

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

**Minutes of the 2nd meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 18 October 2017, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP

Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung, JP
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Dr Hon CHIANG Lai-wan, JP
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon Jimmy NG Wing-ka, JP
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 CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho

Members absent:

Hon Abraham SHEK Lai-him, GBS, JP
Hon Dennis KWOK Wing-hang
Dr Hon Helena WONG Pik-wan

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury)3
Miss Joey LAM Kam-ping, JP	Permanent Secretary for Development (Works)(Acting)
Ms LINN Bernadette, JP	Permanent Secretary for Development (Planning and Lands)
Mr Donald TONG Chi-keung, JP	Permanent Secretary for the Environment
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Brenda AU Kit-ying	Head of Energizing Kowloon East Office Development Bureau
Mr Frank WONG Tak-choi	Deputy Head of Energizing Kowloon East Office Development Bureau
Mrs Sylvia LAM YU Ka-wai, JP	Deputy Director of Architectural Services
Ms Winnie HO Wing-yin	Project Director (1) Architectural Services Department
Mr Edward TSE Cheong-wo	Project Director (3) Architectural Services Department
Mrs Doris FOK LEE Sheung-ling	Assistant Director of Leisure and Cultural Services (Leisure Services)1
Mr David TSANG Man-wai	Chief Electrical and Mechanical Engineer (Vehicle Safety and Standards) Transport Department
Mr Patrick HO Kwong-hang	Chief Traffic Engineer (New Territories West) Transport Department

Clerk in attendance:

Ms Doris LO

Chief Council Secretary (1)2

Staff in attendance:

Miss Rita YUNG

Senior Council Secretary (1)2

Mr Raymond CHOW

Senior Council Secretary (1)6

Ms Christina SHIU

Legislative Assistant (1)2

Ms Christy YAU

Legislative Assistant (1)7

Ms Clara LO

Legislative Assistant (1)8

Action

Application for late membership

The Chairman advised that the meeting would first deal with the application for late membership from Mr WU Chi-wai (Mr WU's application letter was circulated to members vide LC Paper No. PWSC5/17-18 on 12 October 2017). The Chairman drew members' attention to paragraph 4B of the Public Works Subcommittee Procedure on applications for late membership, and invited members to consider Mr WU's application.

2. Members raised no objection to Mr WU's application. The Chairman declared that the application from Mr WU was accepted.

Head 703 – Buildings

PWSC(2017-18)17	185GK	Reprovisioning of Transport Department's vehicle examination centres at Tsing Yi
	281RS	Reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir

3. The Chairman advised that there were six funding proposals on the agenda for the meeting. All of them were stand over items carried over from the last Subcommittee meeting in the previous legislative session (i.e. the meeting on 4 July 2017). He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating

to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

4. The Chairman further said that the proposal, i.e. PWSC(2017-18)17, sought to upgrade 185GK and 281RS to Category A, with the former at an estimated cost of \$2,862.7 million in money-of-the-day ("MOD") prices for the relocation of the existing Kowloon Bay Vehicle Examination Centre ("VEC"), New Kowloon Bay VEC and To Kwa Wan VEC to Tsing Yi, and the latter at an estimated cost of \$382.2 million in MOD prices for the reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir.

5. The Chairman also advised that the Administration consulted the Panel on Development on 185GK at the Panel meetings on 24 May and 26 December 2016. However, the project was not supported by a majority of members voting. As regards 281RS, the Administration consulted the Panel on Development on 28 February 2017 and Panel members did not object to submitting the funding proposal to the Subcommittee for consideration. A gist of the Panel's discussion on the two projects was tabled at the meeting.

6. The Chairman suggested that the Subcommittee would have a combined discussion but separate voting on 185GK and 281RS. Members agreed.

185GK — Reprovisioning of Transport Department's vehicle examination centres at Tsing Yi

Cost of works

7. Dr Fernando CHEUNG pointed out that according to the information paper provided by the Administration for the Panel on Development in June 2015 ([LC Paper No. CB\(1\)994/14-15\(01\)](#)), the project cost of 185GK was estimated to be around \$2,000 million at that time. He asked the Administration to explain why the then project estimate was far lower than the funding being sought, i.e. \$2,862.7 million. Ms Claudia MO expressed similar concern, while Dr KWOK Ka-ki was concerned about the high costs of public works projects.

