted to PWSC for consideration.

33. Mr Albert CHAN said that he understood that the majority of leisure and cultural projects planned for Tin Shui Wai should be over \$15 million. Planning for some of these projects had been going on for a long time. Mr Patrick LAU agreed that the projects in Tin Shui Wai should be expedited to meet the urgent needs of the local residents. Miss CHOY So-yuk opined that the Administration should review its forecast in the light of the demand of residents in Tin Shui Wai for better services and facilities.

34. Mr Andrew CHENG and Mr LEE Wing-tat expressed support for the motion in principle but opined that it should not only focus on Tin Shui Wai alone.

Mr Andrew CHENG said that leisure and cultural facilities in other districts in New Territories East and New Territories West should also be reviewed and improved.

35. Ms Miriam LAU said that the Administration should also be urged to review the forecast of submissions to implement new infrastructural projects in the short term with a view to relieving traffic congestion in NWNT upon the commissioning of HK-SWC.

36. Mr Albert CHAN explained that he focused on Tin Shui Wai because of the unique social problems and serious shortage of recreational, community and cultural facilities facing the local residents. In his view, with a population size of 150 000 in Tin Shui Wai, it was unacceptable that the Administration had not planned to introduce even one major capital works project for Tin Shui Wai for the 2005-06 legislative session.

37. Mr Andrew CHENG proposed to amend Mr Albert CHAN's motion. Mr Albert CHAN's motion as amended by Mr Andrew CHENG read as follows :

“就 2005-2006 年度立法會會期提交工務小組委員會的基本工程項目，在 76 項計劃中，其中沒有任何計劃涉及天水圍的康樂文化及社區設施，本小組委員會深表關注，並促請政府應覆檢上述計劃，並加入天水圍有關項目。本小組委員會進一步要求政府覆檢並加入更多新界東西兩區之康樂文化及社區設施之項目。”

(English translation)

“This Subcommittee is deeply concerned about the capital works projects to be submitted to the Public Works Subcommittee in the 2005-2006 legislative session where none of the 76 projects involves recreational, cultural and community facilities in Tin Shui Wai, and urges the Government to review the above projects to include relevant projects in Tin Shui Wai. This Subcommittee further requests the Government to conduct a review and include more projects on recreational, cultural and community facilities for New Territories East and New Territories West.”

38. The Chairman put Mr Andrew CHENG's amendment to vote. As a majority of the members voting voted for the amendment, the Chairman declared that Mr Andrew CHENG's amendment was passed.

39. The Chairman then put Mr Albert CHAN's motion as amended by Mr Andrew CHENG to vote. As a majority of the members voting voted for the motion, the Chairman declared that Mr Albert CHAN's motion as amended by Mr Andrew CHENG was passed.

40. Ms Miriam LAU proposed another motion as follows :

“就 2005-2006 年度立法會會期提交工務小組委員會的基本工程項目，在 76 項計劃中，其中沒有任何計劃能夠短期解決因深西通道落成後帶來的交通擠塞問題。本小組委員會深表關注，並促請政府覆檢上述計劃加入短期可以解決上述交通擠塞問題的項目。”

(English translation)

“This Subcommittee is deeply concerned about the capital works projects to be submitted to the Public Works Subcommittee in the 2005-2006 legislative session where none of the 76 projects can solve the traffic congestion problem resulting from the completion of the Hong Kong-Shenzhen Western Corridor in the short run, and urges the Government to review the above projects to include projects that can solve the traffic congestion problem in the short run”

41. The Chairman put Ms Miriam LAU's motion to vote. As the majority of the members voting voted for the motion, the Chairman declared that the motion moved by Ms Miriam LAU was carried.

42. At Mr Albert CHAN's suggestion, members agreed that the Chairman should write to the CE to convey the concerns expressed by members and the two carried motions for CE's personal attention.

*(Post-meeting note: The Chairman's letter was forwarded to CE on 27 October 2005 and subsequently circulated to members vide PWSC10/05-06 on 28 October 2005.)*

#### **PWSC(2005-06)26 109CD Drainage improvement works in Tai Po**

43. Whilst stating support for upgrading part of 109CD, entitled “Drainage improvement works in Tai Po town areas”, to Category A, Mr Andrew CHENG enquired about the possibility of advancing the upgrading of the remainder of 109CD to Category A. He pointed out that local areas in Tai Po were susceptible to frequent flooding during severe rainstorms, which had caused great inconveniences to local residents and shop operators. The Tai Po District Board had expressed the view that the drainage improvement works in Tai Po should be speeded up. Noting that the planned drainage improvement works in Tai Po town area were scheduled for completion by August 2008, Mr CHENG considered that the project should be expedited so that it could be completed ahead of the rainy season of 2008. The Chairman supported Mr CHENG's proposal.

