

**立法會**  
**Legislative Council**

LC Paper No. PWSC79/12-13  
(These minutes have been  
seen by the Administration)

Ref : CB1/F/2/2

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

**Minutes of the 10<sup>th</sup> meeting  
held in Conference Room 1 of the Legislative Council Complex  
on Wednesday, 5 June 2013, at 8:30 am**

**Members present:**

Hon CHAN Kam-lam, SBS, JP (Chairman)  
Ir Dr Hon LO Wai-kwok, BBS, MH, JP (Deputy Chairman)  
Hon James TO Kun-sun  
Hon Emily LAU Wai-hing, JP  
Hon TAM Yiu-chung, GBS, JP  
Hon WONG Kwok-hing, MH  
Hon Cyd HO Sau-lan  
Hon CHAN Hak-kan, JP  
Hon IP Kwok-him, GBS, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon NG Leung-sing, SBS, JP  
Hon Frankie YICK Chi-ming  
Hon WU Chi-wai, MH  
Hon Gary FAN Kwok-wai  
Hon MA Fung-kwok, SBS, JP  
Hon Charles Peter MOK  
Hon CHAN Han-pan  
Dr Hon Kenneth CHAN Ka-lok  
Hon CHAN Yuen-han, SBS, JP  
Hon LEUNG Che-cheung, BBS, MH, JP  
Hon Alice MAK Mei-kuen, JP  
Dr Hon Fernando CHEUNG Chiu-hung  
Hon SIN Chung-kai, SBS, JP

Dr Hon Elizabeth QUAT, JP  
Dr Hon CHIANG Lai-wan, JP  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP  
Hon Tony TSE Wai-chuen

**Members absent:**

Hon Abraham SHEK Lai-him, SBS, JP  
Dr Hon LEUNG Ka-lau  
Hon Alan LEONG Kah-kit, SC  
Hon Albert CHAN Wai-yip

**Public officers attending:**

Mr YEUNG Tak-keung	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
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 (Treasury) (Works)
Mr Kevin YEUNG Yun-hung	Under Secretary for Education
Miss Wendy CHUNG	Principal Assistant Secretary (Infrastructure and Research Support) Education Bureau
Mr LEUNG Koon-kee, JP	Director of Architectural Services
Mrs Sylvia LAM YU Ka-wai	Project Director (1) Architectural Services Department
Mr CHAN Chi-chiu, JP	Director of Drainage Services
Miss Amy YUEN Wai-yin	Assistant Director (Water Policy) Environmental Protection Department
Mr LOUIE Chuk-kwong	Chief Engineer (Consultants Management) (Acting), Drainage Services Department
Mr HON Chi-keung, JP	Director of Civil Engineering and Development

Mr LI Wai	Chief Engineer (Project 1) (New Territories North and West), Civil Engineering and Development Department
Professor Sophia CHAN Siu-chee	Under Secretary for Food and Health
Mr Patrick LEE Wing-ka	Principal Assistant Secretary for Food and Health (Health) <sup>2</sup> (Acting)
Mr LEUNG Kam-pui	Chief Technical Adviser (Subvented Projects)
	Architectural Services Department
Dr T L LO	Hospital Chief Executive, Kwai Chung Hospital, Hospital Authority
Mr Donald LI	Chief Manager (Capital Planning) Hospital Authority

**Clerk in attendance:**

Mr Derek LO	Chief Council Secretary (1) <sup>5</sup>
-------------	--

**Staff in attendance:**

Mr Andy LAU	Assistant Secretary General 1
Ms Connie HO	Senior Council Secretary (1) <sup>3</sup>
Mr Frankie WOO	Senior Legislative Assistant (1) <sup>3</sup>
Ms Christy YAU	Legislative Assistant (1) <sup>7</sup>

---

Action

The Chairman reported that a total of thirty-four capital works projects amounting to \$100,289.0 million had been endorsed by the Public Works Subcommittee (PWSC) in the 2012-2013 session so far. He further advised that seven items were on the agenda for the meeting which, if endorsed, would involve a total amount of \$1,994.4 million.

2. The Chairman then reminded members that in accordance with Rule 83A of the Rules of Procedure (RoP) of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating to any items under discussion at the meeting before they spoke on the items. He also drew members' attention to Rule 84 of RoP on not voting or withdrawal in case of direct pecuniary interest.

