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

**Minutes of the 4th meeting
held in the Chamber of Legislative Council Building
on Tuesday, 19 December 2006, 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 James TO Kun-sun
Hon CHAN Yuen-han, JP
Hon CHAN Kam-lam, SBS, JP
Hon Jasper TSANG Yok-sing, GBS, JP
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yee, GBS, JP
Hon CHOY So-yuk
Hon Andrew CHENG Kar-foo
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, JP
Hon Albert CHAN Wai-yip
Hon LEE Wing-tat
Hon LI Kwok-ying, MH, JP
Hon CHEUNG Hok-ming, SBS, JP
Prof Hon Patrick LAU Sau-shing, SBS, JP
Hon TAM Heung-man

Members absent:

Hon Fred LI Wah-ming, JP
Hon Mrs Selina CHOW LIANG Shuk-yee, GBS, JP
Hon CHEUNG Man-kwong
Hon Daniel LAM Wai-keung, SBS, JP

Members attending:

Dr Hon YEUNG Sum
Hon Frederick FUNG Kin-kee, SBS, JP
Dr Hon KWOK Ka-ki

Public officers attending:

Mr Joe C C WONG	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr MAK Chai-kwong, JP	Permanent Secretary for the Environment, Transport and Works (Works)
Mrs Rita LAU, JP	Permanent Secretary for Housing, Planning and Lands (Planning and Lands)
Dr Mike CHIU, JP	Deputy Director of Environmental Protection
Mr Davey CHUNG	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Patrick FAN Yung-cheong	Chief Estate Surveyor (Acquisition), Lands Department
Mr C H YUE, JP	Director of Architectural Services
Mr K K NG	Assistant Director (Property Services), Architectural Services Department
Mr C K WONG, JP	Director of Drainage Services
Mr John S V CHAI, JP	Director of Civil Engineering and Development
Dr Ellen CHAN Ying-lung	Assistant Director (Environmental Infrastructure), Environmental Protection Department
Mr WAI Chi-sing	Director of Highways
Mr Gary YEUNG	Deputy Director (1), Home Affairs Department
Mr Alan SIU	Deputy Director (Leisure Services), Leisure and Cultural Services Department
Miss Mary TSANG Fung-yee	Deputy Secretary-General (1), University Grants Committee
Ms Ernestina WONG	Principal Assistant Secretary for Health, Welfare and Food (Health) ²
Mr Paul DEAKIN	Chief Manager (Capital Works), Hospital Authority
Mrs Michelle WONG	Principal Assistant Secretary for Education and Manpower (School Development)
Ms Mable CHAN	Principal Assistant Secretary for Education and Manpower (Infrastructure and Research Support)
Dr LEE Kin Wang	Head (Estates, Health and Safety Division), Vocational Training Council

Miss Ann HON	Assistant Director (Subventions), Social Welfare Department
Mr NG Chi-ho	Assistant Director (New Works), Water Supplies Department
Mr Raymond CHAN	Chief Systems Manager (E-Government Policy and Development), Office of Government Chief Information Officer, Commerce, Industry and Technology Bureau
Mr Kenneth H K WONG	Chief Civil Engineer, Housing Department
Ms Annie CHOI	Deputy Secretary for the Environment, Transport and Works (Transport) 3
Mr Tony SO Yam-tat	Chief Engineer (Traffic and Transport Survey), Transport Department
Ms Sharon HO Ho-shuen	Principal Assistant Secretary (Transport) 5, Environment, Transport and Works Bureau
Mr CHU Shun-wah	Chief Highway Engineer (Works), Highways Department
Mr LEE Yan-ming	Chief Engineer (Traffic Engineering (NTW)), Transport Department
Mr MAK Wai-pui	Deputy Project Manager (Major Works) 1, Highways Department
Mr CHEUNG Kay-sik	Chief Engineer (Strategic Roads), Transport Department
Mr Daniel SIN Pak-wing	Assistant Secretary for Home Affairs (Recreation and Sport)
Mr Horace CHEUNG Wing-yu	Assistant Director (Leisure Services) 3, Leisure and Cultural Services Department
Mr LAU Wing-lai	Chief Engineer (Port Works), Civil Engineering and Development Department
Mr KAN Tat-sing, Peter	Chief Executive Officer (Planning)2, Leisure and Cultural Services Department
Mr LEE Wai Ping	Senior Engineer/Projects 2, Civil Engineering and Development Department
Miss Olivia CHAN Yeuk-oi	Assistant Director (Leisure Services) 2, Leisure and Cultural Services Department
Mrs Karen YUEN	Chief Executive Officer (Planning)1, Leisure and Cultural Services Department

Clerk in attendance:

Ms Rosalind MA	Senior Council Secretary (1)8
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Mr Anthony CHU	Council Secretary (1)2

Ms Alice CHEUNG
Mr Frankie WOO

Senior Legislative Assistant (1)1
Legislative Assistant (1)2

Action

Meeting arrangements

Pointing out that meetings of the Public Works Subcommittee (PWSC) were normally held on Wednesday mornings, Ms Miriam LAU expressed concern about the arrangement of holding this meeting on a Tuesday morning, as some members (for example members who had to attend meetings of the Executive Council) would have difficulties in attending this meeting. Mr LAU Kong-wah expressed a similar view and opined that to facilitate members' attendance, PWSC meetings should be held on Wednesday mornings in accordance with the normal practice unless under fully justifiable circumstances. The Chairman explained that given the larger number of public officers attending for **PWSC(2006-07)48 - Capital Works Reserve Fund 2007-08 Block Allocations**, this meeting had to be held in the Chamber which provided sufficient seats for the public officers. He further advised that except for this meeting, other PWSC meetings for the current session were scheduled for Wednesday mornings. The Chairman appreciated members' concern and assured members that they would be consulted on the re-scheduling of meetings in the future.

