

立法會
Legislative Council

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

**Minutes of the 2nd meeting
held in Room A of Legislative Council Building
on Wednesday, 24 November 2010, at 8:30 am**

Members present:

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

Member attending:

Hon Audrey EU Yuet-mee, SC, JP

Members absent:

Hon CHAN Kam-lam, SBS, JP
Hon LAU Wong-fat, GBM, GBS, JP
Hon Timothy FOK Tsun-ting, GBS, JP
Hon Cyd HO Sau-lan
Dr Hon LEUNG Ka-lau

Public officers attending:

Ms Doris HO Pui-ling	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr WAI Chi-sing, JP	Permanent Secretary for Development (Works)
Mr Thomas CHOW Tat-ming, JP	Permanent Secretary for Development (Planning and Lands)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Ms Joyce HO Kwok-shan	Principal Assistant Secretary for Financial Services and the Treasury (Works)
Mrs Marigold LAU LAI Siu-wan, JP	Director of Architectural Services
Mr John CHAI Sung-veng, JP	Director of Civil Engineering and Development
Mr CHAN Chi-chiu, JP	Director of Drainage Services
Mr LAU Ka-keung, JP	Director of Highways
Mr CHAN Kwong-wei, JP	Director of Water Supplies (Acting)
Mr TSUI Wai, JP	Assistant Director (Projects and Development)
	Drainage Services Department
Mr CHAN Wing-tak	Chief Technical Adviser (Subvented Projects)
	Architectural Services Department
Ms Mable CHAN	Deputy Secretary for Education (2)
Mr Raymond SY Kim-cheung	Principal Assistant Secretary (Infrastructure and Research Support)
	Education Bureau

Mr AU Wai-kwong, JP	Assistant Director (Water Policy) Environmental Protection Department
Mr TAI Wai-man	Chief Engineer (Consultants Management) Drainage Services Department
Mr WONG Hung-keung	Chief Civil Engineer Transport and Housing Bureau
Mr CHU Shun-wah	Chief Highway Engineer (Works) Highways Department

Clerk in attendance:

Ms Debbie YAU	Chief Council Secretary (1)6
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Staff in attendance:

Mrs Constance LI	Assistant Secretary General 1
Ms Diana WONG	Senior Council Secretary (1)8
Mr Frankie WOO	Senior Legislative Assistant (1)3
Ms Christy YAU	Legislative Assistant (1)1

Action

The Chairman advised that there were four items for the meeting, including one on "Forecast of submissions for the 2010-11 Legislative Council session". If the three capital works projects were endorsed, the total amount involved would be \$912 million.

2. The Chairman further advised that based on prior agreement by members of the Public Works Subcommittee (PWSC), Panels might table at the relevant PWSC meeting the gist of Panel discussion of the capital works projects under consideration. Where necessary, the Panel Chairman or his/her representative could give a brief verbal report at the relevant PWSC meeting on the main points of the Panel discussion. As for the speaking time of members, he would set a time limit of five minutes for each member speaking, which would include the Administration's response.

Overview of potential submissions to Public Works Subcommittee

PWSC(2010-11)13 — Forecast of submissions for the 2010-11
Legislative Council Session

3. The Chairman said that pursuant to an agreement reached between the Legislative Council (LegCo) and the Administration in the 2001-2002 legislative session, the Administration had been providing forecasts of submissions to PWSC at the beginning of each legislative session. The Administration had now provided the forecast of the submissions for the 2010-2011 session to enable members and other LegCo Members to have a preliminary view of the projects and to facilitate the consultation process of capital works projects. The meeting noted that the 2010-2011 forecast had been circulated to relevant Panels for members to indicate whether any projects should require detailed discussions at meetings of the relevant Panels, before the funding applications were submitted to PWSC.

4. Mr TAM Yiu-chung expressed concern that the forecast did not include certain priority projects for which the Administration had undertaken to commence work in 2011. Examples were:

- (a) Indoor Recreation Centre in Area 4, Tsing Yi;
- (b) Ecological Park (Tso Kung Tam Valley Tsuen Wan);
- (c) Indoor Recreation Centre in Area 14 (Siu Lun), Tuen Mun; and
- (d) District Open Space in Area 27 (Sam Shing), Tuen Mun.

Admin He requested the Administration to provide explanation on the delay in taking forward these projects and the estimated dates of their submissions to PWSC.