**Head 703 – Buildings**

<b>PWSC(2013-14)7</b>	<b>349EP</b>	<b>A 30-classroom primary school at Site 1A-3, Kai Tak Development, Kowloon</b>
<b>PWSC(2013-14)8</b>	<b>350EP</b>	<b>A 30-classroom primary school at Site 1A-4, Kai Tak Development, Kowloon</b>

3. The Chairman advised that the proposal of PWSC(2013-14)7 was to upgrade 349EP to Category A at an estimated cost of \$312.4 million in money-of-the-day (MOD) prices for the construction of a 30-classroom primary school at Kai Tak Development (KTD) for reprovisioning of the S.K.H. Yat Sau Primary School and S.K.H. Ching Shan Primary School, while the proposal of PWSC(2013-14)8 was to upgrade 350EP to Category A at an estimated cost of \$317.5 million in MOD prices for the construction of another 30-classroom primary school at KTD for reprovisioning of Po Leung Kuk Stanley Ho Sau Nan Primary School. The Panel on Education had been consulted on the proposals on 17 April 2013 and Panel members supported the proposals. The gist of Panel discussion was tabled at the meeting.

4. The Chairman said that as the proposals in PWSC(2013-14)7 and PWSC(2013-14)8 were both related to the construction of primary schools in KTD, discussion of the two items would be combined but the items would be voted on separately at the meeting.

Project cost

5. Mr TAM Yiu-chung commented that comparing with Year 2000-design school premises with a construction cost of about \$100 million in 2000, the costs of the proposed projects which exceeded \$300 million each were exorbitant. He enquired if the substantial increase in project cost was due to the provision of above-standard design or facilities in the proposed projects. Director of Architectural Services (D Arch S) explained that the increase was largely attributable to the soaring tender price index which had increased from 692 in September 2002 to 1467 in September 2012 or 2.1 times in the last decade. He added that a comparison of the reference cost of a 30-classroom primary school based on an uncomplicated site with no unusual environmental or geotechnical constraints with the estimated costs of the proposed projects was set out in Enclosure 10 of the respective discussion papers for members' reference.

6. Ms Emily LAU enquired if the shortage in labour in the construction industry would have any impact on the proposed projects. She was also concerned if the provision of barrier-free access (BFA) facilities in the new

school premises would be made in accordance with the prevailing standards. D Arch S responded that consideration had been given in the design of the school premises with a view to reducing the number of skilled workers required in the construction process and enhancing the efficiency of construction. For example, structural units would be standardized and precast units would be adopted wherever practicable to simplify the construction process and hence reduce demand for workers. He added that while the provision of BFA facilities in the projects would be made in accordance with statutory requirements, enhancement would be made in identified areas where possible. In response to Mr IP Kwok-him's enquiry on whether the lift for the disabled or fireman's lift could be used by both abled and disabled persons, D Arch S replied in the affirmative and added that it was a standard provision for schools. Addressing Ms Emily LAU's concern if the use of standardized structural units and precast units would lead to a higher construction cost, D Arch S replied that the Administration did not have a detailed analysis in this regard for the time being but based on a preliminary estimate, the said construction approach might slightly increase the consumption of building materials but would definitely reduce the labour and time required for construction works. Ms LAU requested the Administration to provide an analysis regarding the cost-effectiveness of the said construction approach to the LegCo in good time.

Admin

7. Addressing Mr IP Kwok-him's enquiry on the estimated cost for the construction of a secondary school in the light of the surging project costs of primary schools under discussion, D Arch S advised that the costs of individual school projects might vary. He explained that as the primary schools in question were located in a reclaimed site, the piling costs of the projects would be higher because longer and more piles were required. He estimated that 170 percussion steel H-piles had to be driven to the depth of 70 metres underground.

#### Facilities of schools

8. Mr SIN Chung-kai enquired about the need for the provision of a computer-assisted learning room in the new school premises as he believed that desktop personal computer (PC) would be replaced by tablet PC in the near future. He asked if the Education Bureau (EDB) would review the teaching mode of computer-related subjects in the light of the aforesaid trend. Under Secretary for Education (US(Ed)) responded that the provision of a computer-assisted learning room was made in accordance with prevailing standard. The Administration had been exploring with the teaching sector the way forward on e-Learning, and the provision of school facilities would be revised to complement with the new mode of teaching as appropriate.

9. Ms Emily LAU asked if the Administration would consider providing new sports facilities, such as swimming pools, in new primary and secondary school premises in the light of the changing needs and interests of students in sports over the years. US(Ed) replied that the facilities being proposed for projects under discussion, for example, the basketball courts and multi-purpose hall, could enable flexible usage of space as they could support the holding of various kinds of sports activities. He said that owing to the limited use of swimming pool which could only serve as venues for water sports and the substantial recurrent cost that would be incurred for its operation, the Administration did not include swimming pool as a standard facility for new school premises for the time being. However, the Administration would continue to explore with school sponsoring bodies regarding the interests of students in sports for reviewing the provision of sports facilities in new school premises in future. Mr IP Kwok-him, however, expressed reservation for the proposed inclusion of swimming pool as a standard facility for new school premises in the light of the high recurrent cost for maintaining a year-round swimming facility. In this connection, Ms Emily LAU requested the Clerk to relay her proposal to the Panel on Education that the Panel review the adequacy of the current provision of sports facilities in primary and secondary schools. She opined that the views and recommendations of the Hong Kong Sports Institute and the sports sector on the subject should be taken into consideration in the course of the proposed review.