Capital Works Reserve Fund 2007-08 Block Allocations

PWSC(2006-07)48 Block allocations for Heads 701 to 711 under the Capital Works Reserve Fund

2. The Chairman advised members that a paper covering the funding proposals under this item had been circulated to the Panel on Planning, Lands and Works on 20 November 2006. The Government Chief Information Officer had consulted the Panel on Information, Technology and Broadcasting on the proposed block allocation under *Head 710 - Computerization* for 2007-08 at the meeting on 13 November 2006. Panel members supported the proposal and noted the Administration's advice that it had strengthened the monitoring system for computerization projects to improve risk management. The Home Affairs Bureau (HAB) had consulted the Panel on Home Affairs (HA Panel) on the implementation of the District Council (DC) Review at the meeting on 10 November 2006, including the proposed arrangements for a new block vote for DCs to implement district-based minor works. Members of the HA Panel had no objection to the funding proposal and suggested that consideration be given to increasing the annual provision for the dedicated capital works block vote.

3. The item was voted on and endorsed.

Head 706 – Highways**PWSC(2006-07)49 23TC Provision of facilities for traffic incident management and traffic information dissemination in the urban areas and their vicinities**

4. The Chairman advised members that the Panel on Transport (the Transport Panel) was consulted on the expansion of the Journey Time Indication System (JTIS) to Kowloon at its meeting on 24 March 2006. Some members of the Panel were concerned that the existing JTIS on Hong Kong Island (JTIS Hong Kong) could not help relieve the traffic congestion and queried the cost-effectiveness as well as usefulness of the system. In addition, many of the existing digital journey time indicators were installed so close to the strategic approach roads to the road-harbour crossings (RHCs) that drivers would not have adequate time to change routes even if they wished to. In response to the Panel's request, the Administration had conducted an opinion survey to ascertain whether motorists found JTIS useful. The findings of the survey had been circulated to members of the Transport Panel vide LC Paper No. CB(1)325/06-07.

5. Whilst expressing support for the project, Ms Miriam LAU was concerned about the effectiveness of JTIS and enquired whether the Administration's opinion survey had provided any information on the number of motorists making their choices of RHCs with reference to JTIS.

6. The Deputy Secretary for the Environment, Transport and Works (Transport)3 (DS(T), ETWB) advised that while JTIS would provide journey time information for motorists to make informed route choices based on latest traffic information at major approach roads to the respective RHCs, it would be difficult to estimate the number of motorists who had made their choices on the basis of information of JTIS given the large volume of vehicular traffic using the three RHCs daily. On the effectiveness of JTIS, DS(T), ETWB advised that as shown in a before-and-after survey conducted on JTIS Hong Kong, the average traveling speed had generally increased. By way of illustration, the average traveling speed from Aberdeen to Kowloon had increased from 37 to 45 kilometers per hour after the implementation of JTIS Hong Kong. To better assess the effectiveness of JTIS, Ms Miriam LAU suggested that the Administration should improve the survey design in future by incorporating the collection of information on whether and how often motorists would make their choices of RHCs with information of JTIS.

7. Mr LEE Wing-tat said that he had reservation in supporting the proposed expansion of JTIS to Kowloon. Pointing out that a system similar to JTIS had in fact been tried out at the Tuen Mun Road and some areas in the New Territories like Tsing Yi more than 10 years ago but was subsequently discarded because of low efficiency and effectiveness of the system, Mr LEE queried the cost-effectiveness of JTIS with the limited choices of RHCs for motorists. Mr LEE was of the view that other measures to disseminate information for improving traffic flow should be explored, such as seeking assistance from radio

broadcasting stations to increase the frequency of broadcasts on road traffic conditions.

8. DS(T), ETWB said that with advancement in technologies, the existing JTIS was an improved system as compared with the system available in the 1990s. For example, new technologies enabled Traffic Control Centres to monitor the real-time traffic conditions through installation of closed circuit television (CCTV) systems on strategic roads. She advised that the Administration had plans for providing similar traffic control and surveillance facilities in the New Territories and the old system installed would gradually phase out. As to Mr LEE's concern about dissemination of road traffic information to the public, DS(T), ETWB assured members that the Administration had maintained close liaison with the radio broadcasting stations in this regard and efforts would continue to be made to improve dissemination of traffic information.

9. Ms Miriam LAU and Miss CHOY So-yuk expressed concern about the accuracy of JTIS Hong Kong and the frequency in updating the time indicators in accordance with the traffic condition. Mr LEE Wing-tat expressed similar concern and enquired how the time indicators were updated.