8. Deputy Director of Architectural Services ("DDArchS"), Project Director (1), Architectural Services Department, and Deputy Secretary for Financial Services and the Treasury (Treasury)³ said that the project cost estimate of about \$2,000 million (i.e. the amount quoted in the discussion

paper [CB\(1\)994/14-15\(01\)](#) for 23 June 2015) was a rough estimate in constant prices worked out by the Administration in 2015 in the prices of the third quarter of 2014. The updated project cost was around \$2,300 million in September 2017 prices (as set out in paragraph 9 of Enclosure 1 to [PWSC\(2017-18\)17](#)), which was some 15% higher, mainly due to price fluctuations during the period and the needs to improve the engineering design and meet the special operational specifications of VEC. As the funding of \$2,862.7 million being sought was the cost estimate calculated in MOD prices, it should not be directly compared with the cost estimate in constant prices set out in the information paper of 2015.

9. Dr Fernando CHEUNG and Ms Claudia MO requested the Administration to set out clearly in future submissions the calculation of the cost of proposed works to avoid confusion.

Traffic impact of the reprovisioning proposal on Tsing Yi

10. Dr Fernando CHEUNG was concerned that after the three existing VECs were reprovisioned at Tsing Yi, the vehicles used to be distributed among the three VECs would all go to the new VEC. He asked the Administration whether the anticipated additional vehicular flow would cause congestion on the roads leading to Tsing Yi and hence affecting the operation of the new VEC.

11. Head of Energizing Kowloon East Office, Development Bureau ("Head/EKEO/DEVB"), explained that vehicle examination at Tsing Yi VEC was carried out by appointment. As such, the daily vehicular flow to and from VEC would be evenly distributed, and the anticipated increase in vehicular traffic was 133 vehicles per hour at most. Both the Traffic Impact Assessment and the Supplementary Traffic Study conducted by the Administration concluded that with the proposed traffic mitigation measures, the capacity of the road network of Tsing Yi could cope with the additional vehicular traffic arising from the new VEC.

12. Ms Alice MAK pointed out that the Administration had consulted the Panel on Development on 185GK twice in May and December 2016 respectively, but failed to secure support from the Panel on both occasions. Ms MAK noted that in order to address members' concern about the traffic impact, the Administration proposed to carry out road widening works along the eastern side of Sai Tso Wan Road (i.e. the road section where the vehicular ingress/egress of Tsing Yi VEC was located), and implement a new traffic arrangement to allow two lanes towards the new VEC and one lane away. In this connection, Ms MAK enquired whether the proposed

measures were sufficient to cope with the additional vehicular flow arising from the new VEC.

13. Head/EKEO/DEVB replied that in response to the various concerns expressed by members of the Panel on Development at the two meetings, the Administration had provided two papers (LC Paper Nos. [CB\(1\)509/16-17\(01\)](#) and [CB\(1\)606/16-17\(01\)](#)) to explain its follow-up actions and the latest project progress. As stated in the papers, Sai Tso Wan Road was expected to operate well within capacity with the proposed improvements implemented. Head/EKEO/DEVB undertook that the Administration would monitor closely and follow up actively on the traffic issues that might arise on adjacent roads after the commissioning of Tsing Yi VEC.

14. Mr Michael TIEN enquired about the maximum capacity per hour of Tsing Yi Road and Tsing Yi Road West after the commissioning of Tsing Yi VEC, and whether the capacity could cope with the additional vehicular flow.

15. Chief Traffic Engineer (New Territories West), Transport Department ("CTE(NTW)/TD"), replied that vehicles to and from Tsing Yi VEC would access Sai Tso Wan Road via Tsing Yi Road and Tsing Yi Road West. The Administration anticipated that the capacity of the roads concerned could adequately cope with the additional vehicular flow. He further pointed out that with the implementation of the traffic mitigation measures, the estimated maximum capacity of Sai Tso Wan Road in either direction was 1 100 vehicles per hour and its volume/capacity ratios for the AM and PM peaks were 0.63 and 0.66 respectively, which meant that the capacity of Sai Tso Wan Road could adequately cope with the additional vehicular flow arising from the new VEC.

