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

**Minutes of the 4th meeting
held in Room A of Legislative Council Building
on Monday, 17 January 2011, at 8:30 am**

Members present:

Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP (Chairman)
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)
Hon Fred LI Wah-ming, SBS, JP
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Miriam LAU Kin-ye, GBS, JP
Hon Andrew CHENG Kar-foo
Hon Timothy FOK Tsun-ting, GBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, SBS, JP
Hon WONG Kwok-hing, MH
Hon CHEUNG Hok-ming, GBS, JP
Prof Hon Patrick LAU Sau-shing, SBS, JP
Hon KAM Nai-wai, MH
Hon Starry LEE Wai-king, JP
Hon CHAN Hak-kan
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Tanya CHAN
Hon Albert CHAN Wai-yip

Members absent:

Hon LAU Wong-fat, GBM, GBS, JP
Hon LEE Wing-tat
Hon Cyd HO Sau-lan
Dr Hon LEUNG Ka-lau
Hon WONG Kwok-kin, BBS

Public officers attending:

Ms Doris HO Pui-ling	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr WAI Chi-sing, JP	Permanent Secretary for Development (Works)
Mr Thomas CHOW Tat-ming, JP	Permanent Secretary for Development (Planning and Lands)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Ms Joyce HO Kwok-shan	Principal Assistant Secretary for Financial Services and the Treasury (Works)
Ms Mable CHAN	Deputy Secretary for Education (2)
Mr Raymond SY Kim-cheung	Principal Assistant Secretary (Infrastructure and Research Support), Education Bureau
Mr CHAN Wing-tak	Chief Technical Adviser (Subvented Projects), Architectural Services Department
Mrs Heather Du QUESNAY	Chief Executive, English Schools Foundation
Ms Vivian CHEUNG	Chief Financial Officer, English Schools Foundation
Mr John STEWART	Director of Facilities, English Schools Foundation
Mrs Avia LAI WONG Shuk-han	Principle Assistant Secretary (Culture) ² Home Affairs Bureau
Mr Anthony HARDY	Chariman of Board of Director, Hong Kong Maritime Museum
Mr Richard WESLEY	Museum Director, Hong Kong Maritime Museum
Ms Catalina CHOR	Executive Manager and Curator, Hong Kong Maritime Museum
Dr Stephen DAVIES	Maritime Heritage Resource Centre Research Fellow, Hong Kong Maritime Museum

Ms Esther CHOW	Director, P&T Architects and Engineers Limited
Ms Michelle LAW	Architect, P&T Architects and Engineers Limited
Mr Philip YUNG Wai-hung, JP	Commissioner for Tourism, Commerce and Economic Development Bureau
Mr Vincent FUNG Hao-yin	Assistant Commissioner for Tourism (2), Commerce and Economic Development Bureau
Mr HON Chi-keung, JP	Director of Civil Engineering and Development
Ms Alice PANG	Chief Engineer (Special Duties) (Works), Civil Engineering and Development Department
Mr HON Chi-keung, JP	Director of Civil Engineering and Development
Mr CHAN Kin-kwong	Assistant Director (Projects and Development), Drainage Services Department
Mr Joseph CHAN Chun-shing	Chief Engineer (Boundary Control Point), Civil Engineering and Development Department
Mr WONG Wai-man	Chief Engineer (New Territories East 1), Civil Engineering and Development Department
Mrs Apollonia LIU LEE Ho-kei	Principal Assistant Secretary (Transport)5, Transport and Housing Bureau
Mr LAU Ka-keung, JP	Director of Highways
Mr CHU Shun-wah	Chief Highway Engineer (Works), Highways Department
Mr CHOI Tak-ki	Chief Traffic Engineer (New Territories West), Transport Department
Mrs Marigold LAU LAI Siu-wan, JP	Director of Architectural Services
Mr Andrew TSANG Yue-tung, JP	Assistant Director (2), Home Affairs Department
Mr Ken CHEUNG Kun-sing	Assistant Director (Project)1, Housing Department
Mr TSUI Wai, JP	Deputy Director, Drainage Services Department
Mr MA Lee-tak, JP	Director of Water Supplies
Mr NG Chi-ho, JP	Assistant Director (New Works), Water Supplies Department

Clerk in attendance:

Ms Debbie YAU

Chief Council Secretary (1)6

Staff in attendance:

Mrs Constance LI

Assistant Secretary General 1

Ms Diana WONG

Senior Council Secretary (1)8

Mr Frankie WOO

Senior Legislative Assistant (1)3

Ms Christy YAU

Legislative Assistant (1)1

Action

The Chairman advised that there were a total of nine items for consideration at the meeting. If all nine items were endorsed, the total amount involved would be \$7,459.51 million.