10. In response, DS(T), ETWB said that JTIS Hong Kong measured the journey time through tracking the position and speed of a fleet of some 80 buses equipped with Global Positioning System, supplemented by video images captured by cameras at strategic locations. With the data collected, the digital journey time indicators were updated every five minutes. DS(T), ETWB advised that the margin of error of the indicated time was maintained within the range of five minutes for 95% of the time. She further advised that with the employment of the latest technologies in the proposed expansion of JTIS to Kowloon, it was expected that the margin of error for the time indicators would be reduced.

11. Mr LAU Kong-wah recalled that when the current proposal was considered at the meeting of the Transport Panel, members had also queried the accuracy and usefulness of JTIS and therefore requested the Administration to conduct an opinion survey to gauge views of motorists in this regard. The survey results presented by the Administration showed that over 60% of respondents found JTIS useful. He was however concerned about the Administration's plan to expand JTIS to areas in the New Territories. In reply, DS(T), ETWB said that the Administration would conduct feasibility studies for expansion of JTIS to other areas of the territory in due course.

12. Miss CHOY SO-yuk queried the propriety of the locations of the journey time indicators for JTIS Hong Kong and stressed the importance of their suitable locations to facilitate motorists in taking an alternative route timely. Mr LAU Kong-wah expressed concern on the proposed locations of the journey time indicators in Kowloon and enquired whether these locations were decided on the basis of scientific information to ensure that the expansion of JTIS to Kowloon would facilitate motorists in making informed route choices.

13. In reply, DS(T), ETWB advised that in identifying suitable locations for the installation of journey time indicators under the proposed project, the Administration had taken into account relevant factors such as the traffic flow on various approach roads and the availability of alternative routes to facilitate motorists in making their choices of route to cross the harbour. She noted the Chairman's concern about the provision of larger drawings (e.g. A3 size instead of A4 size) in future submissions to PWSC to facilitate members' perusal of the Administration's proposals.

14. While expressing support for the proposed project, Prof Patrick LAU suggested that apart from refurbishing the gantry sign in the proposed project, the Administration should explore measures to improve the size and layout of the traffic and road signs to facilitate motorists as well as pedestrians in choosing the right routes for their journeys. DS(T), ETWB noted Prof LAU's views and undertook to make improvements to traffic and road signs for the convenience and safety of road users where possible.

15. The item was voted on and endorsed.

PWSC(2006-07)50 143TB Improvement to pedestrian subway system at Kwai Fuk Road roundabout

16. The Chairman advised members that an information paper on the project had been circulated to the Transport Panel on 24 November 2006. The Chairman also drew members' attention to a letter from Mrs Selina CHOW on the project circulated to members vide LC Paper No. PWSC25/06-07.

17. Mr Albert CHAN expressed concern about the safety of the subway system, especially at night when the pedestrian flow was low. He urged the Administration to put in place security measures for the subway system, such as through the installation of CCTV system.

18. In response, the Director of Highways (DHy) assured members that adequate lighting would be installed in the subway barrels. He would also liaise with the Hong Kong Police Force on measures to enhance the security of the subway system for the safety of pedestrians. At the request of Mr Albert CHAN, the Administration undertook to examine the feasibility of installing CCTV system for the subway system under the proposed project to enhance the safety of pedestrians, and provide information on whether and how CCTV system would be installed before the relevant Finance Committee meeting.

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19. Pointing out that the subway system had to cope with heavy pedestrian flow particularly during peak hours, Mr LEE Wing-tat enquired whether the Administration would consider other means to facilitate pedestrian flow such as the widening of pavements. In response, the Chief Engineer (Traffic Engineering (NTW)), Transport Department advised that according to the survey of the Transport Department, the pedestrian flow of the subway system at Kwai Fuk

Road Roundabout was particularly heavy during the morning peak. Nevertheless, given the space constraints of the Container Port Road, there was limited room to widen the pavements. The Administration would examine other measures to cope with the pedestrian flow, such as road crossing facilities to divert pedestrian flow to both sides of the pavements along the Container Port Road.

20. The item was voted on and endorsed.

PWSC(2006-07)51 582TH Central Kowloon Route - consultants' design fees and site investigations

21. The Chairman advised members that the Transport Panel was consulted on the project at the meeting on 24 November 2006. Panel members had no objection to the project in principle but some expressed concern about issues relating to the design and safety of the Central Kowloon Route (CKR) tunnel and requested the Administration to give further consideration to the relevant issues in the detailed design. The Administration was also requested to expedite the implementation of the project. In response to the Panel's request, the Administration had provided a supplementary paper (LC Paper No. CB(1)515/06-07) on the estimated prices of the original alignment and dual two-lane configuration for CKR as well as the revised alignment and dual three-lane configuration for CKR. The Chairman also drew members' attention to a letter from Mr LEUNG Yiu-chung on the project which was circulated to members vide LC Paper No. PWSC24/06-07.

22. Members also noted the following papers tabled at the meeting-

- (a) letter dated 19 December 2006 from the Hong Kong Association for Democracy and People's Livelihood (HKADPL) with the draft minutes of the meeting of Yau Tsim Mong District Council (YTMDC)'s Traffic and Transport (T&T) Committee attached; and
- (b) draft plan on "Locations of affected existing facilities and proposed provisioning sites in Yau Ma Tei area" (the draft plan) provided by the Administration.

