

立法會
Legislative Council

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

**Minutes of the 22nd meeting
held in Conference Room 1 of the Legislative Council Complex
on Saturday, 12 May 2018, at 9:00 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick

Hon HO Kai-ming
Hon Holden CHOW Ho-ding
Hon HUI Chi-fung
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin

Members absent:

Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon WU Chi-wai, MH
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Hon Alvin YEUNG
Dr Hon Junius HO Kwan-yiu, JP
Hon LAM Cheuk-ting
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr HON Chi-keung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)

Mr Elvis AU Wai-kwong, JP	Deputy Director of Environmental Protection (1)
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Victor CHAN Fuk-yiu	Principal Assistant Secretary for Development (Works)2
Mr Ambrose CHEONG Siu-yau, JP	Project Manager (West) West Development Office Civil Engineering and Development Department
Mr Desmond LAM Chi-keung	Chief Engineer (West)1 West Development Office Civil Engineering and Development Department
Dr CHUI Tak-yi, JP	Under Secretary for Food and Health
Miss Diane WONG Shuk-han	Principal Assistant Secretary for Food and Health (Food)2
Mrs Sylvia LAM YU Ka-wai, JP	Director of Architectural Services
Mr Edward TSE Cheong-wo	Project Director (3) Architectural Services Department
Mr Alex TSE Lok-man	Senior Project Manager 335 Architectural Services Department
Mr David WONG Fuk-loi	Deputy Director of Food and Environmental Hygiene (Administration and Development)
Mr Eric TSAI Yu-sing	Assistant Director of Food and Environmental Hygiene (Operations)1
Mr Derek LAI Wing-chi	District Environmental Hygiene Superintendent (Sha Tin) Food and Environmental Hygiene Department

Mr Saadullah SAT Sing-hin	Senior Project Manager 324 Architectural Services Department
Mr HUI Fai-wing	Senior Superintendent (Public Columbaria Project Team) Food and Environmental Hygiene Department
Ms Susanna LEE Shuk-fong	Senior Project Manager 336 Architectural Services Department
Mr LAI Chun-kwong	Assistant Director of Food and Environmental Hygiene (Grade Management and Development) (Acting)
Mr Davey CHUNG Pui-hong, JP	Deputy Secretary for Innovation and Technology (2)
Ms Winnie HO Wing-yin, JP	Deputy Director of Architectural Services
Ms Maria TSANG Pui-shan	Chief Project Manager 102 Architectural Services Department
Mr WONG Chi-leung	Senior Project Manager 125 Architectural Services Department
Mr Allen YEUNG, JP	Government Chief Information Officer Office of the Government Chief Information Officer
Mr Victor LAM Wai-kiu, JP	Deputy Government Chief Information Officer Office of the Government Chief Information Officer
Mr Patrick CHAN Kwok-kit	Chief Systems Manager (IT Operations) Office of the Government Chief Information Officer
Mr Stephen CHOY Chung-wah	Senior Systems Manager (IT Operations)1 (Acting) Office of the Government Chief Information Officer

Ms Tracy CHU Lai-fong	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (E)
Ms Monica LAM Sau-lai	Chief Project Manager 101 Architectural Services Department
Ms Juana CHAN Man-ling	Senior Project Manager 136 Architectural Services Department
Mr Tommy YUEN Man-chung, JP	Government Property Administrator
Mr LAM Chik-man	Chief Property Manager (Acquisition, Allocation and Disposal) Government Property Agency
Mr Vitus NG	Principal Assistant Secretary for Development (Works)3
Mr WONG Chung-leung, JP	Director of Water Supplies
Mr LUK Wai-hung	Deputy Director of Water Supplies (Acting)
Mr Thomas CHAN Tak-yeung	Chief Engineer (Consultants Management) Water Supplies Department
Mr TAM Wai-kwong	Chief Engineer (Project Management) (Acting) Water Supplies Department
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport)5
Ms YING Fun-fong, JP	Project Manager (East) East Development Office Civil Engineering and Development Department

Mr Michael LEUNG Chung-lap	Deputy Project Manager (East) East Development Office Civil Engineering and Development Department
Mr Eric CHIANG Nin-tat	Chief Engineer (East)1 Civil Engineering and Development Department
Mr Samson LAM Sau-sang	Assistant Commissioner for Transport (Planning)
Mr Kelvin SIU Kin-man	Chief Engineer (Major Projects) Transport Department

Clerk in attendance:

Ms Doris LO	Chief Council Secretary (1)2
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Staff in attendance:

Miss Rita YUNG	Senior Council Secretary (1)2
Mr Raymond CHOW	Senior Council Secretary (1)6
Miss Mandy POON	Legislative Assistant (1)1
Ms Christy YAU	Legislative Assistant (1)7
Ms Clara LO	Legislative Assistant (1)8

Action

As the Chairman was on his way back to Hong Kong, the Deputy Chairman chaired the meeting during the temporary absence of the Chairman.

2. The Deputy Chairman advised that there were nine funding proposals on the agenda for the meeting. Items 1 to 8 were carried over from the previous meeting, while Item 9 was a new item submitted by the Administration. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 707 – New Towns and Urban Area Development
PWSC(2018-19)6 268RS Cycle track between Tsuen Wan and Tuen Mun

3. The Deputy Chairman advised that the proposal, i.e. PWSC(2018-19)6, sought to upgrade part of 268RS to Category A at an estimated cost of \$140.9 million in money-of-the-day ("MOD") prices for the construction of the section of the cycle track from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan ("the proposed cycle track"). The Administration consulted the Panel on Development on the proposed works on 27 February 2018. Panel members generally supported the submission of the funding proposal to the Subcommittee for consideration. A gist of the Panel's discussion on the project was tabled at the meeting.

Design and facilities of the proposed cycle track

4. Mr CHAN Han-pan expressed support for the expeditious implementation of the proposed project. Quite a number of members were concerned whether the bicycle parking spaces at the proposed entry/exit hub near MTR Tsuen Wan West Station were sufficient to meet the demand. Mr CHAN Han-pan, Dr CHENG Chung-tai, Mr LEUNG Che-cheung and Mr CHU Hoi-dick said that since some nearby residents would cycle to Tsuen Wan West Station along the proposed cycle track and interchanged with MTR, the Administration should provide sufficient bicycle parking spaces at the proposed entry/exit hub. Mr Jeremy TAM enquired whether the proposed cycle track would be equipped with complementary facilities to facilitate residents cycling to MTR Tsuen Wan West Station.