**Head 708 – Capital Subventions and Major Systems and Equipment
PWSC(2010-11)22 11EE Redevelopment of Kowloon Junior
School at Perth Street, Homantin,
Kowloon**

2. The Chairman advised that the proposal was to upgrade 11EE to Category A at an estimated total cost of \$187.4 million in money-of-the-day (MOD) prices for in-situ redevelopment of Kowloon Junior School at Perth Street, Homantin, Kowloon. The Panel on Education had been consulted on the proposal at its meeting on 13 December 2010. Panel members raised concerns about the financial arrangement of the English Schools Foundation (the School Sponsor) and the Administration had provided supplementary information on 6 January 2011.

3. The Chairman declared that one of his family members had attended the Kowloon Junior School some 30 years ago.

4. Mr IP Kwok-him noted that there were a few schools in the vicinity, and enquired about the concrete measures which would be adopted to mitigate noise nuisances in the area during construction.

5. The Deputy Secretary for Education (2) (DS(Ed)2) replied that the English Schools Foundation (the School Sponsor) had engaged a consultant to conduct a Preliminary Environmental Review and discussed with the Architectural Services Department (ASD) measures to reduce the impact of

works on the nearby schools and the residential building which was about 30 metres away. The School Sponsor would control noise nuisances to within established standards and guidelines, through implementation of mitigation measures included in the relevant contracts during construction. These included the use of silencers, mufflers, acoustic lining or shields for noisy construction activities. DS(Ed)2 further advised that the School Sponsor would liaise with nearby residents to keep them informed of the re-development progress where necessary.

6. The Chief Technical Adviser (Subvented Projects), ASD (CTA) supplemented that the School Sponsor would also install noise mitigating facilities during piling and demolition works. The School Sponsor had also indicated its intention to join the Hong Kong Building Environmental Assessment Method Plus, and would therefore maintain high environmental standards during construction and after works completion.

7. The item was voted on and endorsed.

PWSC(2010-11)23 32QJ Relocation and expansion of Hong Kong Maritime Museum

8. The Chairman advised that the proposal was to upgrade 32QJ to Category A at an estimated cost of \$99.31 million in MOD prices for the relocation and expansion of Hong Kong Maritime Museum (HKMM). The Panel on Home Affairs had been consulted on the proposal at its meeting on 10 December 2010.

Transport arrangement

9. Expressing support for the proposal, Ms Miriam LAU said that she had urged the Administration to take forward this proposal for many years. Since HKMM would be relocated to Central Pier 8 and the public transport interchange (PTI) near it might be relocated, she enquired about the public transport arrangement to the area.

10. The Principal Assistant Secretary (Culture)2, Home Affairs Bureau (PAS(C)2) said that the Transport Department (TD) had been consulted on the transport arrangements and advised that the overall public transport facilities and services would be sufficient to cater for the demand arising from the setting up of the new HKMM at Central Pier 8, and TD would keep the situation under review. Ms Miriam LAU requested the Administration to provide information on whether the PTI near Central Pier 8 would be

relocated, and the transport arrangements for the area if the PTI would be relocated.

Operating cost and admission fees

11. Mr IP Kwok-him said that both the Panel on Home Affairs and the Central and Western District Council (CWDC) supported the proposal in principle. Noting that the Government intended to provide funding support up to a maximum of \$4.429 million each year for five years starting from the commissioning of the new museum, he enquired whether HKMM could self-finance the operation of the future museum starting from the sixth year. PAS(C)2 replied that HKMM was an independent private museum and the current operation was supported by its own income and funding. Furthermore, HKMM was raising donations for the Hong Kong Maritime Museum Endowment Trust to support the future operation of the new museum. In view of the huge annual operating cost involved after the relocation and expansion of HKMM, the Government was prepared to provide funding support to meet part of the operating costs in the initial five years after the commencement of the new museum's operation at Central Pier 8.

