

立法會
Legislative Council

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by the Administration)

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

**Minutes of the 5th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 4 February 2004, at 10:45 am**

Members present:

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)
Hon Albert CHAN Wai-yip (Deputy Chairman)
Dr Hon David CHU Yu-lin, JP
Hon Cyd HO Sau-lan
Dr Hon Eric LI Ka-cheung, GBS, JP
Hon Fred LI Wah-ming, JP
Hon James TO Kun-sun
Hon CHAN Yuen-han, JP
Hon SIN Chung-kai
Hon Andrew WONG Wang-fat, JP
Hon WONG Yung-kan
Hon YEUNG Yiu-chung, BBS
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yee, JP
Hon Emily LAU Wai-hing, JP
Hon CHOY So-yuk
Hon Andrew CHENG Kar-foo
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, JP
Hon Henry WU King-cheong, BBS, JP
Hon WONG Sing-chi
Hon IP Kwok-him, JP

Members absent:

Hon Kenneth TING Woo-shou, JP
Hon CHAN Kam-lam, JP
Dr Hon LAW Chi-kwong, JP
Dr Hon TANG Siu-tong, JP
Hon LAU Ping-cheung

Public officers attending:

Mr Y C LO, JP	Permanent Secretary for the Environment, Transport and Works (Works)
Mrs Carrie LAM, JP	Permanent Secretary for Housing, Planning and Lands (Planning and Lands) 1
Mr M J STOKOE, JP	Deputy Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Ernestina WONG	Principal Assistant Secretary for the Environment, Transport and Works (Transport)5
Mr MAK Chai-kwong, JP	Director of Highways
Mr WAN Man-leung	Deputy Project Manager/Major Works(2) Highways Department
Mr LEE Yan-ming	Chief Traffic Engineer/New Territories West, Transport Department
Mr CHOW Ying-shun	Regional Highway Engineer/Kowloon Highways Department
Mr LAM Hon	Chief Traffic Engineer/Kowloon Transport Department
Mr John CHAI, JP	Director of Territory Development
Mr D J HAYES	Chief Engineer (Yuen Long) Territory Development Department
Mr M T CHOW	Chief Engineer/Drainage Projects Drainage Services Department
Ms Christine CHOW	Principal Assistant Secretary for Housing, Planning and Lands (Planning and Lands)2
Mr John D BINKS	Chief Engineer (Islands) Territory Development Department
Mr Raymond CHEUNG, JP	Director of Drainage Services
Mr Irene YOUNG	Principal Assistant Secretary for Education and Manpower (Higher Education)
Ms Mary TSANG	Deputy Secretary-General (1) University Grants Committee

Mr Sidney Gary Crow	Chief Technical Advisor/Subvented Projects, Architectural Services Department
Ms Eva CHENG, JP	Commissioner for Tourism Economic Development and Labour Bureau
Mrs Winifred CHUNG	Assistant Commissioner for Tourism (4) Economic Development and Labour Bureau
Mr C H YUE, JP	Director of Architectural Services

Clerk in attendance:

Ms Anita SIT	Chief Council Secretary (1)6
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Mr Matthew LOO	Senior Council Secretary (1)3
Ms Caris CHAN	Senior Legislative Assistant 1
Mr Frankie WOO	Legislative Assistant 2

HEAD 706 - HIGHWAYS

**PWSC(2003-04)56 731TH Improvement to Castle Peak Road
between Ka Loon Tsuen and Siu Lam**

Members noted that the Administration had briefed the LegCo Panel on Transport on this proposal at the meeting held on 28 November 2003. Minutes of the meeting had been circulated to members on 17 December 2003.

2. Mr TAM Yiu-chung noted the Administration's consideration that the provision of noise barriers might not be practicable and cost-effective and hence only low noise road surfacing would be provided on the new viaduct of Castle Peak Road (CPR). In this connection, he was concerned about the number of dwellings affected along the viaduct between Ka Loon Tsuen and Siu Lam. He pointed out that as residents in the vicinity had accustomed to quiet surroundings, the traffic noise might be highly disturbing to the residents despite such noise was within statutory level. In response, the Director of Highways (DH_y) said that the Environmental Impact Assessment (EIA) had concluded that the environmental impact of the project, including traffic noise, could be controlled to within statutory criteria. The overall noise level was dominated by the traffic noise generated from the existing roads rather than the new viaduct. Provision of noise barriers at the new viaduct would have minimal effect in reducing the traffic noise. At the request of Mr TAM, DH_y agreed to provide the number of dwellings affected by the traffic noise.