(Post-meeting note: The papers were subsequently circulated to members vide LC Paper No. PWSC27/06-07 on 20 December 2006.)

Preservation and conservation of historical buildings and sites

23. Referring to the Administration's failure in responding to public sentiment towards the preservation of the Star Ferry Pier and the clock tower (the Star Ferry incident), Dr KWOK Ka-ki was gravely concerned that the current proposal would turn out to be a replica of the Star Ferry incident as no information on the preservation of historical buildings and sites, in particular the Yau Ma Tei Police Station (YMTPS), was provided in the proposal. While supporting the

development of necessary road networks in Hong Kong, Dr KWOK stressed that Members of the Legislative Council (LegCo) had the responsibility to ensure that heritage preservation would be given due consideration during the project planning and design stage. He cautioned that LegCo Members' approval of the current proposal might be taken by the Administration as an approval for the proposed alignment of CKR as well as the resultant demolition of valuable historical buildings like YMTPS.

24. Mr LEE Wing-tat was also of the view that as evident from the Star Ferry incident, public sentiment towards the preservation of heritage had considerably heightened. As such, Mr LEE urged the Administration to do away with its conventional thinking in urban development planning by taking conservation of heritage buildings as an overriding consideration. He said that Members of the Democratic Party (DP) could not support the funding proposal for the consultancy on detailed design of CKR given the outdated approach of the consultancy study which fell short of the community's aspiration towards preservation of historical buildings and sites. He therefore requested the Administration to withdraw the current proposal.

25. Miss CHAN Yuen-han also requested the Administration to withdraw the proposal given the absence of measures for preservation of YMTPS in the current proposal. Miss CHAN remarked that she had lost confidence in the Administration's commitment to preserve historical buildings and sites after the recent Star Ferry incident and could not put the fate of YMTPS at risk by giving approval to the current proposal.

26. In reply, the Director of Highways (DHy) advised that the approved scope of **582TH** comprised the detailed design consultancy and site investigations for the original alignment of CKR which adopted a dual two-lane configuration. In the light of subsequent changes in the scheme for the then South East Kowloon Development (now known as Kai Tak Development), the alignment of CKR needed to be revised and the need for adopting a dual three-lane configuration was also confirmed which was not covered by the original scope of **582TH**. Owing to the aforesaid changes to the proposed alignment and configuration of CKR, additional cost would be required for the consultancy study and associated site investigations. The present proposal sought to change the scope of the project and to increase its approved project estimate (APE) of **582TH** to cover the additional cost. DHy drew members' attention that without LegCo's approval to increase APE, the Administration would have no additional resources to proceed with the detailed design and site investigations of CKR. He stressed that the current proposal was not seeking funding approval for the construction of CKR and assured members that separate submission would be made to seek LegCo's approval for the funding for construction after completion of the detailed design and site investigations of CKR. The Administration attached importance to the views of LegCo Members and the public on heritage preservation and would give due consideration to this in the upcoming study for the design of CKR if funding approval for the study was granted.

27. Dr KWOK Ka-ki did not subscribe to the Administration's explanations. Dr KWOK noted that whilst the Administration claimed that YTMDC supported the implementation of the CKR project, the written submissions from three YTMDC members of HKADPL had pointed out that the Administration had ignored their views on the alignment of CKR. He therefore urged the Administration to conduct further consultation on the proposed alignment of CKR before submitting funding proposal for detailed design of the strategic road. Dr KWOK was concerned that given the heightened public sentiment towards heritage conservation, approval of the current proposal might ultimately be a waste of resources if there were strong public objections to the demolition of YMTPS and the construction of CKR according to the proposed alignment could not proceed.

28. Mr LEE Wing-tat stressed the view of DP Members for the preservation of YMTPS as the prerequisite in the consultancy study for the design of CKR. He said that the Administration should involve the community at large in addition to the relevant DCs, affected residents and stakeholders. Referring to public views against the demolition of the Star Ferry Pier and its clock tower, Mr LEE pointed out that concerns of professionals, academics and members of the public from different sectors of the community towards preservation of historical buildings and sites should be taken into account in urban development planning.

29. DHy stressed that in taking forward any development projects, the Administration was mindful of the sustainability of the proposal for which a balance had to be struck among economic development, environmental protection and social needs. He said that members' views and concerns on heritage preservation given at this early stage of project design would be helpful for the Administration in working out the preliminary design of CKR. DHy undertook that the consultancy study on the design of CKR would be taken forward with the preservation of YMTPS as the starting point, having full regard to the concern about conservation of heritage buildings in examining different feasible options for the alignment of CKR and striking a balance between heritage conservation and development needs. Nevertheless, he pointed out that it would be unfair and impracticable for the Administration to put forward an alignment of CKR which would affect the homes of local residents before conducting thorough consultation.