Head 708 – Capital Subventions and Major Systems and Equipment

PWSC(2010-11)17 90EB Redevelopment of St Francis' Canossian
College at Kennedy Road, Wan Chai

5. The Chairman advised that the proposal was to upgrade 90EB to Category A at an estimated cost of \$315.1 million in money-of-the-day (MOD) prices for in-situ redevelopment of St Francis' Canossian College (the College) at Kennedy Road, Wan Chai. The Panel on Education had conducted a visit to the College on 28 September 2010. Panel members supported the redevelopment project and urged the Administration to expedite the implementation. An information paper on the project had been

circulated to the Panel of Education on 2 November 2010.

6. The Chairman advised that according to previous agreement with the Administration, unless the schools were to undergo redevelopment, names of the schools to be built or relocated would not be disclosed in the papers provided by the Administration on the projects, so that members would scrutinize the funding proposal impartially. Mr IP Kwok-him considered it necessary for members to ascertain the geographic location of the schools to be built or redeveloped in order to assess the traffic and other environmental impacts. The Deputy Secretary for Education (2) (DS(Ed)2) advised that it was an established practice not to disclose the names of schools concerned if they were to be redeveloped at new sites. For those to be redeveloped in-situ, the names of schools would be disclosed with prior consent of the schools concerned following the established practice.

7. Ms Audrey EU declared that she was an old student of the College. She said that except for the assembly hall block, the existing school premises was built more than 50 years ago and frequent repairs were required to deal with concrete spalling and water seepage at ceiling and walls. A serious landslide had occurred on a slope adjoining the school premises in year 2000 and caused severe damage to one classroom which had to be closed permanently. The College was therefore in urgent need of redevelopment. Miss Tanya CHAN also shared her observation about the dilapidated state of the existing school premises and called for urgent redevelopment.

8. Ms Starry LEE expressed concern about the poor conditions of the College and the well-being of the students. She asked whether there were also other schools whose premises required urgent attention but their redevelopment was somehow delayed.

Traffic impact

9. Mr IP Kwok-him queried whether the redevelopment of the College would have adverse impact on the traffic in the vicinity. DS(Ed)2 explained that the entrances of the St Francis' Canossian School (the Primary School) and the College were situated at St Francis Street and Kennedy Road respectively. To reduce traffic flows on the local roads, provision of school bus service to the College would be suspended during the redevelopment period and students would be encouraged to use public transport instead. In reply to Ms Starry LEE, DS(Ed)2 clarified that the suspension would only affect some 100 secondary students taking school bus, while school bus service for primary students would continue.

10. Miss Tanya CHAN noted that the construction and renovation works were expected to commence in July 2011, which might coincide with the construction of the Hopewell Centre II Project. Miss CHAN expressed concern about the traffic impact on Kennedy Road, in particular the flow of works vehicles, and whether special arrangements would be made during school commencement and at dismissal hours. DS(Ed)2 replied that the construction and renovation works of the College consisted of two phases and the works period would be around four years in total. Phase I would involve demolition and construction works which would take around two years to complete whereas the works under Phase II would mainly involve the renovation of the existing assembly hall block. Measures such as suspension of school bus service and flexible dismissal arrangements during the construction period would help alleviate the traffic flow in the area.

Project cost

11. In reply to Mr IP Kwok-him's query on the high cost of the project, DS(Ed)2 replied that the additional cost was required for demolition of existing school premises, site formation works of the new school premises which would be constructed on a sloping site, special piling to protect the existing underground storm water culvert and soil nails.

12. The Chief Technical Adviser (Subvented Projects) (CTA) supplemented that in general, school projects were constructed on "green-field" sites that were uncomplicated and without environmental restrictions. The works on these sites would not involve demolition and the cost for site formation works would be relatively low. For the current site, due to shallow rock head level, the use of more expensive pre-bored socketted steel H-pile was needed. With phased development, higher cost was required for mobilization of piling plants and extra temporary platform for the piling work. The building cost was expected to be higher since the project would have a larger construction floor area as compared to a 24-classroom secondary school project in the light of the constraints arising from the topography of the site. Furthermore, there was also the need to install additional automatic sprinkler system, a 200kVA emergency generator, an additional lift in response to Fire Services Department's requirements in light of actual site condition, and additional air-conditioning to satisfy the noise abatement requirement under the Preliminary Environmental Review. These additional requirements had added the building services cost as well.