16. Dr CHENG Chung-tai pointed out that the implementation of the two-way toll collection arrangement at Lantau Link in August 2017 had caused serious traffic congestion in the nearby area. He enquired whether the Administration had assessed if the commissioning of Tsing Yi VEC, coupled with the aforesaid two-way toll collection arrangement, would aggravate the congested traffic conditions in the vicinity of Tsing Yi District. Mr Andrew WAN expressed similar concern.

17. CTE(NTW)/TD explained that most of the vehicles heading to Tsing Yi VEC were expected to use Ting Kau Bridge instead of Tsing Ma Bridge. Even if traffic congestion occurred on Tsing Ma Bridge, the congestion would take place mainly on its feeder roads, and would not affect the traffic heading to Tsing Yi VEC via Ting Kau Bridge.

Availability of parking spaces for commercial vehicles in Tsing Yi District

18. Given that the site of the proposed Tsing Yi VEC was currently occupied by a temporary vehicle park under a Short Term Tenancy ("STT"), Dr CHENG Chung-tai was concerned whether the Administration could provide sufficient parking spaces as substitutes in the area.

19. Noting from the Administration that three STT sites in the area (viz. STT 3778KT, STT 3818KT and STT 3878KT) were being or would be used as temporary vehicle parks, Ms Alice MAK worried that STT 3818KT, which was located in Tsing Yi South, would be under-utilized as its location was too remote. She further enquired whether the other two sites could provide sufficient parking spaces for commercial vehicles.

20. Head/EKEO/DEVB responded that according to the surveys conducted by the Administration, about 250 vehicles were parked at the project site during weekend night-time, which was identified as the peak period. As the three STT sites could provide a total of 320 parking spaces, it was anticipated that the demand would be accommodated. She also said that even though the site in Tsing Yi South was relatively remote, drivers might park their commercial vehicles there and go home and return by private vehicles or other modes of public transport. Ms Alice MAK considered providing parking facilities at remote locations impractical unless public transport was readily available nearby.

21. Mr CHU Hoi-dick opined that the Administration should select one STT site among the three for conversion for the development of a permanent multi-storey car park, so as to meet the demand for local parking spaces in the long term. Mr WU Chi-wai and Dr KWOK Ka-ki urged the Administration to consider making available the examination hall or the vehicle waiting area of Tsing Yi VEC for temporary parking during non-office hours, such as night-time.

22. Head/EKEO/DEVB replied that the demand for commercial vehicle parking spaces and the development of permanent multi-storey car parks were part of the Government's parking policy, which was being reviewed by the Transport and Housing Bureau and the Transport Department ("TD"). The review findings and recommendations would be announced in due course. As for the suggestion of making available Tsing Yi VEC for temporary parking during night-time, she responded that it was not feasible given the site constraints, the special design of VEC and operational considerations.

23. Mr Frankie YICK called on the Administration to undertake that the two STT sites, i.e. STT 3778KT and STT 3878KT, would not be resumed until there were plans for the development of permanent multi-storey car parks and other parking options for commercial vehicles. Mr YICK also enquired whether tenders had been invited for the STTs of the two sites. He pointed out that upon re-tendering of STTs on expiry, the awarded tender price was often higher than that of the original tenancy, hence pushing up the rentals for the parking spaces there. In this connection, Mr YICK urged the Administration to take measures, such as allowing the leasee to renew its tenancy on a quarterly basis upon expiry of the STT concerned, so as to alleviate the operational burden on the trade.

24. Head/EKEO/DEVB said that the STT for STT 3778KT had been granted, while STT 3878KT would soon be put up for tender. Since neither sites had been planned for other long-term uses, they could be used as vehicle parks over a certain period of time ahead. She also undertook to relay to relevant government departments Mr YICK's suggestion on retaining the two sites for parking purpose.

Location of vehicle examination centre

25. Mr Frankie YICK opined that should there be a need to relocate a VEC in future, the Administration should consider relocating the VEC to Northwest New Territories (e.g. Hung Shui Kiu), which was close to logistic operations, to facilitate the trade's operations. Dr KWOK Ka-ki made a similar suggestion. He further enquired whether the Administration had considered the sites close to logistic operations when identifying the new location for the reprovisioned VEC. As for the project site at Tsing Yi, it could be released for development of permanent multi-storey car parks.

26. Head/EKEO/DEVB explained that VECs served vehicles running in various districts in the territory including taxis, minibuses, lorries and non-franchise buses. It was therefore appropriate to locate the new VEC in Tsing Yi, which was at the centre of Hong Kong.