5. Mr YIU Si-wing, Dr CHENG Chung-tai, Mr CHU Hoi-dick and Mr HUI Chi-fung suggested that the Administration should consider designating an appropriate number of bicycle parking spaces on the proposed cycle track for use by "bicycle sharing" service providers. Mr CHAN Han-pan and Mr CHU Hoi-dick enquired whether the Administration would provide additional bicycle parking spaces should the parking spaces on the proposed cycle track fall short of demand in future. Mr CHAN said that the Administration might consider providing additional bicycle parking spaces underneath Tsuen Wan Road Flyover near MTR Tsuen Wan West Station. Mr HUI Chi-fung opined that since the Administration had been promoting smart mobility, bicycle rental or automated bicycle rental services should be taken into account when planning new cycle tracks.

6. Principal Assistant Secretary for Development (Works)2 ("PAS/DEV(W)2") responded that a total of around 200 bicycle parking

spaces would be provided at the entry/exit hub and the resting stations. The Administration would closely monitor the situation after the opening of the proposed cycle track and, if necessary, consider providing more bicycle parking spaces at the entry/exit hub. Project Manager (West), West Development Office, Civil Engineering and Development Department ("PM(W)/CEDD") advised that there would be a number of entry/exit points on the proposed cycle track to facilitate its use by the residents of the housing estates along the track, and the entry/exit hub would be located near MTR Tsuen Wan West Station. In addition, 64 bicycle parking spaces were currently provided at MTR Tsuen Wan West Station Public Transport Interchange ("PTI"). Noting that nearby residents needed to park their bicycles before switching to MTR, the Transport Department ("TD") would make arrangements to increase the number of bicycle parking spaces at the PTI.

7. Mr HUI Chi-fung enquired about the utilization rates of other cycle tracks which had been opened for use and the ancillary bicycle parking spaces. PM(W)/CEDD replied that since the cycle track network in the New Territories served recreational purposes, the Administration did not have the statistics on the utilization rates of cycle tracks and the ancillary bicycle parking spaces, and planning standards for the provision of bicycle parking spaces on cycle tracks had not been laid down.

8. Mr HUI Chi-fung and Mr Jeremy TAM urged the Administration to draw reference from overseas experience in providing bicycle parking facilities, e.g. underground bicycle parking lots, so as to increase the supply of bicycle parking spaces. They suggested that the Administration should plan ahead for the proposed cycle track project to facilitate the provision of underground bicycle parking spaces in future. PM(W)/CEDD advised that the Civil Engineering and Development Department ("CEDD") was actively undertaking a pilot study on underground bicycle parking system and would announce the results of the study after completion of the study and consultation with relevant departments.

9. Mr Gary FAN expressed support for the expeditious implementation of the proposed project. He noted that 142 of the 355 trees within the site boundary would have to be felled and enquired whether the Administration would consider reducing the width of the proposed cycle track at some locations should physical environment permit, so as to preserve as many trees as possible. PM(W)/CEDD replied that in response to the views of the Tsuen Wan District Council ("DC"), the Administration had realigned the proposed cycle track at some locations to preserve the trees along the existing promenade as far as practicable. He pointed out that all trees to be felled or transplanted under the proposed project were not important trees and the

Administration would carry out compensatory planting at suitable locations. During the construction period, the Administration would fell as few trees as possible, subject to actual circumstances and the design requirements of TD.

10. Dr CHENG Chung-tai was concerned whether night-time lighting on the proposed cycle track was adequate. PM(W)/CEDD replied that the design of the proposed cycle track, including lighting facilities, met the relevant standards prescribed by TD and the Highways Department. Street lamps with an illumination level of 10 lux would be erected every 25 metres on average along the track.

11. Mr LUK Chung-hung was concerned that some cycle tracks in Hong Kong had too many mandatory dismount sections, causing great inconvenience to cyclists as they had to dismount frequently. He enquired about the number of mandatory dismount sections on the proposed cycle track. On the other hand, given that a footpath would be built alongside the proposed cycle track, Mr LEUNG Che-cheung and Ms Alice MAK were concerned how the safety of cyclists and pedestrians would be safeguarded.

12. PAS/DEV(W)2 and PM(W)/CEDD replied that the proposed cycle track was designed according to the standards prescribed by TD. The surface of the cycle track would be painted in specified colours with sufficient road markings and signs. There would also be 13 pedestrian crossings on the track. Other than decelerating at the pedestrian crossing, cyclists would not be required to dismount on the proposed cycle track.

13. Dr CHENG Chung-tai suggested that the Administration should consider providing a refreshment kiosk at the entry/exit hub. PM(W)/CEDD responded that a refreshment kiosk and convenience stores could be found respectively in Tsuen Wan Park and MTR Tsuen Wan West Station near the proposed cycle track. The relevant government departments would monitor the situation after the proposed cycle track was open for use and follow up on the provision of refreshment vending machines at the entry/exit hub.

14. Mr CHAN Han-pan, Ms Alice MAK and Mr CHU Hoi-dick suggested that the Administration should consider extending the proposed cycle track to Wing Shun Street, where a lift connecting the elevated walkway of Tsing Tsuen Bridge was being built, and constructing a cycle track in Tsing Yi so that members of the public could cycle from Tsing Yi to Tsuen Wan.

15. PM(W)/CEDD replied that extending the proposed cycle track to Wing Shun Street, as suggested by members, fell outside the gazetted scheme

for the proposed project. According to the preliminary assessment by CEDD, the suggested extension of the cycle track would be subject to a number of technical constraints. The Administration would examine the feasibility and cost-effectiveness of the suggestion when taking forward the remaining stages of the cycle track project between Tsuen Wan and Tuen Mun ("TW-TM cycle track").

16. Mr CHAN Han-pan pointed out that the space underneath Tsing Tsuen Bridge currently used by two dragon boat associations for temporary storage of dragon boats was within the boundary of the proposed project, and the Administration would resume the site to implement the proposed project. Mr CHAN urged the Administration to maintain liaison with the associations concerned and assist them in identifying other suitable places for storing the dragon boats. PM(W)/CEDD advised that the Lands Department had followed up with the associations concerned on removal arrangements.

Management of the proposed cycle track

17. Mr CHAN Han-pan enquired about the government department to be responsible for the management of the proposed cycle track. PM(W)/CEDD replied that TD would manage the area within the proposed cycle track (including the footpath to be provided alongside the track) and the bicycle parking spaces, while the Leisure and Cultural Services Department ("LCSD") would be responsible for the management of other public places at the entry/exit hub.