3. Ms Emily LAU shared Mr TAM Yiu-chung's view. She was also concerned about the effectiveness of the proposed noise mitigation measures and enquired how the Administration could differentiate traffic noise generated from the existing roads and the new viaduct. DHy said that Environmental Review (ER) for CPR showed that the existing roads dominated overall noise level. ER also showed that the noise barriers originally proposed for the viaduct could only reduce traffic noise at the 14 dwellings near Siu Lam Roundabout from 70.6 dB(A) – 78.6 dB(A) by 1 dB(A) – 2.5 dB(A), but the cost would amount to about \$900,000 per dwelling, which was not cost-effective. The proposed provision of low noise road surfacing would reduce traffic noise by 2 dB(A) – 3 dB(A), and save about \$21 million in capital cost. DHy also pointed out that indirect noise mitigation measures such as glazed windows and air-conditioning had been provided to these 14 affected dwellings. On the effectiveness of glazed windows in noise reduction, the Deputy Project Manager/Major Works (2) of the Highways Department advised that the installation of glazed windows would normally reduce noise by 10 dB(A) – 20 dB(A).

4. Mr Albert CHAN echoed Ms Emily LAU's concern about the effectiveness of glazed windows in reducing noise, and considered that the noise reduction by 10 dB(A) – 20 dB(A) was still on the low side. At the members' request, the Administration agreed to provide information on the effectiveness of the noise insulation measures which had already been provided to the 14 affected dwellings.

Admin

5. With reference to the arrangement for Shatin T3 Road, Mr WONG Sing-chi enquired whether land had been reserved for erecting noise barriers for future property development along the viaduct. DHy affirmed that there was no planned property development along the viaduct at present, but the viaduct had been designed for the noise barriers, so if such were required in future, they could be installed on the viaduct.

6. Mr IP Kwok-him was concerned about the maintenance of low noise road surfacing. DHy advised that the repair and maintenance cost for the low noise road surfacing would be higher than that for the noise barriers, but in comparing the whole life cycle, the provision and maintenance cost for the low noise road surfacing was much lower. The normal life span of low noise road surfacing was about 5 years, and regular maintenance at three to five-year intervals would be required. In response to Chairman, DHy said that all repair and maintenance works would be carried out at night in order to minimise the impact on road traffic.

7. In response to Mr Albert CHAN's view on the planting of trees under the project, DHy affirmed that the Administration had taken into account Mr CHAN's view and a thematic approach would be used for the planting of trees under the project.

Admin 8. At the request of Miss CHOY So-yuk, the Administration agreed to let Ms CHOY had sight of the tree survey report of the project.

Admin 9. Mr Albert CHAN suggested that the landscaped area and the seawall along the improved CPR section could be developed into a scenic spot in view of its nice sea view. Some carparking spaces should also be provided at or in the vicinity of the seawall to facilitate public access to this area. Ms Emily LAU supported Mr CHAN's suggestion and noted that during public consultation, a public had also suggested to the Administration to develop the area between Ka Loon Tsuen and Tai Lam Chung as a tourist attraction area. DHy advised that there would be a 3 metre wide footpath along the seawall. While currently, the Administration had no specific plan to develop the locality for tourism purpose, he would request the contractor to take into account Members' suggestion in the design of the project. As regards the provision of carparking spaces, the Chief Traffic Engineer/New Territories West of the Transport Department undertook to provide before the relevant Finance Committee (FC) meeting information on the feasibility of providing carparking spaces at or in the vicinity of the seawall of the improved CPR section, and if so, the number of carparking spaces to be provided.

Admin

Admin 10. The item was voted on and endorsed.

**PWSC(2003-04)60 150TB Reconstruction of two footbridges across
Choi Hung Road near Shatin Pass Road
and Tai Shing Street**

11. Members noted that the Administration had circulated an information paper on the project to the LegCo Panel on Transport in November 2003.

Admin 12. Mr Henry WU enquired about the large increase in annual recurrent expenditure for the footbridges from \$53,000 to \$1 million. DHy advised that the increase in recurrent expenditure was mainly attributed to the electricity charges for the eight lifts and the lighting of the covered footbridges, as well as repair and maintenance cost of the lifts. Measures would be taken to save cost. For example, the lift connecting the footbridge near Tai Shing Street to the Tai Shing Market would only operate between street and footbridge level when the Market was closed. At the request of Mr WU, the Administration agreed to provide the estimated average annual recurrent expenditure for each lift installed in the two new footbridges.