Preparation for the future expansion of Tsing Yi Vehicle Examination Centre

27. Mr WU Chi-wai urged the Administration to formulate a policy requiring works departments to provide for spare structural capacity in the structure design of new buildings to cater for future expansion. Mr WU further said that Tsing Yi VEC, if provided with spare structural capacity, could be expanded in-situ to accommodate additional vehicle examination and parking facilities to meet future demand. He requested the Administration to brief the Panel on Development on related matters.

28. In response, Head/EKEO/DEVB said that the main function of Tsing Yi VEC was to provide examination service for commercial vehicles. Since the number of commercial vehicles had remained stable and the maximum handling capacity of Tsing Yi VEC was about 1 000 vehicles per day, which was higher than the combined capacity of the three existing VECs (about 800 vehicles per day), the Administration believed that Tsing Yi VEC could be able to meet the service demand for vehicle examination after its commissioning. In the long term, the Administration would consider whether it was feasible to further increase the number of vehicles to be examined in Tsing Yi VEC as necessary. Head/EKEO/DEVB added that given the technical constraints which included a number of physical constraints arising from the design of Tsing Yi VEC, the suggestion of providing an additional vehicle park in the project was not practicable.

29. As the contents of the questions from several members involved broad policy issues, the Chairman drew members' attention to paragraph 37 of the Public Works Subcommittee Procedure and pointed out that members' questions on a proposal must relate directly to the contents of the agenda item. On wider questions of policy, members should raise them at an appropriate Panel.

Future use of the existing VEC sites

30. Mr YIU Si-wing said that the Administration had initially planned to convert the site to be vacated by the existing To Kwa Wan VEC for temporary coach parking after the relocation of the VEC concerned to Tsing Yi. However, the plan was shelved due to opposition from residents. He urged the Administration to take measures, such as arranging meetings between industry representatives and local DC members, to help forge consensus on a parking solution with a view to easing the traffic congestion caused by the shortage of coach parking spaces in To Kwa Wan.

31. Head/EKEO/DEVB reiterated that the Administration was reviewing the policy on parking spaces. The review findings and recommendations would be announced in due course.

32. Mr HO Kai-ming expressed support for the proposal under PWSC(2017-18)17. He urged the Administration to make plans of vehicle parks at the sites to be vacated by the existing Kowloon Bay VEC and New Kowloon Bay VEC upon their relocation to Tsing Yi, so as to alleviate the shortage of commercial vehicle parking spaces in the area.

33. Head/EKEO/DEVB responded that the Administration would consider the parking demand of commercial vehicles when planning the land use of the area.

281RS — Reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir

Cost of works and construction period

34. Mr CHAN Chi-chuen enquired (a) whether the current cost of 281RS was lower than the estimate set out in the project proposal submitted by the Administration for the Subcommittee's consideration in the previous session; and (b) since the construction works would be carried out in three phases, the respective commencement and completion dates of the three phases of works.

35. DDArchS confirmed that the current cost of the proposed project in MOD prices was lower than the earlier estimate. Moreover, phase 1 of the construction works would commence in the second quarter of 2018, and that of phases 2 and 3 would commence in the third quarter of 2018. Works of phases 1 and 2 would complete in the first and third quarters of 2020 respectively, and phase 3 would complete in the second quarter of 2021.

Impact of the reprovisioning proposal on nearby residents

36. Mr HO Kai-ming was concerned about how the residents of Sau Mau Ping Disciplined Services Quarters opposite to the construction site access would be affected during construction of the 281RS project. Head/EKEO/DEVB said that the proposed project would be carried out in phases to minimize the impact caused.

Proposed facilities in Hong Ning Road Park and on the rooftop of Ngau Tau Kok Fresh Water Service Reservoir

37. Mr Ho Kai-ming requested the Administration to explain whether the design of Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir had been enhanced after consulting the relevant committee of Kwun Tong District Council ("DC") on the proposed works in 2016. Mr Wilson OR enquired (a) whether coach parking spaces would be provided in Hong Ning Road Park to meet the need of park users; (b) whether a covered link would be provided between Hong Ning Road Park and the service reservoir; and (c) whether a plaza with a canopy would be built on the rooftop of the service reservoir for staging various activities.