12. In response to Mr IP Kwok-him's query about whether the Government would be involved in setting the admission fees of the new museum, PAS(C)2 advised that the estimation of the annual operating cost of the new museum would range from \$12 million to \$14 million. With the Government providing about one-third of the operating cost, HKMM would need to cover the shortfall through its income and other source of funding such as donations. As such, the admission fees would be set by HKMM after taking into account the market condition and financial position of the museum.

13. Mr KAM Nai-wai enquired about the rate of admission fees and whether the public could participate in setting the fee level of the new museum. Mr Richard WESLEY, Museum Director, HKMM responded that the admission fees for the future HKMM would be \$30 for each adult and \$15 per child. Concessions would be provided for groups and the disabled. He undertook that the museum would work closely with the Administration, sponsors and commercial partners in monitoring the finance and budget of HKMM. PAS(C)2 further advised that HKMM had conducted market survey and considered market conditions and acceptability to the visitors in setting the admission fees. The Administration would closely monitor the operation and service of HKMM which would be requested to submit, on a regular basis, performance reports including visitors' views to the

Admin/
HKMM

Administration and made such reports available to the public. In response to Mr KAM's query on whether a consultative committee would be established to monitor the operation of HKMM, PAS(C)2 said that the Administration did not have any plan to do so. Mr KAM requested the Administration or HKMM to consider ways to collect views of the public (including District Council members) regularly on matters related to the museum, in particular the admission fees. Mr WESLEY of HKMM took note of the suggestion.

Vessel of historical value as part of museum display

Admin/
HKMM

14. Mr Albert CHAN expressed support for the proposal in principle. As Central Pier 8 was a prime location and vessels of historical value were often displayed at overseas maritime museums, Mr CHAN requested the Administration or HKMM to consider displaying at the new HKMM a vessel of historical value, such as early days cross-harbour ferries and steam turbine vessels, at Central Pier 8 to increase its appeal to visitors.

15. Ms Miriam LAU supported the suggestion but commented that HKMM had limited resources with funding support from the private sector all along. As the new museum could become a tourist attraction and bring benefit to the community, Ms LAU opined that the Government should consider providing financial assistance to HKMM to enhance the museum collection, such as the berthing of a vessel of historical value.

16. PAS(C)2 advised that HKMM had considered the suggestion of berthing of a vessel of historical value but such arrangement was found not feasible. Mr Richard WESLEY of HKMM said that the management of HKMM would like to transform HKMM into a world-class museum, and had assembled 3 000 local and worldwide artefacts. As regards displaying a vessel of historical value at the new museum, there were issues associated with resources, conditions of the harbour, and berthing facilities that HKMM would need to study. Mr WESLEY stressed that HKMM was a private institution with limited resources but it would consider arranging vessels from overseas to berth temporarily at the museum.

Space open to free public access (open space)

17. Mr KAM Nai-wai pointed out that when CWDC was consulted on the proposed relocation of HKMM, DC members expressed concern about the loss of existing open space which would be converted to public viewing deck and roof viewing deck of the museum. Mr KAM considered such arrangement inappropriate as huge public fund was involved in the relocation and operation of the future museum. PAS(C)2 explained that HKMM had

taken the views of CWDC into account insofar as the constraints of space and the requirements of museum operations allowed. Specifically, HKMM would leave part of the roof viewing deck, including the public terrace and the museum café, as open space. HKMM would provide landscaping and casual seating at the public terrace which would be freely accessible to the public. Referring to Enclosure 3 to the Administration's paper, PAS(C)2 added that the public display gallery on the public viewing deck level would also be open to free public access, and it would give view into the museum and, through the extensive use of glazing, out into the Victoria Harbour in both directions. Mrs Esther CHOW, Director, P&T Architects and Engineers Limited (PTAEL) added that the outdoor public terrace on the roof viewing deck level would undergo beautification works and could be accessed by the public through the staircases on the side.

HKMM/
Admin

18. Mr KAM Nai-wai considered the open space referred to by PTAEL was too little. He pointed out that the public display gallery on the public viewing deck level was actually a gift shop, which was not facing the harbour and the public could not view the Victoria Harbour from the museum. He requested the Administration or HKMM to consider modifying the design to reflect the request of CWDC and provide detailed floor plans of all decks showing the area which could be freely accessed by public.