13. Mr Henry WU enquired about the current policy for the provision of lifts for footbridges and asked why two lifts were provided on each side of the proposed footbridges. Ms Emily LAU also enquired about the relevant policy. She quoted the footbridges next to Tai Wai East Rail Station as an example, and pointed out that the design of footbridges should be user-friendly, and hence the provision of long and steep ramps as in the case of footbridges in Tai Wai should be avoided. In response,

DHy said that Wong Tai Sin (WTS) District was a developed community with a relatively large elderly population. Lifts were therefore provided to enhance safety, comfort and convenience of pedestrians, especially for the elderly and disabled persons. Principal Assistant Secretary for the Environment, Transport and Works (Transport)5 (PAS(T)5) supplemented that different factors including the volume of pedestrian flow and site characteristics would be taken into consideration in deciding whether lifts or ramps would be provided. The normal arrangement was that ramps would be provided as far as possible, and the provision of lifts would be considered if provision of ramps was not feasible due to site constraints. She also pointed out that the provision of two lifts on each side of the two proposed footbridges was originally proposed by WTS District Council, and the Administration supported the proposed twin lift arrangement, which was not the normal practice, in view of the demographic characteristics of the WTS District.

Admin

14. Ms Emily LAU also enquired about the population size of disabled persons in WTS District. PAS(T)5 and Chief Traffic Engineer/Kowloon of Transport Department undertook to provide the number of disabled persons residing in WTC District, if such information was available in the recent population census.

15. Mr LI Wah-ming supported the project which had been called for by the residents of WTS District for many years. He also requested the Administration to closely monitor the traffic situation during reconstruction of the footbridges. DHy noted Mr LI's view.

16. Ms Miriam LAU was also concerned about the traffic management measures during the reconstruction of the footbridges, particularly for the safety of pedestrians. In response, DHy said that various measures such as the provision of 7m-wide pavements, and erecting guard rails along pavements to canalize pedestrians to the signalized crossing would be implemented to ensure smooth pedestrian flow and prevent traffic accidents.

17. Ms Miriam LAU and Miss CHAN Yuen-han enquired whether the 20-month construction period could be further shortened in order to minimise the inconvenience to residents and the impact on road traffic in the vicinity. DHy responded that the works schedule included demolition of the existing footbridges and hence a longer construction period was required. Nevertheless, the Highways Department would closely monitor the works and shorten the construction period as far as possible. On Ms Emily LAU's enquiry on whether carrying out the reconstruction of the two footbridges in phase could reduce the impact on traffic flow in the vicinity, DHy said that the two footbridges were located far apart and hence the reconstruction works could be carried out concurrently without causing significant impact on traffic.

18. Miss CHAN Yuen-han expressed support for the project. She was also of the view that environmental protection and greening concepts should be adopted in the design of the two footbridges. The footbridges should also be in harmony with the design of adjacent buildings and structures. DHy noted Miss CHAN's views.

19. The item was vote on and endorsed.

HEAD 707 - NEW TOWNS AND URBAN AREA DEVELOPMENT

**PWSC(2003-04)55 74CD Village flood protection for Yuen Long,
Kam Tin and Ngau Tam Mei, North
West New Territories – stage 2**

20. Members noted that the Administration had provided an information paper on this proposal to the Legco Panel on Planning, Lands and Works in March 2003.

21. Mr Henry WU noted that the floodwater storage pond was large and without a cover. He expressed concern that water left over in the pond would pose an environmental nuisance to the residents nearby. The Director of Territory Development (DTD) explained that normally the drainage system would have sufficient capacity to handle the rainwater. In case of rainstorms, the pumping station would be activated when the water level in the pond reached a certain level and pump the water into the existing Yuen Long Nullah. He further confirmed that the design of the drainage system would ensure that no water would be left in the pond.

22. In response to Mr Henry WU's enquiry on the three submersible pumps installed in the floodwater pumping station, DTD confirmed that only two would be involved in daily operation and the other one was for standby purpose.