38. Head/EKEO/DEVB responded that coach parking spaces could not be provided in Hong Ning Road Park due to limited space. Notwithstanding this, consideration could be given to allowing coaches to drop off and pick up passengers in the park's car park. Moreover, the Administration did not see the need for a covered link between Hong Ning Road Park and the service reservoir since the area around Hong Ning Road Park was mainly open space. As for the suggestion of providing a plaza with a canopy, the Administration did not have such a plan given the concern that the floor of the rooftop of the service reservoir might not be able to withstand the additional loading.

39. Mr CHU Hoi-dick was concerned that the Administration had made substantial changes to the existing facilities of Hong Ning Road Park in order to re-provision a 7-a-side soccer pitch and two basketball courts of Tsun Yip Street Playground to the park. He enquired whether the Administration could retain in-situ the children's playground and the lawn of Hong Ning Road Park while exploring alternative options for re-provisioning the 7-a-side soccer pitch and basketball courts (e.g. relocate the 7-a-side soccer pitch to the rooftop of Ngau Tau Kok Fresh Water Service Reservoir).

40. Mr WU Chi-wai pointed out that since the rooftops of many service reservoirs were used as ball-game pitches, the aforesaid rooftop could also be used for the purpose. Mr Andrew WAN suggested that if the site was too small for a 7-a-side soccer pitch, the Administration should consider providing smaller pitches for other types of ball-games to optimize the use of land resources.

41. Head/EKEO/DEVB replied that the Administration would retain the children's playground in Hong Ning Road Park and enhance its facilities. The site of the existing lawn would be converted to natural grass gateball courts, and alongside would be an elderly fitness area. Moreover, the rooftop of Ngau Tau Kok Fresh Water Service Reservoir was considered unsuitable for ball games which involved more physical contacts, lest the structure of the service reservoir should be affected. The Administration therefore proposed to develop a passive recreation area on the site instead of facilities like ball-game pitches.

42. DDArchS supplemented that the rooftop of the service reservoir could not accommodate a 7-a-side soccer pitch. Furthermore, the surface of the site was not entirely level and facilities such as vents were also found. It was therefore not suitable for use as a ball-game pitch.

43. Mr CHU Hoi-dick requested the Administration to develop the rooftop of Ngau Tau Kok Fresh Water Service Reservoir into a lawn instead of the proposed passive recreation area. DDArchS and Head/EKEO/DEVB

explained that the site was currently a plot of muddy ground overgrown with weeds. As the site was above a fresh water service reservoir and would be open for public use in future, it was not suitable for lawn development which required constant care and maintenance (i.e. fertilizer application and disinsectization), lest the water quality of the service reservoir should be affected. In view of this, the Administration planned to pave the site with concrete and turn it into a passive recreation area.

Admin

44. Dr KWOK Ka-ki found the Administration's explanation unconvincing. He requested the Administration to provide information on (a) whether the rooftops of service reservoirs in Hong Kong were currently used as lawns; if so, a list of the sites concerned; if not, the reasons for that (and a list of the details of the technical problems involved, if any); and (b) whether the Administration would explore technically feasible options to develop the service reservoir rooftop under 281RS into a lawn; if so, the details; if not, the reasons for that. The Administration undertook to review whether the site could be developed into a lawn with other additional facilities, and provide the information requested by Dr KWOK after the meeting.

45. Mr CHU Hoi-dick urged the Administration to facilitate residents' participation in the planning of the proposed project, such as organizing workshops for residents to express their views directly to the Administration on the proposed recreation facilities of Hong Ning Road Park and the rooftop of Ngau Tau Kok Fresh Water Service Reservoir. Dr KWOK Ka-ki agreed to Mr CHU's suggestion.

46. Head/EKEO/DEVB said that the Administration might consult the local DC in future on the recreation facilities to be provided on the aforesaid sites, and would relay Mr CHU's suggestion to relevant government departments for consideration.

47. Mr CHAN Chi-chuen enquired whether a unisex toilet would be provided in Hong Ning Road Park after its redevelopment. Head/EKEO/DEVB replied that apart from male and female toilets, an accessible toilet and a universal toilet would also be provided in the park.