18. Mr CHAN Han-pan was concerned that the inter-departmental joint management arrangement might result in confusing responsibilities. PAS/DEV(W)2 said that having cycle tracks and open space managed by TD and LCSD respectively had been an effective arrangement.

Overall progress of the cycle track between Tsuen Wan and Tuen Mun

19. Mr LUK Chung-hung and Mr YIU Si-wing mentioned that the Administration upgraded 268RS to Category B in 2007, and then gazetted the scheme of the proposed project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2012. Mr LUK and Mr YIU enquired why the Administration had not sought funding approval for the proposed project until now. Mr YIU also enquired whether the Administration could speed up the process to expedite the construction of the planned cycle track.

20. PM(W)/CEDD replied that the Administration was required to gazette the scheme of the proposed project according to the relevant statutory procedures. During the public consultation on the proposed TW-TM cycle track some years ago, no objection was received from the public in respect of the proposal. However, after the gazettal of the scheme of the proposed project in 2012, comments were received from Tsuen Wan DC members which mainly requested realignment of the proposed cycle track at some locations to preserve the existing promenade as far as practicable. Having regard to the comments and views subsequently expressed by the Harbourfront Commission, the Administration made some amendments to the design in the light of the latest development of the promenade. Tsuen Wan DC was consulted on the amendment scheme in 2015 and gave its support. The Administration subsequently gazetted the amendment scheme in 2016. During the statutory objection period, no objection was received and the scheme was authorized eventually. With the experience gained, the Administration would enhance communication with the relevant DCs (including the Coastal Affairs Committee of Tsuen Wan DC) and local communities when continuing with the alignment review and design for the remaining sections of the TW-TM cycle track.

21. Dr Priscilla LEUNG expressed support for the construction of the TW-TM cycle track. Dr LEUNG and Mr LUK Chung-hung enquired about the construction timetable of the remaining sections of the TW-TM cycle track.

22. PM(W)/CEDD advised that the Administration planned to take forward the works for the TW-TM cycle track in stages. In the first stage of the proposed project, the Administration planned to commence the construction of the section from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan in the third quarter of 2018 for completion in the last quarter of 2020. As regards the remaining Stage 1 Works (between Bayview Garden and Ting Kau) and Stage 2 Works (between Ting Kau and Tuen Mun), the alignment design was subject to site constraints and objections were received from local communities. Tuen Mun DC requested the Administration to adopt the "easier issues first" strategy and start with the less controversial sections. As such, the Administration designated the relatively less controversial Tuen Mun to So Kwun Wat section in Stage 2 Works as Stage 2A Works and commenced the detailed design work. The remaining part of Stage 2 Works was designated as Stage 2B Works, covering the cycle track section from Ting Kau to So Kwun Wat. The Administration would continue its discussion with Tuen Mun DC and Tsuen Wan DC and work out different alignment options for the remaining sections.

23. Referring to the completed cycle track between Tuen Mun and Yuen Long, Mr LEUNG Che-cheung said that during its construction back then, residents of the housing developments along the track reflected that the Administration had not adequately consulted the local residents before commencing the works. Mr LEUNG and Mr CHAN Han-pan urged the Administration to fully consult the relevant local communities and DCs when taking forward the remaining sections of the TW-TM cycle track. PAS/DEV(W)2 noted the views of members.

Bicycle-related policies

24. Dr Priscilla LEUNG and Mr CHU Hoi-dick mentioned that some road cycling enthusiasts often cycled on the section of Castle Peak Road between Tsuen Wan and Tuen Mun. Dr LEUNG and Mr CHU opined that apart from constructing cycle tracks for leisure purpose, the Administration should also take into account the needs of the sport of road cycling in its planning. Mr HUI Chi-fung considered that the Administration should promote cycling as a mode of transport to the public and construct cycle tracks for transport, leisure and sports uses.

25. PAS/DEV(W)2 responded that CEDD had liaised with cyclist groups on the proposed new cycle track. When implementing new development area projects, the Administration would carefully consider the feasibility of constructing cycle tracks, and where circumstances allowed, provide cycle tracks and related facilities for the public to use bicycles for recreational and short-distance commuting purposes.

26. Mr Holden CHOW pointed out that "bicycle-sharing" service was gaining popularity in Hong Kong, but "shared bicycles" had taken up a large number of public bicycle parking spaces, and quite a number of "shared bicycles" were indiscriminately parked in public places, causing inconvenience to pedestrians and other bicycle users. He urged the Administration to strengthen the regulation of the operation of "bicycle-sharing" service, including considering the provision of designated parking spaces for "shared bicycles" at suitable locations in various districts, and stepping up enforcement action against illegal parking of bicycles.

27. PAS/DEV(W)2 responded that the Administration would closely monitor the operation of bicycle rental services, including "bicycle-sharing" service, in various districts. The Development Bureau would convey Mr Holden CHOW's views on the regulation of "bicycle-sharing" service to the Transport and Housing Bureau for follow-up.

Voting on PWSC(2018-19)6

28. There being no further questions on the item from members, the Deputy Chairman put the item to vote.

29. The item was voted on and endorsed. The Deputy Chairman consulted members on whether the item would require separate voting at the relevant meeting of the Finance Committee ("FC"). No member made such a request.

Head 703 – Buildings

PWSC(2018-19)8 34NM Installation of air-conditioning system at Tai Wai Market

30. The Deputy Chairman advised that the proposal, i.e. PWSC(2018-19)8, sought to upgrade 34NM to Category A at an estimated cost of \$109.7 million in MOD prices for the installation of air-conditioning system and improvement works at Tai Wai Market. The Administration consulted the Panel on Food Safety and Environmental Hygiene on the proposed works on 13 March 2018. Panel members generally supported the submission of the funding proposal to the Subcommittee for consideration. A gist of the Panel's discussion on the project was tabled at the meeting.

Voting on PWSC(2018-19)8

31. There being no questions on the item from members, the Deputy Chairman put PWSC(2018-19)8 to vote.

32. Due to a lack of quorum and at the request of Mr CHU Hoi-dick, the Deputy Chairman ordered a division. The division bell was rung for five minutes. Seventeen members voted for the proposal, and no member voted against the proposal or abstained. The votes of individual members were as follows:

For:

Ms Starry LEE
Mr Frankie YICK
Mr MA Fung-kwok
Mr CHAN Han-pan
Ms Alice MAK
Mr HO Kai-ming
Mr HUI Chi-fung
Dr CHENG Chung-tai

Mr Michael TIEN
Mr YIU Si-wing
Mr CHAN Chi-chuen
Mr LEUNG Che-cheung
Mr CHU Hoi-dick
Mr Holden CHOW
Mr LUK Chung-hung
Mr Jeremy TAM

Mr Gary FAN
(17 members)

Against:
(0 member)

Abstain:
(0 member)

33. The Deputy Chairman declared that the item was endorsed by the Subcommittee. Mr HO Kai-ming requested that this item, i.e. PWSC(2018-19)8, be voted on separately at the relevant FC meeting.