23. Mr TAM Yiu-chung expressed support for the proposal and enquired about the amount of public works on flood prevention in North West New Territories that had received fundings and the amount of outstanding works. DTD replied that the present proposal was to upgrade the village flood protection works for the remaining works of 74CD, namely the villages in Tai Kiu and Shui Pin Tsuen in Yuen Long. The flood prevention works for the other villages in North West New Territories, namely Mai Po Lo Wai, Mai Po San Tsuen, Ma Tin Tsuen and Shui Pin Wai, had commenced for completion by stages from mid-2004 to end of 2005. The Director of Drainage Services (DDS) supplemented that most of the flood protection works for main rivers in Yuen Long and Kam Tin had been completed or were on-going. However, funding was still required for some outstanding works for the up-stream or tributaries which would commence later such as the drainage rehabilitation works at Sha Po Tsuen Stream, which would be discussed at this meeting under item PWSC(2003-04)63.

24. The item was voted on and endorsed.

HEAD 707 - NEW TOWNS AND URBAN AREA DEVELOPMENT

PWSC(2003-04)61 706CL **Improvement to existing road and drains in Cheung Chau old town – stage 2**

25. Members noted that the Administration had provided an information paper on the proposal to the Legco Panel on Planning, Lands and Works in January 2004.

26. Ms Emily LAU expressed support for the proposal to connect the old town in Cheung Chau to the sewage treatment works. In response to Ms LAU's enquiry, DTD explained that the present proposal was stage 2 of the project. Stage 1 which covered the new developments near the waterfront had been completed. The second stage covered parts of the old town areas. The remaining old town areas would be covered in stage 3 as the construction works would have an impact on the daily life of the residents.

Admin 27. Hon Emily LAU requested and the Administration agreed to provide, before the relevant FC meeting, the respective number and percentage of dwellings in the old town of Cheung Chau -

- (a) which had been connected to the sewage treatment works;
- (b) which would be connected to the sewage treatment works under the proposed project; and
- (c) which would be connected under a future project and the relevant timetable.

28. Mr TAM Yiu-chung expressed support for the proposal as the proposed works would benefit the Cheung Chau residents. He asked the Administration for details and the progress of another sewage improvement project in Cheung Chau 197CL. DTD replied that 197CL was the stage 3 of this project and comprised the improvement works for the remaining part of the old town in Cheung Chau. Construction works for stage 3 would commence after the completion of stage 2 and no timetable was set for the stage 3 works at present. Noting that at present, the sewage from the old town of Cheung Chau was discharged without treatment into the sea, Mr TAM Yiu-chung requested that the stage 3 improvement works be expedited.

29. Noting that the proposed works were planned for completion by August 2007, Ms Emily LAU asked for the reasons for the long lead-time for the commencement of the stage 3 works. She opined that if the timing was related to land resumption, the Administration should inform the residents in the old town about the benefits of the construction of sewers so that the improvement works could be implemented at an earlier time.

30. In response, DTD said that the stage 3 construction works would affect the daily life of the residents in the old town and might involve more land resumption than the previous stages. The Administration also needed to consider the resource implications of the works. While the stage 3 construction works would have to commence after the completion of the stage 2 works, the planning process could start much sooner.

31. Referring to paragraphs 12 and 14 of the Administration's paper, Ms Emily LAU enquired about details of the objections and how they were handled. DTD said that when the original plan for the proposal was gazetted, 38 objections, including one representing over 200 objectors, were received. The objections were mainly related to land resumption, especially the land resumption along Peak Road, and tree felling. After the Administration had revised the works area and gazetted the revised plan, only 2 objections remained unresolved and these objections were concerned about clearance of a balcony structure and a small hut, both of which were illegal structures on Government land. The Chief Executive in Council over-ruled the objections in public interest and authorised the scheme with modifications.

32. Ms Emily LAU expressed concern if the provision of vehicle passing bays in place of road widening at Peak Road in the revised plan could serve the purpose envisioned in the original plan. DTD replied that Peak Road was mainly used by emergency vehicles. After consulting the Fire Services Department and the residents on the revised plan, the Administration decided that a vehicle passing bay could serve as a turnaround point for the fire fighting appliances, which were relatively small in size.