Clerk

Energy conservation, green and recycled features

10. Dr Elizabeth QUAT enquired if the Administration had put in place any policies regarding the procurement of environmentally-friendly building materials and reuse of construction wastes for public works projects. She also asked if the green roofs to be provided under the projects could be accessed by students and if space would be set aside for setting up campus farms. D Arch S responded that certain requirements had been set out in the general specifications for public works projects regarding the use of environmentally-friendly building materials. For projects involving demolition of building structures, the contractors would be required to submit a plan setting out the waste management measures, which would include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste for the approval of the Architectural Services Department (ArchSD). D Arch S also advised that extensive greening would be provided at the rooftops of the buildings in the respective school projects, and the ArchSD would further liaise with the school sponsoring bodies regarding the protective measures that should be put in place in these areas to ensure students' safety. US(Ed) added that landscape would be provided in the appropriate area on the main roofs and terraces of the new school premises, but whether these areas would serve as campus farms would be subject to

further discussion with the school sponsoring bodies. Pointing out that existing schools had encountered grave difficulties for the addition of green roofs due to structural problems and in the light of the great demand for the related facilities for conducting environmental education, Dr QUAT urged the Administration to incorporate green roofs and campus farms in the design of all new school premises in future.

11. Miss CHAN Yuen-han opined that the design of the projects should blend in with the surrounding environment of KTD, where there would be extensive greening. She asked if the Administration would consider incorporating green roofs and vertical greening in the design of the schools, and providing the necessary facilities therein to facilitate the conduct of environmental education. In the light of the future development of a cycle track in KTD, Miss CHAN also requested the Administration to set aside space for the provision of bicycle parking facilities in the secondary school projects at KTD to address the needs of young people who might use bicycle as a means of transportation. D Arch S responded that the low-rise design of the proposed school premises under 349EP and 350EP with a 5-storey and 4-storey building respectively would take advantage of the topography of the project sites to minimize obstruction to views and enhance natural ventilation and penetration of sunlight in the school buildings. For greening features, landscape would be provided in the appropriate area on the main roofs and terraces. Citing project 349EP as an example, the total areas of greening would amount to about 750 square metres. He assured members that the ArchSD would consult the school sponsoring bodies on the detailed design of the school premises with regard to the provision of necessary facilities which would facilitate environmental studies by students. Consideration would also be given for the provision of bicycle parking spaces in new secondary schools premises in KTD.

12. Noting that additional energy conservation measures would be provided for the projects and that a higher building cost would be incurred due to a higher greening ratio and the provision of insulated windows, Ir Dr LO Wai-kwok enquired if any special green features would be provided for the projects and whether these energy conservation measures and insulated windows would become standard provision for school projects in the future. D Arch S replied that the projects would adopt various forms of energy efficient features and renewable energy technologies, in particular the automatic demand control of chilled water circulation system, the thermal energy reclaim of exhaust air from air-conditioned space by using fresh air pre-conditioners and photovoltaic system, as well as a series of energy saving installations widely adopted in Government works projects. Furthermore, insulated windows would be installed in some of the classrooms facing roads with noise level exceeding a prescribed level to meet the noise abatement

standards as stipulated. Ir Dr LO Wai-kwok requested that the standard energy conservation, green and recycled features of school projects be set out in the discussion paper for members' easy reference in future.

### Building design

13. Mr Tony TSE supported the incorporation of more green features in schools to facilitate teaching and learning of environment-related subjects. He also opined that for maximum utilization of land resources, the design of the school premises should provide flexibility in the usage of space as far as possible. Referring to the project of 349EP, Mr TSE suggested that the Administration should reduce the number of columns in the covered playground and increase the height of the multi-purpose area as far as possible to allow more flexible use of the space provided therein. In reply, D Arch S said that for safety's sake of primary students, efforts had been made in reducing the number of columns in the covered playground in the design of other school projects. Mr TSE opined that the Administration should pay attention to the detailed design of the schools to better accommodate the various building services facilities as well as to provide a higher ceiling for the multi-purpose area for more effective use of the limited space. D Arch S noted Mr TSE's views.