13. Regarding the enquiries of Mrs Regina IP and Mr KAM Nai-wai on the consequences should the cost of the project exceed the approved project estimates, CTA said that \$23.6 million and \$41.2 million were allocated for

the purposes of contingencies and provision for price adjustment respectively. The Administration would strive to ensure that the project cost would stay within the approved project estimates by requesting the College to strictly adhere to the design and scope of works proposed and to contract out the project as soon as feasible in view of possible inflation. CTA said that the Administration was confident that the project could be completed within the approved estimates. The Chairman and Mrs Regina IP urged the Administration to honour its undertaking and not to seek an increase in the approved project estimates at a later stage. The Administration took note of the concern.

Public consultation

14. While supporting the redevelopment of the College given the dilapidated state of the existing school premises, Mrs Regina IP and Miss Tanya CHAN expressed concern that there appeared to be insufficient public consultation as reflected by the residents in the area. They urged the Administration to assist schools requiring reprovisioning or redevelopment to conduct consultation with nearby residents. DS(Ed)2 replied that Wan Chai District Council (WCDC) was consulted on the redevelopment project. The school sponsor also held a briefing session for nearby residents, at which the College and its consultants, together with representatives from the Education Bureau, gave an account of the balanced approach adopted in designing the new school premises and the improvements brought about under the proposed design. The Administration would continue to work with the College to address the concerns of the residents where necessary.

15. Noting that the Administration had consulted the Panel on Education in October 2005 on the review of the School Building Programme, Mr KAM Nai-wai and Ms Starry LEE enquired why it was not until 15 June 2010 that WCDC was consulted on the project. Mr KAM also queried whether the Administration had proactively assisted the College to conduct consultation with nearby residents. Ms LEE added that residents in close proximity to the College should be consulted earlier during the planning stage.

16. DS(Ed)2 responded that the review of the School Building Programme was a policy review of school building projects and was not focusing on the design of the redevelopment project concerned. For this redevelopment project, as soon as the proposed layout and relevant design drawings were available in March 2010, the redevelopment project was submitted to WCDC for consultation in June 2010 and a briefing session with residents was held in July 2010. DS(Ed)2 pointed out that the Primary School and the College were located next to each other. The redevelopment

of the College would only start after the redevelopment of the Primary School which was completed in August 2010. Mr KAM urged the Administration to review the consultation process which was too hurried for the present case. In response to Mr KAM Nai-wai, DS(Ed)2 undertook to work with the College to continue the liaison work with the nearby residents to keep them informed of the redevelopment progress.

Construction and renovation works

17. Mr KAM Nai-wai noted that WCDC had advised the College to examine whether there was scope to further maximize the use of the site so as to reduce the height of the new school building, and enquired whether the Administration had considered WCDC's suggestion. DS(Ed)2 replied that in working out the school design, the College had already taken into account the surrounding environment and that there were residential developments in the vicinity. To enhance the environment, the new school building would be set back from Kennedy Road such that the distance between the College and the nearby residential building would be increased by about 20 metres or more. Excluding the assembly hall block which would be retained, with the road level as a reference, the existing school building had three storeys while the new school building would have seven storeys and it was comparable to the height of a standard secondary school. Moreover, the existing assembly hall block and the new school building would be connected by an open corridor to enhance the ventilation and overall view of the area. The design had also incorporated a number of green features and space concept to improve the landscape. On WCDC's suggestion, the College and its consultant had reviewed the design and considered that the current layout of the new school premises with stepped design had already taken into account various factors, including existing vegetation on the slopes and the actual conditions and constraints of the sloping site. The Administration had provided the relevant information to WCDC on 14 October 2010 and the latter had not raised further concerns.

18. In reply to Ms Starry LEE, DS(Ed)2 said the Administration would remind the consultant to minimize the noise during construction.

19. Noting the difficult topography of the site, Prof Patrick LAU enquired whether the project would be awarded to different contractors specialized in site formation and construction. CTA replied that owing to the geotechnical constraints of the site, and the relatively short project timeframe of about 27 months, the consultant had recommended that piling, site formation and building works should be awarded under one main contract to minimize time loss due to interfacing. He expected that the main contractor would sub-contract works to qualified contractors for carrying out specialist works

as appropriate.