33. The item was voted on and endorsed.

HEAD 704 - DRAINAGE

PWSC(2003-04)63

64CD

**Rural drainage rehabilitation scheme –
drainage rehabilitation works at Sha Po
Tsuen Stream**

34. Mr Henry WU expressed support for the drainage improvement works for flooding protection in rural areas. Noting that the drainage improvement works for the area at the downstream of Sha Po Tsuen Stream had been completed in April 1999, he enquired about the number of occasions of flooding at the area. DDS replied that since the drainage improvement works at the downstream were completed, Sha Po Tsuen proper and the area at the downstream had been protected from flooding. A Sha Po Tsuen flood pumping station had been constructed to protect the area but there had been still some flooding incidents at the upstream area, which were relatively minor and affected fewer residents. In response to Mr WU's enquiry, DDS confirmed that the drainage works were designed to raise the flood protection level to withstand

rainstorms with a 50-year return period.

35. Ms Emily LAU requested for details of the five objection cases. In response, DDS advised the three withdrawn cases as follows -

- (a) one villager asked for the resumption of all his land and the objection was withdrawn after the Administration's land resumption policy was explained to him;
- (b) the second objector was a green group, which was concerned with the impact of the project on the environment. The objection was withdrawn after the details of the proposed environmental mitigation measures were explained to the green group; and
- (c) the third case was from a developer which was concerned that the project works was not compatible with its development. The objection was withdrawn after explanation from the Administration.

36. DDS further advised that another objection was from a villager who had, after discussion with the Administration, agreed to withdraw the objection subject to minor modification of the road scheme to minimise the impact of the construction works of the project on the access to the house of the objector. The only unresolved objection was from Earthcare who was the tenant of a piece of land for animals shelter and education centre. The objector was concerned that land resumption for the project would affect its operation. The case had been referred to the Complaints Division of the Legislative Council and the Members On Duty responsible for handling the case had convened a meeting with the concerned government departments to hear the complaint. During the meeting, the Members accepted the Administration's explanation. However, the Members suggested the Administration to assist the Earthcare in a sympathetic manner if the Earthcare needed help in finding another piece of land for relocation. The Chief Executive in Council over-ruled the unresolved objection and authorised the road scheme with modifications on 8 July 2003.

37. Ms Emily LAU requested the Administration to provide more details in future on objection cases including the grounds of the objections and how the cases were handled, so that members did not need to ask for the details at the meeting. The Chairman shared her view. In response, the Permanent Secretary for the Environment, Transport and Works (Works) agreed that the Administration would provide more information especially details on the more complicated objection cases in future proposals submitted to the Public Works Subcommittee.

Admin

38. Members noted that two layout plans relating to the project were tabled at the meeting. DDS explained that the layout plans were aimed at providing members

with a clearer picture of the new drainage channels and the existing Sha Po Tsuen Stream. The meanders of the existing Sha Po Tsuen Stream not affected by the new drainage channel would be conserved, and water would continue to flow in the meanders. The Administration would conserve the meanders as wetlands by planting suitable vegetations. At times of rainstorms, excess water would flow through the new drainage channel. The layout plans also showed clearly the design of the trapezoidal drainage at the upstream and the rectangular drainage channel at the downstream.

39. The item was voted on and endorsed.

HEAD 708 - CAPITAL SUBVENTIONS AND MAJOR SYSTEMS AND EQUIPMENT

PWSC(2003-04)59 9EL Enterprise Centre, The Hong Kong University of Science and Technology

40. Mr SIN Chung-kai declared interest that he was a Council Member of the Hong Kong University of Science and Technology (HKUST).

41. Noting that there was a justified need for the construction of an Enterprise Centre, Mr YEUNG Yiu-chung enquired about the rationale for the Administration to fund only 50% of the estimated cost of the project. In reply, the Principal Assistant Secretary for Education and Manpower (Higher Education) advised that the proposed funding arrangement was put up by HKUST on its own initiative. Normally, subject to the availability of funds, the Government would support worthwhile projects and be prepared to bear in full the capital cost for construction of buildings for teaching and research purposes. For the construction of buildings for other purposes, such as student hostels, the Government would bear part of the capital cost.

42. Ms Emily LAU expressed concern about the aesthetic design of the Enterprise Centre and doubted whether the proposed design as shown in the computer rendered drawing at Enclosure 2 of the paper would be in harmony with the overall design of HKUST. In reply, the Deputy Secretary-General (1), University Grants Committee (DSG(1),UGC) said that the design for proposed Enterprise Centre had been prepared in accordance with the master development plan of HKUST to ensure an integrated design of the university throughout different stages of development. In response to Ms LAU's further enquiry, DSG(1),UGC advised that the drawing at Enclosure 2 was an illustrative diagram and the detailed design of the building would be subject to further revisions. She undertook to relay Ms LAU's concern about the building outlook of the proposed Enterprise Centre to HKUST.