### Accessibility of the schools

14. Mr Frankie YICK echoed members' views on enhancing the provision of green features and facilities in the proposed projects. Noting that the new school premises were targeted for completion in September 2015 while the nearby Kai Ching Estate (KCE) would be completed soon, Mr Frankie YICK enquired about the school placement arrangements for students living in the KCE in the interim. He also expressed concern on the transportation arrangements for students who would be required to travel from Choi Hung Estate to KTD upon reprovisioning of the schools concerned. US(Ed) responded that students studying at the schools to be reprovisioned might not be living in Choi Hung Estate and the new school premises could be accessed via two public bus routes from Wong Tai Sin. As regards the provision of school placements for students living in KCE, US(Ed) responded that according to past experience, residents of public rental housings would move in by phases and not necessarily be at the beginning of a school term in September. While some students might choose to continue their studies in the original schools, the Regional Education Offices of the EDB would provide assistance for those who would like to seek alternative school placements upon their relocation to KTD. Mr Frankie YICK called on the Administration to enhance the accessibility of the new school premises by improving the public transport network and the related transport facilities to

facilitate the daily travelling of students to schools at KTD from the nearby areas.

15. The Chairman put the items to vote one by one.

Voting on PWSC (2013-14)7

16. The item was voted on and endorsed.

Voting on PWSC(2013-14)8

17. The item was voted on and endorsed.

**Head 704 – Drainage**

**PWSC(2013-14)13 125DS Tolo Harbour sewerage of unsewered areas, stage 2**

18. The Chairman advised that the proposal was to upgrade part of 125DS to Category A at an estimated cost of \$364.7 million in MOD prices for implementing sewerage works in the nine unsewered areas in Sha Tin and two unsewered areas in Tai Po. The Panel on Environmental Affairs had been consulted on the proposal on 25 March 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting. Pursuant to members' request, the Administration had provided supplementary information on 22 May 2013.

19. Ms Emily LAU indicated her support for the proposal and urged for early implementation of the project. Noting that the remainder of the project would cover 30 other unsewered areas in Sha Tin and Tai Po, Ms LAU enquired about the population in these unsewered areas. She was also concerned if the project cost would be futile in the light of the possible relocation of the Sha Tin sewerage treatment works (STSTW), which was designated for treatment of the sewage collected in the areas covered by the proposed project, to rock cavern. Director of Drainage Services (DDS) responded that the proposed sewerage would be connected to the existing sewerage system in Sha Tin and the sewage collected from the areas concerned would be conveyed to the STSTW via the existing sewerage system upon completion of the proposed works. As the proposed relocation of the STSTW to rock cavern was anticipated to be completed in 2027, it was recommended to take forward the proposed sewerage works as soon as possible in order to minimize the pollution that might be caused by these unsewered areas. He assured members that should the STSTW be relocated,

sewage would be diverted to the new site from STSTW via trunk sewerage and the proposed sewerage works would not be affected. As regards the population in the 30 unsewered areas covered by the remainder of the project, Assistant Director (Water Policy), Environmental Protection Department (AD(WP), EPD) advised that about 3 800 village houses and 35 000 population would be involved. She added that the sewerage works were conducted in accordance with the Tolo Harbour Sewerage Master Plan and the related works had been proceeded with in stages. Up to the present, in the Tolo Harbour sewerage catchment area, 73 villages had been connected with public sewerage while the related works for 45 villages were in progress. Meanwhile, the planning and design works of the remainder of the project were in progress and the project would be implemented upon completion of the design and the related preparatory works. Ms Emily LAU called on the Administration to speed up the implementation of the remainder of the project as far as possible in view that the unsewered areas to be covered by these works would involve a substantial population.

20. Pointing out that with proper maintenance, the private treatment facilities, such as septic tanks and soakaway (STS) systems, should have removed pollutants from sewage discharge, Mr WU Chi-wai enquired if owners of village houses would be required by the Government to conduct periodic maintenance of their STS systems to ensure effective functioning of these facilities. AD(WP), EPD responded that it was the responsibility of the owners of village houses to maintain their STS systems. Though there were no standard requirements, in the event of ineffective treatment facilities due to inadequate maintenance causing pollution to our water bodies, the Administration was empowered under the Water Pollution Control Ordinance (Cap. 358) to take enforcement actions. Pointing out that there was a lack of monitoring over the operation of STS systems, Mr WU Chi-wai urged the Administration to enhance the awareness of village house owners regarding proper maintenance and management of their local sewerage facilities in the light of the dispersed distribution of villages currently located in unsewered areas which could not be connected to public sewerage systems in the near future.