30. Referring to the draft plan tabled at the meeting, Miss TAM Heung-man noted with concern that YMTPS and the YMT Jade Hawker Bazaar (the Jade Bazaar) would be affected by the proposed works. Miss TAM also enquired whether the re-provisioning arrangement of the Jade Bazaar during the construction of CKR was agreeable to the affected stall operators. In this connection, Miss TAM pointed out that YTMDC members had expressed reservations about the alignment of CKR noting the impacts of the project on historical buildings and sites in YMT. She enquired whether and how the Administration would address the concerns of DC members. Miss TAM said that in the absence of concrete proposals to address concerns about conservation of heritage buildings, she could not give her support to this funding proposal.

31. Mr Frederick FUNG also noted that although expressing support for the CKR project in principle, YTMDC members were concerned about heritage preservation and reprovisioning of government and community facilities. Mr FUNG urged the Administration to revise the current proposal for re-submission to PWSC in the light of the community's aspiration for conservation of heritage buildings which formed part of the community's collective memory. He also shared other members' view that the Administration should conduct public consultation on the project, setting out the prerequisite for taking forward the development, such as preservation of YMTPS and important community facilities, and including all relevant DCs in the consultation process in addition to YTMDC.

32. Mr CHEUNG Hok-ming referred to the strong request raised by a deputation he met on 15 December 2006 for withholding the current proposal on the ground that public consultation on preservation of heritage such as YMTPS had yet to be conducted. Mr CHEUNG pointed out that similar views were expressed by residents as collected in the study by the Democratic Alliance for the Betterment and Progress of Hong Kong. He was concerned whether the consultancy under the current proposal would include a social impact assessment of the project, in particular public sentiment towards the impact of construction works on historical buildings and sites.

33. DHy advised that with the limited resources available under the APE of **582TH**, the Administration had worked out a preliminary alignment of CKR and prepared a draft plan showing the affected facilities and the proposed reprovisioning sites based on this preliminary alignment for members' reference. He pointed out that the proposed location for reprovisioning of the Jade Bazaar had yet to be finalized in consultation with the affected stall operators. DHy advised that as part of the Environment Impact Assessment (EIA) study for the CKR project, assessment of the impact on heritage buildings and sites would be conducted. He reiterated that the additional resources sought under the current funding proposal were necessary for the Administration to carry out site investigations, impact assessments and preliminary design to confirm the feasibility of the revised alignment, as well as other possible alignments, for CKR.

34. As regards public consultation, DHy explained that the Administration's previous consultation with the T&T Committee of YTMDC had focused on the transport perspective of the project. DC members had given support to the implementation of the CKR project along this perspective. Without additional funding for undertaking site investigations and study of a dual three-lane configuration, the detailed information needed for conducting further consultation and responding to the concerns raised on conservation of heritage buildings could not be worked out. He assured members that the Administration would conduct further consultations with the relevant DCs, LegCo and the stakeholders on the proposed alignment of CKR in due course with further information from the proposed consultancy study and site investigations. The Principal Assistant Secretary (Transport) 5, Environment, Transport and Works Bureau (PAS(T)5, ETWB) supplemented that the Administration had consulted YTMDC in 2004 on the preliminary alignment of CKR and the proposed reprovisioning arrangements.

YTMDC, Kowloon City DC and Kwun Tong DC were also consulted on the revised alignment on 7 September, 28 September and 19 October 2006 respectively.

35. Mr Albert CHAN pointed out that the Star Ferry incident was such a bad precedent that it might have triggered extensive public concern about heritage conservation, thereby subjecting all public works projects to stringent scrutiny, in particular on the Administration's commitment to preserve historical buildings and sites. While acknowledging the need for the construction of CKR to cope with traffic demand, Mr CHAN suggested that the Administration should set out in detail the scope of the proposed consultancy study (including that other feasible alignments of CKR would be explored). Moreover, the Administration should undertake to conduct interim public consultation on the proposed alignment before the completion of the study to gauge public views on the preservation of historical buildings and sites.

36. DHy appreciated the view of Mr CHAN and advised that subject to funding approval, the consultancy study would include examination of different possible alignments for CKR. He reiterated that the Administration would consult the relevant DCs, LegCo and stakeholders on the findings at various stages of the consultancy study. Upon completion of the consultancy study, a separate funding proposal for the construction costs of CKR would be submitted for the LegCo's scrutiny and Members might disapprove funding for the construction if they disagreed with the proposed alignment at that stage.

37. Noting the Administration's undertaking to take forward the proposed consultancy study with the preservation of YMTPS as the starting point, Mr James TO nevertheless observed from the draft plan that flexibility in revising the alignment of CKR was limited by the proximity of the proposed alignment to private residential properties. Mr TO recalled that the Administration had advised at the meeting of the YTMDC's T&T Committee that the impact of CKR to the historical buildings and sites in YMT would be minimal as that section of the road would be in the form of a tunnel running at great depth underground. He stressed that heritage preservation (including keeping YMTPS intact) should be the prerequisite for the study of the CKR alignment and requested the Administration to withdraw the proposal and resubmit it with an undertaking of the aforesaid prerequisite.