43. Ms Cyd HO enquired whether the proposed project would involve demolition of existing structures and if so, whether the proposed demolition would cause any wastage of resources. In reply, The Chief Technical Advisor (Subvented

Projects), Architectural Services Department (CTA/SP,ArchSD) said that the proposed project would involve minor demolition works only. He advised that a temporary exit staircase currently located at the new courtyard of the proposed Enterprise Centre would be demolished and replaced by a staircase inside the Centre. The replacement of the temporary staircase was an anticipated works item in the master development plan of HKUST.

44. Referring to paragraph 17 of the paper, Ms Cyd HO was concerned that with the Administration's decision to scale down harbour reclamation, the plan of HKUST to dispose of 7 800 cubic metres of the construction and demolition (C&D) materials generated from the project to public filling areas might not be practical. Ms HO also expressed concern about the cost for disposal of 1 950 cubic metres of C&D materials at landfills and doubted the propriety of calculating the cost with the notional unit cost of \$125/cubic metre, as the waste disposal charge was not yet finalized.

45. CTA/SP,ArchSD explained that HKUST and its consultant to be appointed would endeavour to minimise the amount of C&D materials generated from the project and make every attempt to reuse the C&D materials on site. The estimated amount of C&D materials generated represented the most economical estimation at the present stage. While the actual charge for waste disposal at landfill had yet to be decided, he stressed that it was the common concern shared by the Government and HKUST to minimise the cost implication of the project and the contractor would be required to submit a waste management plan for better management of construction waste.

46. Ms Cyd HO was concerned about the calculation of the notional unit cost for disposal of C&D materials at landfills and sought supplementary information from the Administration in this regard. The Chairman advised that as the proposal on waste disposal charges at landfills formed part of the proposed Waste Disposal (Amendment) (No. 2) Bill 2003, and the subject had been discussed at meetings of the Panel on Environmental Affairs, members might follow-up the issue at the Panel or the relevant Bills Committee.

47. The item was voted on and endorsed.

HEAD 703 - BUILDINGS

PWSC(2003-04)62

385RO

Tsim Sha Tsui Promenade Beautification Project

48. Members noted that the Administration briefed the LegCo Panel on Economic Services on the proposed project on 16 December 2003.

49. Mr IP Kwok-him opined that in addition to general improvement works on the existing facilities of the Tsim Sha Tsui Promenade (the Promenade), the project

should cover the provision of facilities for cultural activities, such as venues and electricity supply for arts and crafts fairs along the Promenade.

50. In reply, the Commissioner for Tourism (C for T) said that the proposed project included provision of space for street performance and other outdoor cultural activities. The current plan was to continue the operation of the existing Hong Kong Cultural Centre Arts and Crafts Fair after the completion of the improvement works. Provision of shade structures under the project would make the Promenade a more pleasant outdoor venue for art and cultural activities. The Director of Architectural Services (D Arch S) said that to enhance the attractiveness of the Promenade as a popular scenic spot, special computer controlled colour changing lights would be installed and electricity supply along the Promenade would be upgraded in this connection. Hence, demand for electricity for the arrangement of cultural activities in form of street performance or arts and crafts fairs could be accommodated.

51. Mr IP Kwok-him enquired about the estimated recurrent expenditure upon the completion of the project which would be \$0.8 million higher than the existing level of recurrent expenditure. C for T explained that the estimated increase in recurrent expenditure was mainly attributed to the increase in expenses for the maintenance and repair of the upgraded facilities along the Promenade.

52. Mr Albert CHAN referred to the design of the Promenade as illustrated in Enclosure 2 of the paper and commented that besides the provision of coloured lights and an alfresco dining area, there were no special features nor characteristics in the design. Pointing out the importance of the Promenade and the Administration's stated objective to turn the place into a landmark attraction, Mr CHAN considered the proposed design as illustrated in Enclosure 2 not creative and lacking in vitality. He urged the Administration to make reference to the design of waterfront promenades in other major cities, such as Shanghai, and make improvement to the aesthetic design of the Promenade. While supporting improvements to the existing facilities of the Promenade, Mr Abraham SHEK shared Mr CHAN's concern about the inadequacy of the proposed design.