21. Mr MA Fung-kwok shared Mr WU Chi-wai's views and opined that the Administration should have put in place appropriate measures to monitor the operation of STS systems of village houses, such as by stipulating the removal of sludge stored in the tanks of the systems at a specified time interval. He also enquired if the Administration would conduct periodic inspections and take necessary enforcement actions to ensure the effectiveness of private sewerage facilities. AD(WP), EPD responded that the Administration would not have information regarding private sewerage facilities for old village houses. However, the design and location

requirements of the STS systems for newly built village houses had been set out in the technical memorandum of the Water Pollution Control Ordinance (Cap. 358) for villages house owners' compliance. She added that since the functioning of the STS systems would be subject to usage and the conditions of individual sites, it would not be practicable to set a specific time interval for removal of the sludge for all STSs.

22. The item was voted on and endorsed.

**PWSC(2013-14)14 339DS North District sewerage, stage 1 phase 2C and stage 2 phase 1**

23. The Chairman advised that the proposal was to upgrade part of 339DS to Category A at an estimated cost of \$319.1 million in MOD prices for implementing sewerage works in the two unsewered areas in Tai Po. The Panel on Environmental Affairs had been consulted on the proposal on 25 March 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting. Pursuant to members' request, the Administration had provided supplementary information on 22 May 2013.

24. The item was voted on and endorsed.

**PWSC(2013-14)15 355DS Outlying Islands sewerage, stage 2 — Lamma village sewerage phase 2**

25. The Chairman advised that the proposal was to upgrade part of 355DS to Category A at an estimated cost of \$340.2 million in MOD prices for implementing sewerage works at 13 unsewered areas in Yung Shue Wan of Lamma Island. The Panel on Environmental Affairs had been consulted on the proposal on 22 April 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting. Pursuant to members' request, the Administration had provided supplementary information on 27 May 2013.

26. Ms Emily LAU indicated her support for the proposal. However, she expressed concern about whether the proposed sewerage works could help improve the conditions of aqua privies in the rural areas. DDS responded that the proposed project aimed to provide public sewerage for villages situated farther away from the ferry pier of Yung Shue Wan, and sewage discharged from public toilets located within the public sewerage network of the proposed project would also be collected for proper treatment.

Ms Emily LAU opined that aqua privies with poor sanitary conditions would be detrimental to the development of tourism in rural areas and she urged the relevant Government departments to deal with the matter as soon as possible.

Admin

27. Pointing out that the underground public sewerage would be laid close to some village houses, Mr LEUNG Che-cheung said that owners of village houses were concerned if their applications for rebuilding of village houses would be rejected by the Government on the ground that the rebuilding works would affect the underground sewerage facilities. DDS responded that similar to various underground public utilities, the proposed sewerage would be laid along access road and should be properly protected during village house rebuilding works. He opined that foundation works of village houses usually did not require deep excavation and the existence of the underground public sewerage should unlikely cause insurmountable problems to village house rebuilding works. Addressing Mr LEUNG Che-cheung's concern, the Chairman directed that clarifications be sought from the Buildings Department and the Lands Department on whether the proposed and similar construction of sewers would hinder the applications by owners of village houses for rebuilding their houses located along the sewage alignment.

28. Mr LEUNG Che-cheung relayed that members of the Islands District Council were concerned about the noise nuisance that might be caused by the proposed project, and enquired about how the excavation works would be conducted. DDS responded that due to site constrains, the excavation works at village access roads would normally be conducted by small scale plants or by hand-dug methods. Apart from putting in place necessary mitigation measures such as the use of silenced construction equipment, the works schedule could be revised if requested by residents so as to minimize disturbance to the neighbourhood. He added that close liaison with the village representatives and villagers would be maintained during the construction stage.

29. Mr Michael TIEN enquired about the project cost for the construction of a typical sewerage system and the stages that would be involved in its implementation. DDS responded that implementation programme of sewerage works would depend on various factors, such as the design and planning of the sewerage networks, acceptance of local villagers regarding the provision of public sewerage and progress on land resumption required for carrying out the works. AD(WP), EPD added that there were 16 Sewerage Master Plans (SMPs) covering various areas of Hong Kong. Since the scale and coverage of sewerage networks would vary according to the distribution of villages and population development in the catchment area of individual SMPs, the construction costs and implementation plan of village sewerage systems fell under individual SMPs would also be different.