Head 703 – Buildings

PWSC(2018-19)9	23NB	Provision of columbarium at Cape Collinson Road in Chai Wan
	26NB	Expansion of Wo Hop Shek Crematorium

34. The Deputy Chairman advised that the proposal, i.e. PWSC(2018-19)9, sought to upgrade 23NB and 26NB to Category A, the former at an estimated cost of \$791.7 million in MOD prices for the provision of columbarium at Cape Collinson Road in Chai Wan and the latter at an estimated cost of \$174.2 million in MOD prices for the expansion of Wo Hop Shek Crematorium ("WHSC"). The Administration consulted the Panel on Food Safety and Environmental Hygiene on 23NB and 26NB on 13 March 2018 and 13 February 2018 respectively. Panel members raised no objection to the submission of the two funding proposals to the Subcommittee for consideration. A gist of the Panel's discussion on the two projects was tabled at the meeting.

Provision of columbarium at Cape Collinson Road in Chai Wan

Design of the columbarium block

35. Mr CHU Hoi-dick enquired about the criteria adopted by the Administration in deciding to construct a five-storey columbarium block and provide about 25 000 niches therein. Mr CHAN Chi-chuen enquired about the types of niches (i.e. standard or large niches) to be provided in the proposed columbarium block and the number of sets of ashes that could be placed in each niche.

36. Director of Architectural Services ("DArchS") replied that the Administration proposed to provide about 25 000 niches in the proposed columbarium block, taking into account the findings of the Traffic Impact Assessment ("TIA") Study. According to the relevant planning and design parameters, the proposed block was subject to a height limit of five storeys.

37. Principal Assistant Secretary for Food and Health (Food)2 ("PAS/FH(F)2") advised that the vast majority of the 25 000 niches were standard niches (which could accommodate two sets of ashes) and there was a very small number of large niches (which could accommodate four sets of ashes). Since January 2014, the Food and Environmental Hygiene Department ("FEHD") had relaxed the cap on the number of additional sets of ashes that could be placed in a public niche when processing requests from niche allocatees for placing additional sets of ashes in the niches.

38. Mr YIU Si-wing said that the Administration had been making sustained efforts to promote green burials. He enquired whether Gardens of Remembrance ("GoRs") with free ashes scattering services could be found in FEHD's columbaria on Hong Kong Island. PAS/FH(F)2 advised that there were two GoRs in Cape Collinson Columbarium in Chai Wan managed by FEHD, among which the new GoR still had memorial plaques for allocation. In addition, a GoR was also provided in the Pokfulam Chinese Christian Cemetery managed by the Hong Kong Chinese Christian Churches Union.

Provision of a pedestrian access route with escalators and stairways

39. Mr CHU Hoi-dick enquired about the construction cost of the proposed escalators. DArchS replied that the estimated cost set out in paragraph 8(i) of Enclosure 1 to [PWSC\(2018-19\)9](#) was for constructing a pedestrian access route with escalators and stairways.

40. Dr CHENG Chung-tai enquired about the directions of travel and operating hours of the proposed escalators. Mr HUI Chi-fung also asked whether the loading capacity of the proposed escalators was sufficient to cope with the anticipated peak visitor flow in the columbarium block during the two grave sweeping seasons, i.e. Ching Ming and Chung Yeung Festivals. Mr CHU Hoi-dick enquired about the number of standees each step of the proposed escalators could accommodate at a time. He suggested that the Administration should promote escalator safety, calling upon users to stand still and hold the handrail tightly instead of "standing on the right and walking on the left".

41. DArchS replied that the proposed pedestrian access route would be installed with two escalators, each measuring about one metre in width and

could provide enough space for two persons standing side by side. PAS/FH(F)2 added that the two escalators normally operated as a pair of up and down escalators, but adjustments could be made in the light of actual circumstances for both escalators to move upwards at the same time. This could divert the heavy visitor flow during the two grave sweeping seasons and downhill visitors could use the staircase alongside the escalators. The operating hours of the escalators would tie in with those of the columbarium block. With energy efficient features in place, the escalators would be in standby mode when not in use during non-peak periods. DArchS further pointed out that for the sake of enhancing safety in the use of escalators, users tended to stand still and hold the handrail tightly. The Administration would display safety notices as appropriate before the proposed escalators commenced operation.

42. PAS/FH(F)2 further added that the combined loading capacity of the two escalators would be about 5 000 passengers per hour, assuming that users would stand still instead of walking on the escalators. According to the findings of the TIA Study, around 2 400 people were expected to visit the proposed columbarium block per hour during the peak periods of the two grave sweeping seasons.

43. Mr HUI Chi-fung enquired about the contingency plans for the proposed escalators in the event of failures or emergencies. PAS/FH(F)2 responded that the escalators met the design requirements of the Electrical and Mechanical Services Department ("EMSD") and had been approved by EMSD. EMSD would also be responsible for the related repair and maintenance work in future. Apart from putting in place a braking system, the Government had further enlarged the landing platforms of the escalators. Auxiliary Medical Service personnel could be arranged to station at the platform between the two escalators during the two grave sweeping seasons to deal with urgent medical cases.

44. Mr YIU Si-wing was concerned how the mobility impaired, such as the elderly and persons with disabilities, could access the proposed columbarium block. PAS/FH(F)2 replied that there would not be any special traffic and crowd control measures in the vicinity of the proposed columbarium block on normal days during the non-grave sweeping seasons. Members of the public might go to the proposed columbarium block, where barrier-free access would be provided, by any means of transport. Should it be necessary to implement special traffic and crowd control measures (e.g. road closures), the Administration would publish a notice in the Gazette to properly inform the public. People who needed to visit the proposed columbarium block might do so anytime that suited them.

Traffic implications

45. Dr CHENG Chung-tai, Mr HUI Chi-fung and Mr CHAN Chi-chuen were gravely concerned that the provision of 25 000 additional niches in the proposed columbarium would worsen the traffic conditions in Chai Wan, particularly during the two grave sweeping seasons. Dr CHENG pointed out that some members of the public would drive to Chai Wan and then go to the grave sweeping areas by public transport or on foot, which would increase the burden on the roads and parking spaces in the district. Mr CHAN reminded the Administration to take into account the additional grave sweepers that might be brought by the relaxation of the cap on the number of sets of ashes in each niche when formulating appropriate traffic mitigation measures.