53. In response, C for T said that to enhance the attractiveness of the Promenade as a scenic spot for tourists and local residents, the proposed project sought to provide more enjoyable environment for users through general improvement including paving, landscaping, provision of enhanced lighting, shaded structures and street furniture. The proposed design also allowed more space for cultural activities in the area. She pointed out that the development of the Avenue of Stars at Site C of the Promenade, which was funded by a private developer, would be a landmark to showcase the history and stars of the Hong Kong movie industry. The provision of an alfresco dining area at Site D was supported by the tourism industry. While appreciating different views on the aesthetic design of the project, she said that the concept of the design was to turn the place into a landmark attraction for tourists and an ideal place for visitors to enjoy the superb view of the Victoria Harbour.

54. D Arch S echoed C for T's point that the project sought to beautify the Promenade for the enjoyment of visitors of the spectacular view of the Victoria Harbour. He pointed out that this was achieved through improvement of existing facilities in the area. Quoting the example of Site E of the Promenade which would be entrusted to the Kowloon-Canton Railway Corporation for development, D Arch S said that new concept and elements were introduced in the design, including the use of cobble stones for paving for replacement of the existing artificial granite. Improvements would be made to the facilities in the open area near the Hong Kong Cultural Centre, the Hong Kong Space Museum and the Hong Kong Museum of Art (Site B in Enclosure 1) to provide more venues for outdoor cultural activities. As explained earlier on, the beautification project would include provision of special computer controlled colour changing lights for the Promenade to enhance the attractiveness of the area at night time. For example, the provision of special lighting effects on the external wall of the Hong Kong Cultural Centre which could be used for light shows.

55. Ms Emily LAU expressed concern about the design concept of the project. Referring to paragraph 7 of the paper on the open competition held in June 2000 with a winning entry based on a theme of the "Dragon", Ms LAU requested the Administration to provide more information on the design to members before the relevant FC meeting. C for T responded that the Administration had briefed the Panel on Economic Services on the details of the design concept with the aid of a powerpoint presentation at the meeting on 16 December 2003. She undertook to provide more details on the design to illustrate the effect of the project before the relevant FC meeting.

Admin

56. Ms Cyd HO sought clarification on the objective of the beautification project. She asked whether the project was aimed to promote tourism, provide cultural facilities or facilitate local economy and employment. She stressed that there should be a clear long-term policy for the development of the Promenade before deciding on what facilities should be provided in the area.

57. In response, C for T reiterated that the proposed beautification project sought to enhance the attractiveness of the Promenade as a popular scenic spot for both local citizens and tourists. Responding to Ms HO's concern about the provision of venues for cultural activities to make the area a lively and interesting place, C for T advised that a small stage for outdoor performance would be provided at the Avenue of Stars under construction.

58. Ms Emily LAU drew the Administration's attention to the submission from a member of the public on the project (LC Paper No. PWSC40/03-04). The writer expressed concern about environmental nuisance to residents of Tsim Sha Tsui resulting from various public works along the Tsim Sha Tsui waterfront areas in the past years and the importance of convenient public access to the Promenade.

59. In reply, C for T said that the Administration attached importance to environmental mitigation measures for all public works projects to minimise nuisance to the community. She advised that the Administration agreed fully with the need to facilitate public access to the Promenade and was planning the construction of footbridges and relocation of the bus terminus at the Star Ferry Pier to Tsim Sha Shui East in this connection. In response to Ms Emily LAU's further enquiry, C for T said that the project would not involve any reclamation nor land acquisition. The proposed alfresco dining area would be provided at the site of an existing de-commissioned sewerage screening plant.

60. Responding to Mr Abraham SHEK's enquiry about the schedule of the proposed works, D Arch S said that the Administration planned to start the construction works in August 2004 for completion in April 2006. He said that the development of an open space outside the Tsim Sha Tsui Star Ferry Concourse after the relocation of the public transport interchange to Tsim Sha Tsui East would be the second stage of the improvement works scheduled for completion in 2008. Mr Abraham SHEK urged the Administration to expedite the works as far as possible.

Admin
Clerk

61. The item was voted on and endorsed. Mr Albert CHAN and Ms Emily LAU requested that this item be voted on separately at the relevant FC meeting.

62. The meeting ended at 12:55 pm.

Council Business Division 1
Legislative Council Secretariat
19 February 2004