19. PAS(C)2 replied that HKMM had conducted an extensive study on the feasibility of increasing the open space within the new museum and came up with the proposed arrangement after taking into account various technical, operational and security considerations. Mr Richard WESLEY of HKMM responded that the consultants had done their best to maximize the open space, which was about 650 square metres. He added that the museum needed the space for its own use on the pier to address concerns such as security.

Admin

20. Ms Miriam LAU expressed concern that the roof viewing deck might be overcrowded during fireworks display, thus causing danger to the viewing public. She requested the Administration to clearly specify the rights and responsibilities of the Government and HKMM in the management of such areas. Mr KAM Nai-wai asked whether the roof viewing deck and staircases were considered open space. PAS(C)2 responded that the lease agreement would clearly delineate the responsibilities of each party in managing and maintaining the new museum. As far as the open space in the roof viewing deck and public viewing deck levels was concerned, the HKMM would be responsible for the management. Ms LAU and Mr KAM requested the Administration to provide detailed information on the responsibilities for the management and maintenance of open space within HKMM after relocation,

and to advise whether the Government could access the public area when necessary to ensure public safety.

Admin 21. Noting that there were only two cubicles for the male lavatory and three for the female on the lower deck east level, Mr KAM Nai-wai urged HKMM to consider providing more toilet facilities for use by the public. Ms Esther CHOW of PTAEL responded that HKMM had expanded the toilet facilities and included a disabled toilet on the lower deck east level.

Admin 22. Referring to Enclosure 2 of the Administration's paper, Ms Miriam LAU remarked that the new museum should be a distinct structure which could be easily seen by the public and visitors. She urged that the signage of HKMM should be improved and Tourism Commission should promote the new HKMM overseas to boost its patronage.

Admin 23. Mr KAM Nai-wai noted from the artistic impression of the interior view of the decks and the view of the new museum from afar at Enclosure 2 to PWSC(2010-11)23 that visitors could not view the harbour from within the museum as the windows on the ground and first floors were sealed. He considered such arrangement ludicrous as this was a maritime museum.

Admin 24. PAS(C)2 explained that the designer of the new museum had put in effort to make use of glazed windows wherever possible so as to maximize the harbour view from within. Nevertheless, it was technically not suitable to use glazed windows at some levels where sensitive artefacts which had to be protected entirely from sunlight were kept. The Chairman requested the Administration to provide enlarged floor plans with details showing locations with the sea view within the new HKMM.

Energy conversation

25. Mr KAM Nai-wai noted that variable refrigerant volume (VRV) air-conditioning system would be adopted at the new museum. He asked if solar panels would be installed on the green slanted roof top of HKMM, and whether solar energy generation system would be installed at the new premises.

Admin 26. CTA advised that as a whole, the total estimated additional cost for the adoption of energy efficient features in the new museum was around \$600,000 and they would achieve 5.5% energy savings in the annual energy consumption. On the possibility of using solar energy, CTA said that after consultation with HKMM and its consultants, there was limited roof space for installing solar panels in the new museum without affecting its visual integrity

and the works involved including structural modification would be expensive. Given the same amount of additional cost, the annual energy savings achieved by adopting solar panel system would be far less than 1%. Thus it was considered not advisable to pursue this in this project. The Chairman remarked that while the initial costs for installation of solar panels could be high, the use of renewable energy could benefit the community as a whole. The Chairman requested the Administration to provide information on the cost and technical feasibility of installing equipment for generating solar energy in the new HKMM.

27. The item was voted on and endorsed. Mr KAM Nai-wai requested that the item be voted on separately at the relevant meeting of the Finance Committee (FC).

Head 705 – Civil Engineering

PWSC(2010-11)24 432RO Aberdeen tourism project

28. The Chairman advised that the proposal was to upgrade 432RO to Category A at an estimated cost of \$288.1 million in MOD prices for the design and construction of improvement works along the promenade of both sides of the Aberdeen Harbour as well as Ap Lei Chau Main Street and adjacent streets. The Panel on Economic Development had been consulted on the proposal at its meeting on 14 December 2010.

Project design

29. Mr Fred LI and Ms Miriam LAU commented that there was hardly any difference between the proposed project and the district parks managed by the Leisure and Cultural Services Department. Ms LAU said that the Liberal Party had all along been urging the Administration to enhance the tourism appeal of Aberdeen and therefore would support this proposal. However, she expressed dissatisfaction with the project design, in particular the location of the proposed viewing deck which she considered should be facing the harbour rather than the streets. Mr LI and Ms LAU urged the Administration to include Aberdeen's unique characteristics in the proposed project, such as provision of special venues for tourists to take pictures, inclusion of fishermen's trade and provision of water-taxi services and in-boat eateries.