20. Prof Patrick LAU requested to put on record his concern about the need to take extra care in overcoming the geotechnical constraints posed by the project site.

21. The item was voted on and endorsed.

Head 704 – Drainage

PWSC(2010-11)16 363DS Provision of interception facilities at Jordan Valley box culvert

22. The Chairman advised that the proposal was to upgrade 363DS to Category A at an estimated cost of \$588.0 million in MOD prices for the provision of interception facilities at Jordan Valley box culvert. The Panel on Environmental Affairs had been consulted on the proposal on 24 May 2010, and Panel members had no objection in principle to the proposal. The Administration had also provided supplementary information to the Panel on 29 June 2010.

23. The item was voted on and endorsed.

Head 711 – Housing

PWSC(2010-11)18 645TH Sai Sha Road widening between Kam Ying Road and future Trunk Road T7 junction

24. The Chairman advised that the proposal was to increase the approved project estimate of 645TH by \$8.9 million from \$122.5 million to \$131.4 million in MOD prices. When consulted at the meeting on 5 July 2010, the Panel on Housing raised no objection to the submission of the funding proposal to PWSC.

25. As there were a few village roads in the vicinity of project site, Mr CHEUNG Hok-ming enquired whether the project would cause any obstruction to these roads. He also enquired about the connectivity of the cycle track within the project site, which should form part of the cycling trail of the East New Territories, with the cycle tracks towards Shatin and along Sai Sha Road.

26. In response, the Director of Highways (DHy) said that villages in the vicinity had been consulted with regard to the project works. Interfacing works had been carried out to ensure smooth transition between the newly

constructed access road and the village roads. DHy further said that with the exception of about 100 metres out of the total 890 metres noise barriers, all the works under the approved scope of the project, including the cycle track, were completed. He added that while the cycle track had been connected to the one running to Shatin, the connection in the direction of Sai Kung was subject to future planning.

27. Mr Albert CHAN appreciated that the design of the roundabout included an independent lane for traffic left-turning from Lok Wo Sha to Sai Sha Road, as such design would reduce accidents. Mr CHAN however expressed concerns about the safety of roundabouts, pointing out that quite a number of accidents were caused by vehicles changing lanes at the roundabout. He urged the Administration to review the general design of roundabouts, and consider providing double lines to prohibit cars crossing lane or designating independent lanes to facilitate vehicles heading for certain direction.

28. DHy said that the Highways Department (HyD) had been in regular discussion with the Transport Department (TD) with regard to the safety of roundabouts in the territory. Provision of independent lanes to facilitate traffic flow at the roundabout would depend on the volume of traffic flow and space constraints of the roundabout. DHy added that the construction of the roundabout at the site under consideration had substantially been completed, but he would continue to discuss with TD for any further room to improve road safety.

29. Mr WONG Kwok-hing enquired about the design for the noise barrier. Citing a recent site visit with various Government departments at Yeung Uk Road, Tsuen Wan, he highly commended the noise barrier panels with vertical greenings erected in the middle of the Road. There was also automatic sprinkler system for irrigation of the vertical greenings. Noting that the Administration planned to erect noise barriers in 37 areas in the coming years, Mr WONG enquired whether the same design as Yeung Uk Road would be adopted.

30. DHy replied that the noise barriers to be erected under this project would be vertical barriers using sound absorbing materials. As there were already rich greenings along the two sides of Sai Sha Road, and to match the design of the adjoining section of noise barrier already constructed, there was no plan to install vertical greenings for these barriers. Mr WONG Kwok-hing urged the Administration to adopt the use of vertical green panels for future projects. The Administration took note of Mr WONG's suggestion.

Action

31. Prof Patrick LAU said that many road traffic signs in Hong Kong were unclear and could not assist road users to locate their destinations, especially at night. He urged the Administration to consider improving the display of these signs. The Chairman shared Prof LAU's concerns and commented that this had been a long-standing problem, in particular signs about traffic diversion. The Chairman advised that HyD should join hands with TD to solve the problem.

32. DHy responded that prior to the commencement of works, HyD and TD would work out a detailed design to ensure sufficient road traffic signs would be put up to guide road users. During the construction period, a traffic management liaison group would be set up to consider and approve the provision of temporary road signs, and the group would include representatives from the Police and TD.

33. The item was voted on and endorsed.

34. There being no other business, the meeting ended at 9:42 am.