38. DHy explained that the tunnel portion of CKR would have to come out to road surface to join the at-grade road for connection to the existing West Kowloon Highway. As such, with its proximity to the section where CKR would join the at-grade road, the tunnel section underneath YMTPS could not be constructed as a bored tunnel at great depth underground and could only be in the form of a cut and cover tunnel. DHy pointed out that the technical feasibility of eliminating any impact of the tunnel construction to YMTPS had to be examined and ascertained in the proposed consultancy study, of which the Administration would have no resources to commission without the funding approval of LegCo. While fully appreciating members' concern about conservation of heritage buildings, DHy

reiterated that it would be unfair for the Administration to undertake the preservation of YMTPS as the prerequisite of the consultancy study at the present stage before conducting detailed site investigations and consulting stakeholders and affected residents on the feasible alignments for CKR.

39. Noting the Administration's response, Mr James TO considered that there was a clear preference for the currently proposed alignment, as any revised alignment would likely have impact on neighbouring private residential properties and could not proceed without thorough consultation with the affected residents. As LegCo Members and the Administration were having divergent views on how a balance could be struck between transport infrastructure development and preservation of heritage buildings, Mr TO urged the Administration to submit separate funding proposal for a consultancy study on measures to preserve YMTPS. In this connection, he was of the view that in the event that it was not feasible to keep all building structures of YMTPS intact, he would only accept that the new Annex to the Police Station be demolished but the part built in 1922 which was a Grade III historical building must be preserved.

40. DHy reiterated that without approval for additional funding, the consultancy study and site investigations for CKR could not be taken forward and the additional information required to address members' concern about preservation of YMTPS could not be provided. The Permanent Secretary for Environment, Transport and Works (Works) (PS(W)) reiterated that the alignment in the draft plan was a preliminary one and one of the possible options. The purpose of the present submission was to change the scope of the CKR project from a dual two-lane to dual three lane road to enable the investigation of all practicable dual three lane alignment options and their implications, including options that could preserve existing building structures. Separate funding approval would be sought for the construction of CKR after completion of the detailed planning and design and therefore the approval of funding for the consultancy study would not result in any construction works or demolition of any building structure for this purpose.

41. Whilst expressing support for the project, Mr Abraham SHEK opined that given the site and spatial constraints of the developed areas in YMT, there was limited flexibility in revising the alignment of CKR and the demolition and/or reprovisioning of YMTPS would be inevitable. With due recognition to the preservation of heritage buildings, Mr SHEK was of the view that the Administration should present to LegCo and the public in clear terms the impacts of the construction of CKR on historical buildings and sites to facilitate the consideration of feasible options for CKR.

42. DHy clarified that the Administration did not attempt to hold back any information on the project from LegCo or the public. While it was clearly indicated in the draft plan that under the preliminary alignment, the historical building of YMTPS would be preserved and restored, DHy reiterated that this alignment was not final and the feasibility of alternative alignments would hinge on other relevant factors, such as the design for the redevelopment/widening of the

existing Gascoigne Road Flyover in conjunction with CKR. DHy further pointed out that while appreciating the high possibility for YMTPS to be affected during the construction period of CKR, the Administration would endeavour to explore measures to minimize such impact. The Administration would conduct further consultations when information gathered from the consultancy study and site investigations was available.

43. Dr YEUNG Sum reiterated the request of DP Members for the Administration to withdraw the proposal and their objection to the proposal in the absence of the Administration's undertaking to make preservation of YMTPS as the prerequisite for development of CKR. In this connection, Dr YEUNG pointed out that the Administration had accorded priority to urban development over heritage conservation. He called on the Administration to respond to the community's aspiration for conservation of heritage buildings and set out clearly the objective of the consultancy study to show its commitment to the preservation of historical buildings and sites which carried collective memory of the public.

44. In reply, DHy stated that the consultancy study would include an assessment on the impact on historical buildings and sites and the necessary mitigation measures. He hoped members could support the current proposal so that the required information on feasible alignment options and preservation of heritage could be compiled for further consultation with the public. He stressed that the purpose of the consultancy study was to ensure sustainable development of Hong Kong and the impact of any proposed alignment should be fully examined in consultation with stakeholders and the public. PAS(T)5, ETWB said that in taking forward the CKR project, the Administration aimed to strike a proper balance between heritage conservation, transport needs and impacts on local residents and it had undertaken to conduct further consultations on the proposed alignment. It was neither fair nor desirable to single out any one of the relevant factors for consideration as over-riding at the present stage when further public consultation had yet to be conducted.

45. Prof Patrick LAU expressed disagreement to the Administration's policy of giving priority to infrastructural development over comprehensive town planning. Prof LAU was of the view that the consultancy study should involve town planners and the Administration should provide detailed information on the scope of the study before he could consider granting approval to the funding request.

46. Miss CHAN Yuen-han was of the view that the Administration had not formulated an overall district planning to protect the local culture of YMT, such as the "Yung Shu Tau" culture which she had previously suggested. Dr KWOK Ka-ki concurred. As different government bureaux/departments were responsible for their respective policy purviews, Miss CHAN considered that there was a lack of coordination among the bureaux/departments for policies on conservation of heritage buildings and town planning. She also queried whether the assessments made under the EIA for development of public works projects could adequately address the concerns about an integrated planning for YMT. Miss CHAN further

said that the provision under the Antiquities and Monuments Ordinance (Cap. 53) might not be able to meet the changing public aspirations for conservation of heritage buildings.