30. While expressing support for the proposal, Mr IP Kwok-him remarked that the public had high expectation of the project, but the current proposal could only be considered as an enhancement to community facilities rather than a tourist attraction project. Mr KAM Nai-wai also expressed concern about the reduction of the scope of the project under the present proposal.

31. The Commissioner for Tourism (C for Tourism) advised that the proposed improvement works as well as the re-development plan of Ocean Park were part of the efforts to strengthen the tourism appeal of the Aberdeen area. He said that the overall objective of the Project was to showcase the unique characteristics of Aberdeen as a fisherman's village. In addition to the promenade area, tourists could take sampan tours at the Aberdeen Typhoon Shelter for a first-hand look at the fishing culture and dine at the floating restaurants.

32. The Director of Civil Engineering and Development (DCED) advised that the theme of the proposed project, which would cover an area of about four hectares on the two sides of Aberdeen Harbour, was to showcase the ambience of Aberdeen as a traditional fishermen's village, and the project scope included erecting a lighthouse display at Ap Lei Chau Promenade, levelling the public open space in front of the Hung Shing Temple forecourt, re-constructing the existing viewing deck at the Aberdeen Promenade by installing sails with transparent effect, constructing a boardwalk, expanding the existing performing stage and installing dragon boat bronze display and boat-shape seats in the area. DCED said that the Southern District Council and other stakeholders had a high degree of participation in the design process, and the project design could be further enhanced before the construction stage. In response to Mr KAM Nai-wai, DCED advised that the Civil Engineering and Development Department was in dialogue with the Highways Department with a view to undertaking greening works at the two existing pedestrian footbridges across Aberdeen Praya Road as far as practicable.

33. Responding to Mr IP Kwok-him, DCED said that to minimize disturbance to the community during the construction of improvement works, the works would be implemented in phases. Subject to the funding approval by FC, the works would commence within this year with a view to completing in phases in 2012 to 2014.

Transport arrangement

34. In reply to Mr Fred LI's enquiry about the provision of parking area for tour buses, DCED said that there were parking spaces for tour buses at Ap Lei Chau but in Aberdeen, only drop-off sites would be available due to space limitations. C for Tourism added that tour buses, after dropping off tourists at Aberdeen, could temporarily park at Wong Chuk Hang or Ocean Park areas. Visitors could also take public transport to the area. Ms Miriam LAU considered the arrangement for tour bus parking unacceptable and requested the Administration to resolve the tour buses parking problem in Aberdeen.

Long-term development of Aberdeen into a tourist attraction

35. Mr KAM Nai-wai asked about the previous proposal of providing the Fisherman's Wharf. Mr IP Kwok-him enquired about the development of a dining area under the Ap Lei Chau Bridge.

36. C for Tourism responded that apart from the proposed improvement works, the Administration had also been exploring some long-term development options, such as the possibility of developing a dining cum entertainment zone featuring seafood cuisine at the existing open space under the Ap Lei Chau Bridge, which was being used as works area for the Harbour Area Treatment Scheme or reserved as works areas for the construction of South Island Line (East), and developing the Aberdeen Wholesale Fish Market (AWFM) into a tourist attraction and providing seafood restaurants there. Some of these facilities would bear certain similarities to the Fisherman's Wharf concept. The Administration would continue to review the feasibility of these long-term development options, in order to promote tourism development of the Aberdeen area in a coherent manner. C for Tourism added that the Fisherman's Wharf as originally proposed in the initial conceptual design was considered financially not viable even with a substantial increase of commercial elements. Furthermore, such an arrangement would displace existing recreation facilities and open space, and spoil Aberdeen's unique characteristics as a traditional fishing harbour.

37. Mr Fred LI suggested the Administration draw reference from the fish market in Tsukiji, Japan, to develop AWFM into a vibrant tourist attraction with exhibition facilities and eateries. C for Tourism explained that the Administration had consulted the representatives of the food and beverage sector and the Fish Marketing Organization on the proposal of developing AWFM into a tourist attraction featuring seafood cuisine. Since the proposal involved many stakeholders and a variety of complicated technical

issues, the Administration would study the commercial and operational viability of the proposal as well as its attractiveness to operators of restaurants. C for Tourism undertook to follow up with relevant departments in the context of land lease, traffic arrangements, finance, planning and re-provisioning of affected facilities.