44. In response, the Director of Drainage Services (DDS) informed members that the remaining works under 109CD involved mainly river improvement works

for Upper Lam Tsuen River, She Shan River and Upper Tai Po River, which were expected to commence in October 2006 for completion in September 2009. The other remaining part was improvement of the drainage system in Shuen Wan, which was expected to commence in December 2007 for completion in June 2010. The Chief Engineer/Consultants Management, Drainage Services Department (CE/CM, DSD) supplemented that gazettal of the improvement works for Upper Lam Tsuen River, She Shan River and Upper Tai Po River could be done within weeks, and the funding proposal for the projects would be submitted to PWSC in the coming few months.

Admin

45. Regarding the project "Drainage improvement works in Tai Po town area", DDS advised that the tender process had commenced and construction was planned to start in December 2005. He took note of members' views and said that the Administration would take measures to complete the works as soon as possible, and before the rainy season of 2008 if possible, subject to constraints such as adverse weather conditions which might affect the progress of construction.

46. Referring to paragraph 9 of the Administration's paper which specified that the Administration would tender the works under a standard re-measurement contract because of the uncertainties of the underground utilities such as electricity cables, telephone cables and water pipes, Mr Andrew CHENG said that he understood that information on underground utilities was computerized and stored in a central system and therefore the relevant information should be ascertainable from the computer database.

47. DDS explained that Tai Po was a new town with rapid development. The Administration had obtained the layout plans on the underground utilities from the public utilities companies. Based on the information, the Administration would plan the drainage improvement works and the contractor would be required to coordinate with the utility companies in prioritizing the works process. CE/CM, DSD added that because of the large amount of underground utilities installations and diversions over the years, the plans from the utilities companies might not be fully accurate or most updated. Hence, trial pits would have to be dug to ascertain the exact positions of the underground utilities.

48. Mr Andrew CHENG expressed concern about the traffic impact of the drainage improvement project on the neighbourhood during construction, in particular areas around the Tai Po Market where the traffic was very busy. Mr CHENG's concern was shared by Mr LI Kwok-ying, who cautioned that traffic flow on both On Fu Street and Yan Hing Street, where the streets and pedestrian walkways were narrow, would be particularly vulnerable to disruptions caused by the works projects. Mr LI said that a traffic accident caused by construction works on the street had actually happened recently. He considered that the works to be carried out in areas around Tai Po Market had to be carefully planned and completed as soon as possible to minimize disruptions to the residents.

49. DDS replied that the Administration was concerned about the impact of the construction works on traffic and would ensure that disruptions would be kept to the minimum. He said that a traffic impact assessment for the proposed works had been made, on which mitigation measures would be devised. All existing vehicular entry and exit points, pedestrian routes and pedestrian crossing facilities would be maintained. Existing public transport routes would not be affected by the works. To mitigate the traffic impact on busy streets, works sections not exceeding 50m would be undertaken one at a time. The works along Ting Kok Road would mainly be carried out along existing roadside verge, footpath and cycle tracks. To expedite works progress without inducing unacceptable nuisance to the public, the trenchless method would be used to construct drains at critical locations such as Pak Shing Street near Kwong Fuk Bridge Garden, On Fu Road across Kwong Fuk Road and at CARE Village across the Kowloon-Canton Railway Corporation railway. DDS further advised that a Traffic Management Liaison Group (TMLG) was established with representatives from relevant Government departments, public transport operators and utilities undertakings to discuss and agree on temporary mitigating arrangements. Apart from the TMLG, a community liaison group was also in place to consult the residents, shop operators and local community groups.

50. Mr LI Kwok-ying opined that the setting up of liaison groups to facilitate effective consultation at the local district level should be made a standing practice for the undertaking of public capital works projects.

51. The item was voted on and endorsed.

**PWSC(2005-06)27    135CD    Drainage improvement works at Yung Shue Long New Village in Lamma Island, Tseng Lan Shue in Sai Kung and Shui Lau Hang in Ta Kwu Ling**

52. The item was voted on and endorsed.

53. The meeting ended at 10:20 am.