30. The item was voted on and endorsed.

**Head 707 – New Towns and Urban Area Development**

**PWSC(2013-14)16 259RS Cycle tracks connecting North West  
New Territories with North East New  
Territories**

31. The Chairman advised that the proposal was to upgrade part of 259RS to Category A at an estimated cost of \$295.4 million in MOD prices for the construction of the first stage of the Tuen Mun to Sheung Shui section of the New Territories (NT) cycle track network. The Panel on Development had been consulted on the proposal on 23 April 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

Policy on use of bicycles

32. Ms Emily LAU indicated her support for the proposal. Pointing out that the public had been aspiring for a comprehensive cycle track network in Hong Kong but the existing cycle tracks were rather fragmented, she enquired if the Administration had an implementation timetable of a comprehensive cycle track, and whether bicycle would be considered a means of transportation in the Government's policies in support of environmental protection. Director of Civil Engineering and Development (DCED) responded that at present, cycle tracks were designed and provided mainly for recreational purposes. He said that the Administration noted the public's aspiration for more cycle tracks in the territory and would endeavour to incorporate such provision in new development areas, such as KTD. Meanwhile, the Administration had a comprehensive plan to implement a cycle track network of about 82 kilometres in length in the NT from Tsuen Wan to Ma On Shan by connecting existing cycle tracks and constructing new cycle tracks. In view of the considerable length of the proposed network, the Administration was implementing it in phases.

33. Miss CHAN Yuen-han suggested that the Administration should formulate a policy for the construction of cycle tracks in areas along the waterfront, such as the coast of Hong Kong Island, alongside with the provision of related supporting facilities. She also urged the Administration to enhance the provision of parking spaces for bicycles in KTD in the light of the construction of a cycle track there in the future. The Chairman said that policy matter should be discussed at the Panel on Development and he requested the Permanent Secretaries for Development to take note of

Miss CHAN Yuen-han's views in future policy formulation. DCED responded that the provision of cycle parking spaces in KTD would be made as far as they were compatible with the overall development.

Cycle parking facilities

34. Mr LEUNG Che-cheung indicated his support for the project and urged for its early implementation. Pointing out that many residents in the NT would use bicycles for daily commuting to and from railway stations, he considered that the provision of bicycle parking spaces in the West Rail Station in Tuen Mun was insufficient to serve the needs of residents. Mr CHAN Han-pan expressed a similar concern. DCED responded that while there were already some 1 200 existing bicycle parking spaces at the West Rail Stations in Yuen Long, Tin Shui Wai and Siu Hong adjacent to the new hubs of the project, 600 additional parking spaces would be provided at the new hubs and resting stations under the project. He assured members that the Administration would enhance the provision of bicycle parking facilities where possible. Addressing Miss CHAN Yuen-han's concern over the inadequate provision of bicycle parking facilities and discontinued cycle tracks in new towns in NT such as Shatin, Tai Po and Yuen Long, the Administration undertook to provide information on the consultancy study on cycling networks and parking facilities in new towns undertaken by the Transport Department for members' reference.

Admin

Proposed alignment and environmental issue

35. Mr LEUNG Che-cheung enquired about the progress of the Administration in exploring an alternative alignment for the subsection of the proposed cycle track between Sheung Shui and Yuen Long, the works of which had been affected due to the environmental issue in relation to the possible impact of the works on the egretty at Hop Shing Wai. He asked if the Administration would consider other options to address the issue. DCED advised that the Administration was exploring with environmental groups various options to minimize the impact of cycling activities on the egretty, such as planting new trees to attract the egrets to relocate their nests away from the proposed cycle track alignment or providing covers to the proposed cycle tracks. He added that the option of finding an alternative alignment for this section of cycle track was not feasible as it would involve large-scale resumption of private land.

36. Addressing Miss Alice MAK's concern regarding the objections received against the cycle track between San Tin Tsuen Road and Pak Shek Au Interchange, DCED advised that the issue had been resolved. The cycle track alignment in that section had been revised, regazetted and subsequently

authorized by the Chief Executive in Council. However, due to the environmental issue of the egret in Hop Shing Wai, the related works would be carried out in the remainder of the project at a later stage. He added that those sections of the proposed cycle track ready for implementation would be constructed first to enable early delivery for public enjoyment.

37. Noting that objections had been received from local residents in respect of the proposed alignment of the cycle track in the Tsuen Wan-Tuen Mun backbone section, Mr Michael TIEN enquired if the Administration had any fallback options for this section. DCED responded that the alignment was subject to difficult topographical constraints and a consultancy study to review the alignment was being conducted. The consultant would assess the merits of different alignments and design options for formulating a proposal for public consultation. Addressing Mr TIEN's concern on the frequency that a cyclist would be required to dismount from the bicycle along the proposed cycle tracks, DCED advised that frequent dismounting was not expected but cyclists would be required to dismount at certain junctions between the cycle tracks and pedestrian crossings/vehicular run-in/outs for safety reasons.