38. The item was voted on and endorsed.

PWSC(2010-11)25 13GB Liantang/Heung Yuen Wai Boundary Control Point and associated works

39. The Chairman advised that the proposal was to upgrade part of 13GB to Category A at an estimated total cost of \$265.8 million in MOD prices to engage consultants to undertake the proposed detailed design and ground investigation for the development of the new Boundary Control Point (BCP) at Liantang/Heung Yuen Wai in the North-eastern New Territories. The Panel on Development had been consulted on the proposal at its meeting on 16 December 2010.

40. Mr CHEUNG Hok-ming expressed his support in principle for the proposal as the new BCP was of strategic importance to support the long-term economic growth of Hong Kong. While noting that the relevant District Councils (DCs) and the Rural Committee generally supported the project, Mr CHEUNG pointed out that the Rural Committee and district personnel had requested for provision of park-and-ride facilities, pick-up and drop-off points for private cars at BCP. He enquired about the progress of the requests. DCED advised that the Administration had embarked on a study to review the impact of the requests on the air quality and traffic arrangement of the area. He expected that the findings would be available in one to two months' time.

41. In view that the development of BCP would affect some villages in the area, Mr CHEUNG Hok-ming enquired about the associated diversion and modification works at Lin Ma Hang Road, and the measures to alleviate the traffic problem at the Fanling Highway as it might be overloaded by the traffic flow on the new transport links between the new BCP and other parts of the territory in future.

42. DCED advised that the Administration had conducted an in-depth traffic impact assessment on the transport links in the area. The Chief Engineer (Boundary Control Point), Civil Engineering and Development Department (CE(BCP)) supplemented that as Lin Ma Hang Road would

transverse across the new BCP, diversion and modification works at Lin Ma Hang Road would be implemented. The modified Lin Ma Hang Road would be connected to the new BCP and connecting road through its interchange located next to the new BCP. CE(BCP) advised that there would be another interchange at Fanling Highway providing connection to the new connecting road to ensure a fast and convenient passage to the new BCP. The Administration had also planned to widen Fanling Highway to improve the traffic condition thereat.

43. Mr CHEUNG Hok-ming expressed concern that there should be direct vehicular access to the new BCP to avoid that passengers could only access existing BCPs by rail. He urged the Administration to provide sufficient vehicle connection facilities to cater users' need during the detailed design stage. DCED undertook to address the concern raised by Mr CHEUNG.

44. While expressing support in principle for the proposal, Mr Albert CHAN commented that the proposed design of a dual two-lane connecting road might not be able to cope with traffic flow in the future considering that the land along the road had great development potential. He urged the Government to undertake road works planning in a forward-looking manner as modification at a later stage would present technical difficulties, cause nuisance for residents in the area, delay development and increase the cost of works. The Chairman remarked that in other major cities overseas, strategic routes were mostly of dual three-lane road rather than a dual two-lane road. The Chairman urged the Administration to develop a long-term plan and earmark sufficient land along the connecting road in the detailed design for future needs.

45. Mr IP Kwok-him supported the proposal. He enquired about the heritage implications with regard to the discovery of artefacts from the late-Qing Dynasty era at Ping Yeung Village and whether the project works would be affected as a result. CE(BCP) replied that the preliminary ground investigation had indicated the possible existence of artefacts at the site. The Administration would conduct an in-depth study during the detailed design phase and implement mitigation measures if needed. He added that since the proposed connecting road works would not begin until the beginning of 2013, there would be sufficient time to conduct remedial work and the works schedule for the project would therefore be unaffected.

46. The item was voted on and endorsed.

Head 707 – New Towns and Urban Area Development

PWSC(2010-11)26 270RS Cycle tracks and associated facilities along seafront at Town Centre South, Tseung Kwan O

47. The Chairman advised that the proposal was to upgrade 270RS to Category A at an estimated total cost of \$107.1 million in MOD prices for the construction of cycle tracks and associated facilities along the seafront at Town Centre South, Tseung Kwan O (TKO). The information paper on the proposed works had been circulated to the Panel on Development on 6 December 2010.