46. PAS/FH(F)2 replied that with the escalators and stairways, grave sweepers could access the proposed columbarium block direct from San Ha Street without the need to route through Lin Shing Road in future. This diversion measure would help divert the pedestrian flow during the grave sweeping seasons. The Administration would also carry out other road improvement works in the vicinity, including widening some vehicular roads and pavements on Cape Collinson Road, providing a bus bay on westbound Wan Tsui Road near Lin Shing Road, and providing bus laybys and pick-up/drop-off points and widening vehicular roads and pavements at the junction of Lin Shing Road and Cape Collinson Road, in order to mitigate the traffic impact. The Administration had consulted Eastern DC on the relevant road improvement works and obtained its support.

47. PAS/FH(F)2 further advised that FEHD would continue to work closely with the Hong Kong Police Force ("HKPF") and other relevant departments to closely monitor the traffic and pedestrian flow during the grave sweeping seasons and ensure the implementation of effective traffic and crowd control measures. The Administration would also maintain liaison with Eastern DC to follow up on the traffic conditions in Chai Wan district during the grave sweeping seasons. Ongoing efforts would be made in this regard after the commissioning of the proposed columbarium block in future.

48. At the request of Mr CHU Hoi-dick, the Administration should provide the full texts of the TIA report and the TIA Review Study report for the proposed project that were completed in 2012 and 2014 respectively.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC219/17-18\(01\)](#) on 24 May 2018 .)

49. Mr CHU Hoi-dick considered that apart from introducing traffic or environmental mitigation measures in relation to the projects, the Administration should establish a mechanism to offer additional compensatory proposals, such as allocation of additional resources, to communities affected by the presence of obnoxious facilities (including columbaria) and accord priority to providing other leisure and cultural services facilities in the communities concerned as a form of compensation.

50. Permanent Secretary for Development (Planning and Lands) responded that the Administration would take into account the overall community needs in planning for community facilities as appropriate, and duly consider the views of local DCs and communities during the process, including their requests for the provision of transport and other facilities in the light of the projects.

Offering a resting place for abortuses of less than 24 weeks' gestation

51. Mr Jeremy TAM urged the Administration to consider revising the relevant statutory restrictions as soon as possible to allow the provision of cremation services for abortuses of less than 24 weeks' gestation. He also suggested that space should be set aside in the design of the proposed columbarium facilities so that in future, GoR and ancillary facilities could be provided for burying abortuses of less than 24 weeks' gestation.

52. Under Secretary for Food and Health replied that the Administration was currently considering revising the statutory restrictions on the provision of cremation services for abortuses of less than 24 weeks' gestation. PAS/FH(F)2 advised that the proposed columbarium did not include a GoR, but free ashes scattering services were available in the GoR in the nearby Cape Collinson Columbarium. Subject to the outcome of the future discussion between the Administration and the community on the legislative amendments, the Food Branch would collaborate with the Health Branch in this regard.

Expansion of Wo Hop Shek Crematorium

53. Mr CHAN Chi-chuen enquired about the existing number of cremators in WHSC and the number of cremation sessions available each day. Mr CHAN was also concerned that the Administration planned to re-provision the cremators in Kwai Chung Crematorium and Fu Shan Crematorium from 2023 to 2026, during which old facilities would be decommissioned. He enquired whether the cremation sessions available could meet the public's demand for cremation services during the re-provisioning.

54. PAS/FH(F)2 replied that there were six body cremators and one bone cremator in WHSC at present. Under normal circumstances, each body cremator could perform six cremation sessions daily. Discounting the time reserved for repair and maintenance, each cremator could operate for about 318 days each year. The two proposed new body cremators were scheduled for commissioning in 2023, adding about 3 800 cremation sessions per annum. The Administration also planned to build a crematorium at Sandy Ridge. It would ensure that cremation sessions offered by government crematoria on the whole would be sufficient and there would be no service gaps during the reprovisioning of the cremators in some crematoria.

Voting on PWSC(2018-19)9

55. There being no further questions on the item from members, the Deputy Chairman put the item to vote.

56. The item was voted on and endorsed. The Deputy Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 703 – Buildings

PWSC(2018-19)7 120KA Building a Government Data Centre Complex

121KA Joint-user Government Office Building in Cheung Sha Wan – construction

57. The Deputy Chairman advised that the proposal, i.e. PWSC(2018-19)7, sought to upgrade 120KA and 121KA to Category A, the former at an estimated cost of \$2,251.7 million in MOD prices for the construction of a government data centre complex in King Lam Street, Cheung Sha Wan ("the Complex") and the latter at an estimated cost of \$2,281 million in MOD prices for the construction of a joint-user government office building at the junction of Tung Chau Street and Tonkin Street West in Cheung Sha Wan (to be named as the Treasury Building). The Administration had consulted the Panel on Information Technology and Broadcasting on 120KA on 9 April 2018 and the Panel on Financial Affairs on 121KA on 5 March 2018. Panel members supported the submission of the two funding proposals to the Subcommittee for consideration. A gist of the two Panels' discussion was tabled at the meeting.

Proposed data centre complex

58. Mr CHU Hoi-dick enquired about the number of staff to be accommodated in the proposed Complex and whether the Complex could fully meet the needs of the government bureaux/departments ("B/Ds") concerned for data centre services. Mr CHU also asked about the original uses of the site in King Lam Street and whether the Administration had considered any other sites in non-urban areas for the construction of the Complex, instead of the site in King Lam Street within the urban areas.

59. Mr Holden CHOW expressed support for the proposed project and asked whether the Administration needed to construct other new data centre complexes in addition to the proposed Complex.

60. Deputy Government Chief Information Officer of the Office of the Government Chief Information Officer ("DGCIO/OGCIO") explained that the duty staff in the proposed Complex would work three-shifts daily, with about 120 staff members (including security guards) on duty during each shift. At present, the Government had set up over 20 data centres in total. Five of them, including those accommodated in the Wan Chai Government Offices Compound ("WCGOC"), would be reprovisioned to the proposed Complex. Four B/Ds which required new data centre services would also be accommodated in the proposed Complex. Since some government data centres had to be operated on the premises of the government departments concerned or serve as disaster recovery facilities, these departments had no plans to relocate the existing government data centres to the proposed Complex. In view of the rising popularity of cloud services, some of the demands for government data centre services might be met by public cloud services, and thus another new data centre complex had not been planned at this stage for the consolidation of other existing government data centres.