Connectivity of the converted Tsun Yip Street Playground and the surrounding area

48. Mr Wilson OR urged the Administration to enhance the connectivity of the new Kwun Tong Industrial Culture Park, which was converted from Tsun Yip Street Playground, and the surrounding commercial area in Kwun Tong, so as to attract more members of the public to visit the park.

Head/EKEO/DEVB said that the new park would be connected to the surrounding commercial area by several links and function as an essential hub of the local pedestrian network.

Voting on PWSC(2017-18)17

185GK — Reprovisioning of Transport Department's vehicle examination centres at Tsing Yi

49. Members raised no further questions on PWSC(2017-18)17. The Chairman put the two projects under the item to vote separately. The Chairman first put 185GK (reprovisioning of TD's VECs at Tsing Yi) to vote. At the request of members, the Chairman ordered a division. Thirty-seven members voted for, one member voted against the proposal and no one abstained. The votes of individual members were as follows:

For:

Mr WONG Ting-kwong
Mr CHAN Hak-kan
Mr Michael TIEN
Mr Frankie YICK
Mr YIU Si-wing
Mr CHAN Chi-chuen
Mr LEUNG Che-cheung
Dr KWOK Ka-ki
Mr Christopher CHEUNG
Mr Martin LIAO
Mr Andrew WAN
Mr Jimmy NG
Mr HO Kai-ming
Mr Holden CHOW
Mr CHAN Chun-ying
Mr CHEUNG Kwok-kwan
Mr LUK Chung-hung
Mr Kenneth LAU
Mr Jeremy TAM
(37 members)

Ms Starry LEE
Dr Priscilla LEUNG
Mr Steven HO
Mr WU Chi-wai
Mr MA Fung-kwok
Mr CHAN Han-pan
Ms Alice MAK
Mr KWOK Wai-keung
Dr Elizabeth QUAT
Dr CHIANG Lai-wan
Mr CHU Hoi-dick
Dr Junius HO
Mr LAM Cheuk-ting
Mr Wilson OR
Ms Tanya CHAN
Mr HUI Chi-fung
Mr LAU Kwok-fan
Mr KWONG Chun-yu

Against:

Dr CHENG Chung-tai
(1 member)

Abstained:

(0 member)

50. The Chairman declared that the project was endorsed by the Subcommittee.

281RS — Reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir

51. The Chairman then put 281RS (reprovisioning of Tsun Yip Street Playground facilities to Hong Ning Road Park and Ngau Tau Kok Fresh Water Service Reservoir) to vote. At the request of members, the Chairman ordered a division. Thirty-four members voted for, one member voted against the proposal and four members abstained. The votes of individual members were as follows:

For:

Mr Charles Peter MOK (Deputy Chairman)	Mr WONG Ting-kwong
Ms Starry LEE	Mr CHAN Hak-kan
Dr Priscilla LEUNG	Mr Michael TIEN
Mr Steven HO	Mr Frankie YICK
Mr WU Chi-wai	Mr YIU Si-wing
Mr MA Fung-kwok	Mr CHAN Han-pan
Mr LEUNG Che-cheung	Ms Alice MAK
Mr KWOK Wai-keung	Mr Christopher CHEUNG
Dr Elizabeth QUAT	Mr Martin LIAO
Dr CHIANG Lai-wan	Mr Andrew WAN
Mr Jimmy NG	Dr Junius HO
Mr HO Kai-ming	Mr LAM Cheuk-ting
Mr Holden CHOW	Mr Wilson OR
Mr CHAN Chun-ying	Mr CHEUNG Kwok-kwan
Mr HUI Chi-fung	Mr LUK Chung-hung
Mr LAU Kwok-fan	Mr Kenneth LAU
Dr CHENG Chung-tai	Mr KWONG Chun-yu
(34 members)	

Against:

Mr CHU Hoi-dick
(1 member)

Abstained:

Mr CHAN Chi-chuen	Dr KWOK Ka-ki
Ms Tanya CHAN	Mr Jeremy TAM
(4 members)	

52. The Chairman declared that the project was endorsed by the Subcommittee. Mr CHU Hoi-dick requested that 281RS be voted on separately at the relevant meeting of the Finance Committee.

[At 10:19 am, the Chairman asked members if they agreed to extend the meeting in order to complete the voting on the two projects. Members present agreed.]

53. The meeting ended at 10:31 am.

Council Business Division 1
Legislative Council Secretariat
14 November 2017