#### Cycling safety

38. Mr WONG Kwok-hing indicated his support for the project. Pointing out that the Hong Kong Federation of Trade Unions had been calling for the construction of a cycle track network covering the whole territory of Hong Kong for many years, Mr WONG called on the Administration to expedite the implementation of the project. He enquired if the Administration would consider improving the design of bollards and if the provision of emergency assistance facilities along the proposed cycling track was sufficient. Sharing a similar concern, Dr Fernando CHEUNG and Mr Frankie YICK both pointed out that the steel bollards installed at cycle tracks had led to serious injuries of cyclists during accidents in the past. Mr LEUNG Che-cheung asked what safety measures would be adopted at the junctions between the proposed cycle tracks and pedestrian crossings/vehicular run-in/outs at Tin Shui Wai where some schools were situated close to these junctions.

39. DCED responded that warning signs would be erected at the junctions between cycle tracks and pedestrian crossings/vehicular run-in/outs to alert cyclists of the proper ways in crossing the junctions. Chief Engineer (Project 1) (New Territories North and West), Civil Engineering and Development Department added that standard design would be adopted for these junctions whereby, depending on the actual site situation, cyclists would be required either to reduce their speed or to dismount while crossing

the junctions. On improvement to the design of bollards, DCED advised that new plastic collapsible bollards had been adopted as standard provision on the existing and new cycle tracks. Except for those at locations where the steel bollards were considered useful to cause cyclists to stop and dismount (such as at terminating points of cycle tracks and at approaches to carriageway), all of the existing steel bollards would be gradually replaced by plastic collapsible bollards in phases. Members also noted that stopping places for emergency vehicles would be provided at suitable locations along the proposed cycle tracks to facilitate the timely arrival of ambulances for the provision of emergency services should an accident happen. Emergency telephones would not normally be required along the new cycle tracks as mobile phones were rather common nowadays.

40. Pointing out that the number of accidents associated with cycling in 2009 and 2011 was 1 800 and 2 400 respectively, Mr Michael TIEN enquired if the Administration had assessed the trend on cycling-related accidents upon the completion of the proposed cycle track. DCED responded that the Administration would endeavour to enhance cyclists' awareness on safe cycling through public education and law enforcement.

41. Mr Frankie YICK expressed his support for the project. However, he considered that the existing design of cycle track with a width of four metres a bit narrow, and asked if the Administration would consider widening the proposed cycle track and reducing the steep road along it to provide a safe cycling environment. Mr YICK further said that the Chartered Institute of Logistics and Transport in Hong Kong had submitted a proposal for Improving Cycling in the New Towns and the New Territories in response to the Chief Executive 2009 Policy Address and he hoped that the Administration would consider the proposed improvements in the design of cycle tracks stipulated therein. Pointing out that it was dangerous for children to learn cycling along cycle tracks, Mr YICK also called on the Administration to step up its effort in publicity and education in this respect. DCED advised that the proposed width of the cycle track at four metres was designed according to the standards promulgated by Transport Department. He added that cycle tracks were normally designed with a preferred maximum gradient of 3%, an acceptable maximum of 5% and an absolute maximum of 8% in conditions with site constraints. The Administration would continue to promote safe cycling through public education and law enforcement.

#### Entry/exit hubs and resting stations

42. Unlike the rather uniform design of existing cycle tracks, Miss Alice MAK proposed that individual hubs and resting stations in the proposed

project be designed to reflect the special characteristics of their locations. She also asked if toilets and first aid facilities would be provided in all resting stations. DCED responded that entry/exit hubs, which would be set up at about 10 kilometre intervals along the cycle tracks, would normally be provided with public toilets and first aid kiosks. Resting stations, which would be set up at about 5 kilometre intervals, would not normally be provided with toilet facilities due to limited space. He added that individual entry/exit hubs and resting stations would be designed to reflect the special characteristics of their locations as far as possible.

43. Mr CHAN Han-pan asked if the Administration would consider providing automatic bicycle rental facilities, like those in Kaohsiung of Taiwan, to provide convenience for the public to rent and return bicycles at different places along the proposed cycle track. DCED responded that bicycle rental services were in operation at the existing cycle track connecting Shatin and Tai Po whereby cyclists could rent and return their bicycles at different places along the track. He added that bicycle rental kiosks would be set up at entry/exit hubs along the proposed cycle track and their operation would be undertaken by the contractors of the Leisure and Cultural Services Department (LCSD). He would relay Member's suggestion to the LCSD.