61. DGCIO/OGCIO further said that the site in King Lam Street was originally used as a temporary car park and had already been vacated. The Administration had studied the feasibility of constructing new data centre complexes in the New Territories and outlying islands. Given that the permissible gross floor area of the selected site could meet the needs of the Complex, the power supply at other sites could not meet the operational needs of data centres and the construction cost of a new power station was considerable, the Administration was satisfied that the site in King Lam Street was the most suitable option.

62. Dr CHENG Chung-tai enquired about the design and efficacy of the ventilation and cooling systems of the proposed Complex. DGCIO/OGCIO and Deputy Director of Architectural Services ("DDArchS") responded that

water-cooled chillers, chillers with variable speed drive, automatic demand control of supply air and a standby air-conditioning system would be installed in the proposed Complex to ensure that the temperature inside the data centres would be kept at a suitable level. Moreover, hot/cold aisle solutions were adopted in the design of the air-conditioning circulation system of the proposed Complex. Rows of racks were placed front-to-front and back-to-back to form aisles with hot and cold air separation, in order to increase the cooling efficiency of the air-conditioning system.

63. Mr LEUNG Che-cheung expressed support for the proposed project. He noted that the Administration had consulted Sham Shui Po DC on the proposed Complex project and, in response to DC members' concern over the potential risks posed by the dangerous goods stores adjacent to the proposed Complex, advised that the necessary mitigation measures had been incorporated in the design of the proposed Complex. Mr LEUNG enquired about the additional expenses involved in the mitigation measures concerned and whether the operation of the proposed Complex would be affected in the event that an accident occurred in the dangerous goods stores. Mr Holden CHOW was concerned whether some government departments (e.g. HKPF) had established additional data centres as backup and the operational details of such backup data centres.

64. DGCIO/OGCIO and DDArchS replied that in view of the adjacent dangerous goods stores, the Architectural Services Department had incorporated in the design of the proposed Complex the necessary mitigation measures, such as constructing a fire resisting wall between the proposed Complex and the dangerous goods stores, on the professional advice of the Fire Services Department. Besides, primary data centres and backup data centres had been set up for the main computer systems of government departments to ensure that the services provided by such systems would not be affected. For example, OGCIO's government data centres in Sai Kung and Tsuen Wan could be used for accommodating disaster recovery facilities so that computer-based services would remain available in case that other data centres, including the proposed Complex, experienced service disruption.

Proposed joint-user government office building

65. Mr YIU Si-wing noted that the proposed joint-user government office building would be used for accommodating the offices of six B/Ds reprovisioned from WCGOC, a general out-patient clinic, a child care centre and a day care centre for the elderly. Mr YIU was of the view that other government offices in WCGOC should also be co-located in the proposed joint-user government office building to enhance operational efficiency. As

for the three healthcare and social welfare facilities, they could be built on other sites to be identified.

66. Mr CHU Hoi-dick enquired whether it was a new government policy to accommodate healthcare and social welfare facilities in newly-built joint-user government office buildings. He also enquired whether the Administration planned the numbers of places to be provided in the child care centre and the day care centre for the elderly in the proposed joint-user government office building according to actual local needs or with an aim to fully utilize the space of the Complex. Mr CHU also asked about the views/suggestions raised by Sham Shui Po DC on the proposed building and the suggestions adopted by the Administration.

67. Government Property Administrator explained that in view of the mega scale of the WCGOC relocation project involving 28 government departments and the Judiciary, the Administration planned to re-provision those departments to nine newly-built government buildings. In the course of planning, the Administration would be mindful of meeting the needs of government departments for office space. Proposals to set aside part of the newly-built joint-user government office building for use as district facilities where practically feasible by adopting the principle of optimizing the utilization of such premises would be worked out after thorough consideration and study in consultation with the relevant government departments, DCs and local stakeholders. When consulted on the proposed joint-user government office building, Sham Shui Po DC welcomed the provision of a general out-patient clinic in the building and expressed the wish for more public service facilities in the building. After discussion with the relevant government departments, the Administration decided to provide a 100-place child care centre and a 40-place day care centre for the elderly in the building. Besides, the proposed joint-user government office building would also accommodate three government departments currently in leased private premises in Wan Chai, Mong Kok, Cheung Sha Wan and Kowloon Bay so as to consolidate government offices located in different districts and enhance the operational efficiency of these departments.

68. Mr Andrew WAN expressed support for the proposed works. Noting that 65 parking spaces would be provided in the proposed joint-user government office building and eight of them would be reserved for visitors, Mr WAN opined that the number of parking spaces for visitors was not sufficient to meet the parking needs and urged the Administration to attach more importance to optimizing the land use value instead of simply considering the costs involved in constructing basement car parks when deciding whether such car parks should be provided in new government buildings in future.

69. Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (E) advised that the Treasury Building was conveniently located near MTR Cheung Sha Wan Station and Nam Cheong Station with many bus and minibus routes also serving the vicinity. Moreover, there would be plenty of parking spaces in Fu Cheong Estate Car Park next to the Treasury Building and the topside development project under construction at Nam Cheong Station. Nevertheless, having regard to the comments raised by members of the Subcommittee during the discussion on the funding proposal for the pre-construction consultancy services and site investigation works in respect of the Treasury Building at the meeting on 24 June 2015, the Government had responded proactively by increasing the number of car parking spaces in the Treasury Building from the originally proposed 45 to 65 under the current proposal. DDArchS added that due to a number of site and technical constraints, the construction cost of a basement car park was much higher than that of an at-grade car park. Notwithstanding this, Deputy Secretary for Financial Services and the Treasury (Treasury)3 advised that given the strong public demand for parking spaces, the Administration would take into full account the demand for parking spaces when planning for new joint-user government office buildings in future, and duly examine the feasibility of constructing basement car parks to provide more parking spaces having regard to such factors as site constraints and the environment.

[At 11:33 am, the Chairman returned to the conference room to chair the meeting.]