48. Mr CHAN Hak-kan expressed concern that the cycle tracks in TKO area were disconnected. He urged the Administration to connect the cycle tracks between TKO South and TKO North. DCED advised that at present, two works projects were in progress, namely 715CL (Tseung Kwan O further development - infrastructure works at Town Centre South and Tiu Keng Leng, Tseung Kwan O) and 743CL (Tseung Kwan O further development – infrastructure works for Tseung Kwan O stage I landfill site (phase I)), and upon the completion of six kilometres of cycle tracks under these projects, the cycle tracks within TKO South would be connected. As regards cycle tracks within TKO North, DCED added that the tracks at Po Lam and Hang Hau were currently connected. As such, there would be a complete cycle track system in TKO upon the completion of these projects in two years' time.

49. Mr CHAN Hak-kan commented that the existing inverted U-shaped bollards in all cycle tracks in the territory posed danger to cyclists, and the cycling associations and residents had considered the design of such bollards problematic. When approaching the bollards, cyclists tended to slow down and the cycle wheels often became stuck in the bollards knocking the cyclists off onto the ground. He suggested installing movable rubber ramps on the ground surface to reduce bicycles' speed.

50. DCED advised that the design of the new cycle tracks would not adopt the inverted U-shaped bollards. To address the safety issue of cyclists and pedestrians, the Administration would alert cyclists to exercise caution about pedestrians crossing the track, and three cycle track underpasses would be built to segregate pedestrians and cyclists for safety reasons. Mr CHAN Hak-kan requested the Administration to provide a written response on whether the existing inverted U-shaped bollards in all cycle tracks in the territory would be replaced.

Admin

51. Mr IP Kwok-him expressed concern about the lack of dividers separating the proposed footpath and cycle track as shown in Enclosure 1 to PWSC (2010-11)26, as it might pose danger to pedestrians and cyclists. The Chief Engineer (New Territories East 1), Civil Engineering and Development Department (CE(NTE1)) advised that road dividers of about two inches in height would be installed between the footpath and cycle track. Noting that there would be planters along another side of the proposed cycle track, Mr IP Kwok-him considered that these planters could be moved to the space between the proposed footpath and cycle track to serve as a divider. CE(NTE1) explained that planters at the original proposed location would serve to separate the cycle track and the landscaped open space along the promenade which catered for two different needs. Moreover, there was not enough space to add another planter between the 5-metre cycle track and the 4-metre footpath.

52. Mr IP Kwok-him enquired whether there would be sufficient bicycle parking area along the proposed cycle track. CE(NTE1) advised that together with 715CL and 743CL, there would be a total of 859 bicycle parking spaces available in the cycle track in TKO South. They should be able to meet the projected demand in the area. CE(NTE1) added that additional parking spaces could be added afterward should additional demand arise.

53. The item was voted on and endorsed.

Head 706 – Highways

PWSC(2010-11)27 829TH Improvement and extension of Kam Pok Road

54. The Chairman advised that the proposal was to upgrade 829TH to Category A at an estimated cost of \$148.6 million in MOD prices for the improvement and extension of Kam Pok Road. The information paper on the proposed works had been circulated to the Panel on Transport on 13 December 2010.

55. The item was voted on and endorsed.

Head 703 – Buildings

PWSC(2010-11)28 193SC Community hall at the housing site in Area 18, Tuen Mun

56. The Chairman advised that the proposal was to upgrade 193SC to Category A at an estimated cost of \$74 million in MOD prices for the construction of a community hall at the housing site in Area 18, Tuen Mun. The information paper on the proposed works had been circulated to the Panel on Home Affairs on 10 December 2010.

57. Noting that the proposed community hall would provide only one conference room, Mr Albert CHAN expressed grave disappointment that the Administration did not take heed of members' repeated requests for the provision of more function rooms within community halls to cater for activities involving 20 to 30 people so that the multi-purpose hall could continue to be used for 200 to 300 participants.

58. The Assistant Director (2) Home Affairs Department (AD/HAD) responded that the proposed community hall was a two-storey free-standing standard community hall and the facilities therein should be sufficient to meet the demand of the residents following population intake at the public housing development in Tuen Mun Area 18. AD/HAD said that at present, there were eight community halls in different areas of Tuen Mun with a new one being built in Area 44. The utilization rates of the existing ones were mainly in the range of 70% to 80%, with some stood at about 60%.