47. Miss CHOY So-yuk echoed Miss CHAN Yuen-han's views on the importance of having an integrated and comprehensive planning for YMT to preserve the local culture. Whilst appreciating the importance of CKR in meeting the transport needs, she did not agree that the Administration should accord priority to alleviating transport problems in taking forward public works projects. Miss CHOY was of the view that the consultancy study should take the preservation of YMTPS as a prerequisite while at the same time seek to minimize the impact on local culture. She opined that it would be a waste of public resources if the consultancy study would only examine and confirm the feasibility of the preliminary alignment.

48. DHy reiterated that the consultancy study would examine the feasible alignments of CKR with the preservation of YMTPS as the starting point. He stressed that technical information from the consultancy study and site investigations would be crucial in identifying the possible alignments of CKR and in addressing concerns about the preservation of YMTPS. Without such information, the CKR project could not be taken forward nor would the Administration be able to consult the stakeholders and the public further on the detailed design of CKR.

49. Mr LAU Kong-wah pointed out that if the CKR project would proceed in accordance with the current plan, it would have taken a long period of some 14 years from initial planning to completion. Mr LAU opined that infrastructural development projects and heritage conservation were by no means mutually exclusive. He considered that an overall district planning was crucial and enquired whether any bureau could perform a coordinating role to liaise with various bureaux/departments in future town planning and whether a district planning for YMT would be formulated. To facilitate members' consideration of the impact of CKR, Mr LAU suggested that the Administration should conduct the consultancy study by stages and report the findings of the study to LegCo upon completion of each stage.

50. PS(W) appreciated Mr LAU Kong-wah's view that infrastructural development and heritage conservation would not be mutually exclusive and assured members that the Administration was mindful of achieving a proper balance between these two aspects in the upcoming consultancy study for CKR, if funding approval was granted. The Administration would also provide information collected from the consultancy study and site investigations for LegCo's consideration at various stages. The Permanent Secretary for Housing, Planning and Lands (Planning and Lands) said that the Administration was committed to the formulation of a policy on conservation of heritage buildings and it had maintained its principle of striking a balance between development and heritage conservation all along. For the CKR project, its impact on historical buildings and sites would be assessed under the EIA of the consultancy study.

Admin

51. In response to members' concerns, the Administration undertook to provide further information on the scope and objectives of the consultancy study before the consideration of the proposal by the Finance Committee, including the following –

- (a) principles to be observed in taking forward the consultancy study having regard to members' concern about heritage preservation;
- (b) detailed information on the scope of the consultancy study, including examination of alternative options for the alignment of CKR, study on preservation of historical heritage (such as YMTPS and the Jade Hawker Bazaar), etc.; and
- (c) set out clearly the tasks and schedules of various stages of the consultancy study, including information on plans to consult LegCo and the public at different stages of the study.

Extension of meeting time

52. Given the time constraint and that there were still six items on the agenda scheduled to be considered at this meeting, the Chairman invited members' views on extension of the meeting beyond the normal two-hour time slot. The Assistant Secretary General 1 advised members that they could decide to consider some time-critical items at this meeting and defer the remaining items to the next or another meeting. After discussion and consultation with the Administration, members agreed to extend the meeting to continue with the discussion of the current proposal (PWSC(2006-07)51) and two other time-critical items (PWSC(2006-07)53 and PWSC(2006-07)57)). The remaining four items (PWSC(2006-07)52, PWSC(2006-07)54, PWSC(2006-07)55 and PWSC(2006-07)56) would be deferred to the next meeting.

Reprovisioning arrangements of government and community facilities

53. Dr KWOK Ka-ki referred to the concerns expressed by YTMDC members and pointed out that the reprovisioning arrangements of government and community facilities affected by the construction of CKR would have considerable impact on the local residents. Mr Frederick FUNG expressed similar concern, in particular, the public's accessibility to the location of the reprovisioned facilities. By way of illustration, Mr FUNG pointed out that the proposed location at Hoi Ting Road for reprovisioning the YMT Jockey Club Polyclinic was far from the centre of YMT district and would cause inconvenience to patients. He urged the Administration to adopt a people-oriented approach in making the reprovisioning arrangements.

Traffic volume on east-west Kowloon road links

54. Ms Miriam LAU urged the Administration to take forward future infrastructure projects having regard to the lessons learnt from the Star Ferry incident relating to public aspirations towards preserving historical buildings and sites. She appreciated the need for additional resources to commission the consultancy study to examine feasible options for constructing the strategic road while preserving the historical buildings and sites in the area. Pointing out that prolonged processes had been required for implementation of transport infrastructure projects in recent years, Ms LAU appreciated the request for thorough public consultation but was concerned about the aggravating traffic congestion problem of the east-west Kowloon road links before the completion of CKR. In this connection, Ms LAU enquired that without CKR, what would be the expected time for the volume to capacity (v/c) ratios of major east-west road links to reach 1.2. In other words, Ms LAU wished to ascertain the estimated number of years road users had to put up with the undesirable v/c ratio of 1.3 estimated in 2016 without CKR.