70. There being no further questions on the item from members, the Chairman put the item to vote.

71. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 709 – Waterworks

PWSC(2018-19)10	355WF	Water supply to new housing developments in Sheung Shui and Fanling
	365WF	Siu Ho Wan water treatment works extension
	196WC	Implementation of Water Intelligent Network
	201WC	Relocation of Diamond Hill fresh water and salt water service reservoirs to caverns

72. The Chairman advised that the proposal, i.e. PWSC(2018-19)10, sought to upgrade the following projects to Category A: 355WF at an estimated cost of \$1,699.7 million in MOD prices to improve the fresh water supply to the planned new housing developments in Sheung Shui and Fanling ("SSF"); 365WF (Part) at an estimated cost of \$111.5 million in MOD prices to carry out detailed study, design and site investigation works for the Siu Ho Wan water treatment works ("SHWWTW") extension; 196WC (Part) at an estimated cost of \$655.4 million in MOD prices to implement the second stage of Water Intelligent Network ("WIN"); and 201WC (Part) at an estimated cost of \$127.5 million in MOD prices to carry out investigation study, design and site investigation works on the relocation of the Diamond Hill fresh water and salt water service reservoirs ("DHSRs") to caverns. The Administration had consulted the Panel on Development on 355WF, 365WF (Part) and 196WC (Part) on 23 January 2018 and on 201WC (Part) on 27 March 2018. Panel members generally supported the submission of the four funding proposals to the Subcommittee for consideration. A gist of the Panel's discussion was tabled at the meeting.

Water supply to new housing developments in Sheung Shui and Fanling

73. Mr Holden CHOW noted that the proposed water supply project, including the construction of a fresh water service reservoir at Tong Hang, would be completed in stages from the first quarter of 2021 to the first quarter of 2024. Mr CHOW expressed concern as to whether the completion schedule of the proposed water supply project could cater for the additional water demand arising from the new housing developments in SSF areas from 2021.

74. Mr CHAN Chi-chuen noted that upon completion of the fresh water service reservoir works at Tong Hang, the fresh water service reservoirs supplying to SSF areas would have a total storage capacity of 194 500 cubic metres ("cu m"), while the daily water demand in the areas was 203 000 cu m. He was concerned whether the service reservoir works could fully meet the daily water demand in the areas.

75. Principal Assistant Secretary for Development (Works)3 ("PAS/DEV(W)3") replied that the completion schedule of the proposed water supply project could tie in with the residential intake of the new housing developments in SSF areas as the residential intake would take place gradually from 2021. Director of Water Supplies ("DWS") pointed out that generally speaking, the total design storage capacity of local fresh water service reservoirs was about 95% of the daily water demand in the designated areas. Therefore, upon completion of the fresh water service reservoir

works at Tong Hang, the total storage capacity of the fresh water service reservoirs in the areas would be sufficient to meet the local water demand.

76. Mr Holden CHOW and Mr CHAN Chi-chuen enquired about the future use of the roof of the new fresh water service reservoir to be constructed at Tong Hang under the proposed water supply project. PAS/DEV(W)3 and DWS advised that when designing the new service reservoir at Tong Hang, the Administration intended to make available the roof for other uses. LCS and public groups might approach the Water Supplies Department ("WSD") if they wished to use the roof. Information on the application for recreational use of service reservoir roofs had also been uploaded to WSD's website for public information.

Siu Ho Wan water treatment works extension

77. Mr CHU Hoi-dick enquired whether the Administration would install solar power systems on the roof of the SHWWTW plant or lease it to a private company for the development of such installations.

78. PAS/DEV(W)3 and DWS replied that WSD would actively consider installing solar power systems at SHWWTW to generate power for the plant. However, due to security concerns, WSD would not lease the facilities inside the plant for use by other parties.

Implementation of Water Intelligent Network

79. Mr LUK Chung-hung was concerned why the leakage rate of water mains in Hong Kong would still be as high as 15%, which was much higher than the rate of 5% in Singapore, following the substantial completion of the territory-wide aged water mains replacement and rehabilitation programme ("R&R Programme"). Mr LUK, Mr Charles MOK and Dr KWOK Ka-ki enquired whether the implementation of WIN could further lower the leakage rate of water mains in Hong Kong.

80. PAS/DEV(W)3 and DWS responded that due to the hilly terrain in Hong Kong, the water pressure of the local water distribution network was higher than that of Singapore, resulting in a higher leakage rate of water mains. With the substantial completion of the R&R Programme, about 2 000 District Metering Areas and Pressure Management Areas were being established across the territory for the full implementation of WIN, through which active leakage detection and control would be performed and leaked water mains would be replaced and repaired when necessary. The leakage rate of water mains in Hong Kong was expected to be lowered from about

15% to 10% or below by 2030 following the implementation of the above measure.

81. Dr KWOK Ka-ki enquired how the cost of the full implementation of WIN compared with that of replacing aged water mains across the territory. Given the huge cost involved in the implementation of WIN, Dr KWOK enquired whether the Administration would consider simply replacing all water mains that had been in operation for a certain period of time, instead of implementing WIN, to tackle the problem of water mains leakage more effectively.

82. DWS explained that since the healthiness of water mains was affected by a number of factors, it might not be necessary to replace water mains that had been in operation for many years. Following the substantial completion of the R&R Programme, the Administration could focus its work on water mains in poor condition through the implementation of WIN, which was more cost-effective than comprehensively replacing aged water mains.

Relocation of Diamond Hill fresh water and salt water service reservoirs to caverns

83. Noting that about four hectares of land could be vacated following the relocation of DHSRs to caverns, Mr LUK Chung-hung was concerned whether the vacated land would be expeditiously rezoned for other uses, such as public housing or community facilities, to preclude the possibility of the site concerned being left vacant for a prolonged period of time.

84. PAS/DEV(W)3 replied that CEDD had started the preparatory work for a planning and engineering ("P&E") study, which was expected to commence in 2019, on the uses of the existing DHSRs site to be released. According to the Administration's preliminary plan, the site concerned would be used for housing and community facilities. The Administration would, having regard to the timetable of the scheme to relocate DHSRs to caverns, carry out the above P&E study, consult the public and apply for land rezoning in a timely manner to ensure that the site concerned would not be left vacant for a prolonged period of time.

85. Mr CHU Hoi-dick enquired about the selection of government facilities for relocation to caverns under the strategic planning framework in the Cavern Master Plan ("CMP") and the specific criteria for selecting government facilities for the implementation of pilot schemes for cavern development, including the scheme to relocate DHSRs to caverns. Mr CHU also asked whether the Administration would seek funding approval from FC

for the main works of the relocation of DHSRs to caverns only when the application for rezoning the existing DHSRs site had been approved.

86. Dr KWOK Ka-ki enquired about the costs of the main works of the relocation of DHSRs to caverns and the time required for the works; and whether it was more cost-effective to relocate DHSRs to caverns to release about four hectares of land for development or resume idle agricultural land/brownfield sites of equivalent size for development.