59. Mr Albert CHAN said that it was extremely difficult to secure a function room in most community halls for activities during evening hours, Mr CHAN expressed grave concerns that community halls of existing standard could no longer meet present-day needs. He urged the Administration to review the facilities provision at community halls. Mr IP Kwok-him, Mr CHAN Kam-lam and Mr WONG Kwok-hing shared the views that more function rooms should be provided at new community halls in order to cater for the needs of the local community.

60. AD/HAD explained that the stage meeting room in the proposed community hall could also be used as a function room, while the multi-purpose hall could be partitioned into smaller rooms for different uses. Since community halls were managed by DCs, DC members could be involved in deciding the usage of facilities in community halls.

Admin 61. Mr Albert CHAN stressed that he was most dissatisfied with the Administration's inaction and failure to grasp the crux of the problem as well as its ignorance of and disregard for the community needs. He asked the Administration to provide detailed information on the booking of facilities, such as the number of organizations applying for individual facilities for each time slot especially during evenings and holidays, in Tuen Mun community halls in the past year. Mr WONG Kwok-hing requested the Administration to consider optimizing the provision and usage of facilities in the proposed community hall, in particular function rooms.

Clerk 62. The Chairman advised that members had raised concerns about a policy issue of usage of community hall facilities, and suggested that the matter could be followed up by the Panel on Home Affairs. He instructed the Clerk to convey to the Home Affairs Department members' suggestion of reviewing the standard provision of a community hall and refer the matters to the Panel on Home Affairs for follow-up.

(Post-meeting note: The Clerk has conveyed PWSC's request in writing on 1 February 2011 to the Director of Home Affairs for follow-up.)

63. In reply to Mr IP Kwok-him, AD/HAD said that the capital cost of the project had included the cost of audio equipment, and the proposed community hall would be equipped with audio facilities suitable for small-scale performance at the district level. Mr IP Kwok-him remarked that audio equipment provided at the Sai Ying Pun Community Complex Community Hall was not effective, and the Central and Western District Council had spent about \$1 million to purchase another set of audio equipment for use by the public.

64. Mr WONG Kwok-hing expressed support for the proposal. He shared that the audio equipment at community halls should be enhanced. Mr CHAN Kam-lam also urged the Administration to provide better audio and lighting equipment for community halls taking into account the needs of users, and also carry out regular maintenance for such facilities.

Admin 65. Mr IP Kwok-him requested the Administration to provide the costs and expected standard of performance of the audio equipment to be installed in the proposed community hall.

66. The item was voted on and endorsed.

67. Mr Albert CHAN said that he would request the item on PWSC(2010-11)28 be voted on separately at the relevant FC meeting if the supplementary information provided by the Administration was considered insufficient.

Head 704 – Drainage

PWSC(2010-11)29 112CD Drainage improvement in Northern New Territories — package A

68. The Chairman advised that the proposal was to upgrade part of 112CD to Category A at an estimated cost of \$26.8 million in MOD prices to construct a box culvert underneath Castle Peak Road at San Tin to improve the drainage in Northern New Territories. The information paper on the proposed works had been circulated to the Panel on Development on 2 December 2010.

69. Mr IP Kwok-him opined that the three years construction period was excessively long considering that the project mainly comprised upgrading 15 metres (m)-long three-cell box culvert and constructing of about 50 m-long retaining wall of 3 m high. The Deputy Director, Drainage Services Department advised that to minimize disturbance to the traffic flow during construction, the box culvert would be constructed in short sections such that the same number of traffic lanes on Castle Peak Road could be maintained. Moreover, it would be necessary to maintain the water flow at San Tin, otherwise the Shek Wu Wai area might be flooded during heavy rainstorms. It also took time to relocate the public utilities facilities along the Castle Peak Road to make way for the works. Mr IP and the Chairman urged the Administration to expedite the works progress.

70. The item was voted on and endorsed.

Head 709 – Waterworks

PWSC(2010-11)30 189WC Replacement and rehabilitation of water mains, stage 4

71. The Chairman advised that the proposal was to upgrade part of 189WC to Category A at an estimated cost of \$6,262.4 million in MOD prices to implement the works in stage 4 phase 1 of the territory-wide water mains replacement and rehabilitation programme. The information paper on the proposed works had been circulated to the Panel on Development on

16 December 2010.

72. The item was voted on and endorsed.

73. There being no other business, the meeting ended at 10:48 am.

Council Business Division 1
Legislative Council Secretariat
16 February 2011