55. The Chief Engineer (Strategic Roads), Transport Department advised that according to the traffic review conducted by the Transport Department, major east-west Kowloon road links would be operating at a v/c ratio of 1.3 in 2016 and some would even be operating at a ratio above 1.3 (for example, the Gascoigne Road Flyover and Chatham Road North) without CKR. With the expected growth in traffic volume in the coming years, it was anticipated that the v/c ratio for major east-west Kowloon road links would reach 1.2 a few years before 2016.

56. The Chairman put the item to vote. Mr LEE Wing-tat requested a division. Of the members present, five members voted for the item and seven members voted against. The individual results were as follows:

For:

Mr CHAN Kam-lam
Mr LAU Kong-wah
Ms Miriam LAU
(5 members)

Mr Abraham SHEK
Mr CHEUNG Hok-ming

Against:

Mr James TO
Miss CHAN Yuen-han
Mr Andrew CHENG
Mr Albert CHAN
(7 members)

Mr LEE Wing-tat
Mr Alan LEONG
Miss TAM Heung-man

57. The item was negated by the Subcommittee.

PWSC(2006-07)53 395RO Ma On Shan waterfront promenade

58. The Chairman advised members that an information paper on the project had been circulated to the HA Panel on 14 November 2006.

59. Mr Andrew CHENG said that local residents had been longing for the open space and facilities under the project. He urged the Administration to expedite project implementation with a view to advancing the target completion date before May 2010. Mr LAU Kong-wah also urged the Administration to expedite the project.

60. In response, the Director of Architectural Services (D Arch S) said that the Administration was mindful of local demands for recreational facilities. To expedite the project, there was plan to carry out the construction of the waterfront promenade by phases. Phase 1 of the construction works covered a section from Kam Tai Court to Sui Tai Road where seawall upgrading works was not required. The works of Phase 1 would commence in September 2007 for completion in May 2009. To tie in with the completion of the seawall upgrading works, the remaining phases of the construction works would commence in June 2008 and October 2008 for completion in December 2009 and May 2010 respectively.

61. Referring to concerns expressed by some local residents on the location of the dog garden in the waterfront promenade, Mr Andrew CHENG called on the Administration to reconsider the location having regard to views of the residents. Mr LAU Kong-wah pointed out that there were divergent views on the location of the dog garden, notably dog owners would look forward to walking their dogs along the waterfront promenade while other park users might have concerns about possible disruptions affecting their enjoyment of the facilities. Mr LAU said that he had gathered from some local residents that a preferred location for the dog garden would be one with minimum disruption to residential areas in the vicinity. He requested the Administration to consider further the suitable location for the dog garden in consultation with the relevant DC.

62. The Assistant Director (Leisure Services)3, Leisure and Cultural Services Department took note of members' concern and undertook to examine further the location of the dog garden having regard to the views of local residents as well as in consultation with the Sha Tin DC, where necessary.

Admin

63. Mr LEE Wing-tat referred to the plan showing facilities of the waterfront promenade and opined that the size of the plan was too small for members to examine clearly the various descriptions of the facilities along the promenade. He urged the Administration to provide enlarged and clearer plans in future submissions to PWSC. Noting that wind turbines would be installed on the waterfront promenade, Mr LEE enquired whether these turbines would provide adequate power supply for the promenade.

64. In response, D Arch S said that the wind turbines were installed primarily for educational purpose. With an electricity generating capacity of about 2 000

KWh per year (equivalent to the average consumption of a four-person family for five months), D Arch S advised that the wind turbines would not be able to supply electricity to the promenade with all the various facilities and structures.

65. The item was voted on and endorsed.

PWSC(2006-07)57 247RS Improvement to Victoria Park Tennis Centre

66. The Chairman advised members that an information paper on the project had been circulated to the HA Panel on 14 November 2006.

67. Noting that the proposed venue renovation and upgrading works would provide for conducting tennis tournaments of the 2009 East Asian Games (EAG), Mr Andrew CHENG doubted why the Administration did not submit the current proposal as part of the funding proposal for upgrading facilities for other EAG venues. Mr CHENG opined that as the estimated cost of the proposed project was over \$70 million, the Administration should ensure that the money would be well-spent, having regard to earlier views of HA Panel members on the over-provision of sports venues but inadequate funding allocation for training of athletes. In this connection, Mr CHENG pointed out that DP Members were of the view that the Administration should trim down unnecessary expenses on sports venues to provide for additional resources for training and career planning of local athletes.

68. The Assistant Secretary for Home Affairs (Recreation and Sport) advised members that the Administration would brief the HA Panel on support measures for training and career planning of local athletes in due course. The Assistant Director (Leisure Services)2, Leisure and Cultural Services Department explained that the proposed improvement works at the Victoria Park Tennis Centre (VPTC) were not solely for the purpose of the tennis tournaments of the 2009 EAG. She advised members that this project was one of the 25 priority projects as announced in the January 2005 Policy Address. The improved and upgraded facilities for VPTC would meet the latest requirements for holding major tennis events and competitions at international level. To allow time for work suspension during the periods for holding annual major tennis tournaments in January to April in both 2008 and 2009, the improvement works had to commence in February 2007 for completion in July 2009. As such, a submission for this project was made to obtain funding in advance of the works for other EAG venues to facilitate early work commencement in February 2007.

69. The item was voted on and endorsed.

70. The meeting ended at 11:20 am.