44. The item was voted on and endorsed.

**Head 708 –Capital Subventions and Major Systems and Equipment  
PWSC(2013-14)18 78MM Ward renovation in Kwai Chung  
Hospital**

45. The Chairman advised that the proposal was to upgrade 78MM to Category A at an estimated cost of \$45.1 million in MOD prices for carrying out renovation of in-patient wards and clinical areas in Kwai Chung Hospital (KCH). The Panel on Health Services had been consulted on the proposal on 18 February 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

46. Noting that the redevelopment of KCH would be carried out from 2015 to 2023, Miss Alice MAK enquired if there was any overlapping in the scope between the renovation project under discussion and the redevelopment project. She also enquired if the proposed renovation works would bring any improvement to the environment of the hospital, in particular the privacy of in-patients. Under Secretary for Food and Health (USFH) responded that compared to the renovation project, the proposed redevelopment of KCH would be a much larger scale project. She said that the renovation project

aimed to bring about immediate and much needed improvement to the physical condition of the hospital. Meanwhile, the wards in Blocks L and M would also be used for decanting of in-patients during redevelopment of the KCH and thus the proposed works were considered necessary. Hospital Chief Executive, Kwai Chung Hospital, Hospital Authority (HCE(KCH), HA) added that the enhancement in space provision for in-patients upon the renovation would bring subsequent improvement to their privacy. The renovated wards would be used until the third phase of the redevelopment project and the proposed renovation works could bring interim improvement to the environment of KCH until completion of its redevelopment.

47. Mr CHAN Han-pan indicated his support for the project in view of the dilapidated conditions of the KCH. He enquired about the decanting arrangement during the works period as he was told by family members of in-patients of Princess Margaret Hospital (PMH) that some in-patients of KCH had recently been relocated to PMH and such had exerted great pressure on the manpower of PMH. Dr Fernando CHEUNG also expressed his concern over the arrangements of in-patients during the works period. USFH responded that the wards of KCH would be renovated in phases with each phase covering two wards. HCE(KCH), HA added that the renovation project would cover nine wards and the proposed decanting arrangement would involve about 50 in-patients in two wards and two Ambulatory Care Centres. Since the KCH was operating 920 beds only at present, with its original capacity of 1 621 beds in 1981, there were five vacant wards currently available for decanting. Renovation works would be conducted in two vacant wards first to accommodate the affected inpatients. He explained that psychiatric patients of KCH would be referred to PMH for general treatment under prevailing practice, but PMH would not be used for decanting of KCH during its renovation.

48. Pointing out that the design of wards, including the provision of adequate personal space, natural sunlight and a quiet environment, could help stabilize psychiatric patients' emotions and reduce the need for restraint measures, Dr Fernando CHEUNG requested the Administration to take note of the aforesaid in the design in the redevelopment of KCH and avoid adopting a mechanical approach in patients' management. HCE(KCH), HA responded that with additional financial resources from HA in the last couple of years, KCH had been provided with extra manpower for the provision of a variety of treatments to address the different service needs of psychiatric in-patients.

49. At this juncture, the Chairman extended the meeting by 15 minutes to 10:45 am to allow sufficient time for discussion.

50. Mr WU Chi-wai was keen to ensure that the noise impact of the renovation works on in-patients of KCH would be kept to a minimum. Noting that one of the major works items in the project was the repairs to spalling concrete, Mr WU enquired about the reason for the volume of inert construction waste that mainly comprised concrete being only 0.9% of the total volume of construction waste of the project. Chief Manager (Capital Planning), Hospital Authority (CM(CP),HA) responded that as during the minor renovation works carried out in KCH in the past, suitable mitigation measures would be put in place to minimize the noise impact of the works on in-patients of the hospital. The works would be conducted in accordance with an agreed schedule whereby activities for patients could be arranged appropriately to avoid the disturbance caused by the works. Regarding the volume of inert construction waste, CM(CP),HA explained that since the proposed renovation works would not involve large-scale demolition of building structures, the volume of inert construction waste to be generated from the project would thus be small.

51. Mr Tony TSE indicated his support for the project. However, he opined that the KCH should have put in place a periodic maintenance and renovation programme to avoid the need of having large-scale renovation works after many years of operation which would bring substantial disturbance to inpatients. CM(CP),HA responded that KCH had been implementing routine repair and maintenance works in the past. However, due to the high service utilization rate, the hospital premises had aged at a rate faster than expected and thus warranted the need of a major renovation. Mr Tony TSE advised that in drawing up the repair and maintenance plan, the service utilization rate of the hospital should be taken into account so as to provide spare capacity for carrying out the related works in accordance with the planned schedule. Mr TSE urged the Administration to take note of his views in future policy planning.

52. The item was voted on and endorsed.

### **Any other business**

53. There being no other business, the meeting ended at 10:35 am.