87. Permanent Secretary for Development (Works) ("PS/DEV(W)") said that CMP, which was prepared by CEDD, set out a list of developable cavern areas in Hong Kong. Project proponents might identify suitable cavern sites from the list for relocation of surface facilities in order to vacate surface sites for other development purposes. CEDD also commissioned a study on Enhancing Land Supply Strategy – Reclamation outside Victoria Harbour and Rock Cavern Development several years ago. The views received during the public engagement exercise indicated that the public generally supported cavern development for increasing land supply. Since the technical issues involved in relocating DHSRs to caverns were relatively simple, the project was included as one of the Administration's pilot schemes for cavern development. Given the keen demand for land resources, the Administration would commence the rezoning procedures in respect of the existing DHSRs site as soon as possible and receive the views of local communities and members.

88. PS/DEV(W) further said that the Administration adopted a multi-pronged approach to expanding land resources which included taking such measures as cavern development and resumption of idle agricultural land/brownfield sites. It was inappropriate to compare the costs incurred by these two measures. He pointed out that as DHSRs was located in the urban areas, its relocation to caverns could release a site with extremely high development value.

89. PAS/DEV(W)3 and DWS added that the preliminary cost estimate of the main works of the relocation of DHSRs to caverns was about \$3 billion. Furthermore, when considering measures to increase land supply, the Administration would take into account other factors such as uses of the released land, in addition to the costs of the measures concerned.

90. Mr CHU Hoi-dick enquired whether the Administration could consider expanding other service reservoirs to take the place of DHSRs and thus releasing the existing DHSRs site for other uses in order to save the costs involved in relocating DHSRs to caverns.

91. DWS explained that there were currently about 200 service reservoirs in Hong Kong for storing processed fresh or salt water to meet the water demand in the respective supply zones. Service reservoirs were usually located near the supply zones. Besides, expanding other service reservoirs to maintain the necessary storage capacity still required land. Therefore, increasing the storage capacity of other local service reservoirs could hardly take over the role of a service reservoir. For the above reasons, the Administration considered it appropriate to relocate DHSRs to caverns in order to release the existing site.

92. Mr AU Nok-hin enquired whether the Administration had any cavern development plans, such as relocating the oil terminals at Tsing Yi to caverns, other than the relocation of DHSRs; if so, about the timetable of such plans.

93. The Chairman pointed out that in the past, the Subcommittee had also examined funding applications in relation to relocating sewage treatment works to caverns. PAS/DEV(W)3 and DWS replied that the Administration was studying the relocation of the fresh/salt water service reservoirs in Tsuen Wan and Yau Tong to caverns and the relevant feasibility study was expected to complete in one to two years. They did not have information at hand on the relocation of the oil terminals at Tsing Yi to caverns.

94. Mr CHU Hoi-dick was concerned whether the roof of DHSRs was fully open for public use at present. DWS replied that at the request of LCSD, part of the service reservoir roof was already used as LCSD's recreational facilities and opened for public use.

95. As some questions from the members concerned broad policy issues such as land supply, the Chairman reminded members to raise those policy-related questions at the meetings of LegCo or the relevant Panels.

Voting on PWSC(2018-19)10

96. There being no further questions on the item from members, the Chairman put PWSC(2018-19)10 to vote. At the request of Mr CHU Hoi-dick, the Chairman directed that 201WC (Part), i.e. Relocation of DHSRs to caverns, under this item be taken out for separate voting.

97. 355WF, 365WF (Part) and 196WC (Part) under this item, which were Water supply to new housing developments in SSF, SHWWTW extension and Implementation of WIN respectively, were voted on and endorsed.

98. The Chairman then put 201WC (Part) to vote. At the request of members, the Chairman ordered a division. Thirteen members voted for and

two members voted against the proposal. Two members abstained. The votes of individual members were as follows:

For:

Mr Charles MOK (Deputy Chairman)	Ms Starry LEE
Mr Frankie YICK	Mr YIU Si-wing
Mr MA Fung-kiwok	Mr LEUNG Che-cheung
Ms Alice MAK	Dr Helena WONG
Mr HO Kai-ming	Mr Holden CHOW
Mr LUK Chung-hung	Mr LAU Kwok-fan
Mr KWONG Chun-yu	
(13 members)	

Against:

Mr CHU Hoi-dick	Dr CHENG Chung-tai
(2 members)	

Abstain:

Dr KWOK Ka-ki	Mr AU Nok-hin
(2 members)	

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

100. The Chairman consulted members on whether the item would require separate voting at the relevant FC meeting. No member made such a request.

Head 707 – New Towns and Urban Area Development

PWSC(2018-19)11 822TH Cross Bay Link, Tseung Kwan O – construction

101. The Chairman advised that the proposal, i.e. PWSC(2018-19)11, sought to upgrade 822TH to Category A at an estimated cost of \$5,625.7 million in MOD prices for the construction of Cross Bay Link, Tseung Kwan O ("CBL") and associated works. The Administration had consulted the Panel on Transport on the proposed works on 23 February 2018. Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A gist of the Panel's discussion was tabled at the meeting.

Project costs

102. Mr KWONG Chun-yu asked the Administration to explain why the estimated construction cost of the proposed works had increased from about \$2.2 billion in 2008 to over \$5.6 billion at present.

103. Project Manager (East), East Development Office, CEDD explained that the estimated construction cost of the proposed CBL project of about \$2.2 billion was a rough estimate in constant prices worked out by the Administration in 2008 and the initial or detailed design for the proposed CBL had yet to be carried out when making the estimate. In response to demands from local communities, a number of facilities were incorporated in the design of the proposed CBL, including widening the bridge of CBL for the provision of a cycle track and a footpath. In addition, the cumulative increase in the overall construction cost over the past decade was considerable and drove up the project costs accordingly. Furthermore, the current estimate of \$5,625.7 million was in MOD prices.

Effectiveness of the proposed Cross Bay Link, Tseung Kwan O in improving traffic

104. Given that the commissioning of the proposed CBL would be later than that of the Tseung Kwan O – Lam Tin Tunnel ("TKO-LTT") under construction, Mr KWONG Chun-yu was concerned how the Administration would address the traffic congestion in TKO district in the interim.

105. Deputy Secretary for Transport and Housing (Transport)¹ and Assistant Commissioner for Transport (Planning) ("AC for T/P") advised that subject to the funding approval of FC in this legislative session, the Administration planned to commence the works of the proposed CBL in the second half of 2018 for completion in 2022. During the time between the commissioning of TKO-LTT and the completion of the proposed CBL, the relevant government departments would explore and introduce appropriate traffic improvement measures, such as adjusting road traffic light signal control at junctions and providing dedicated left-turn lanes at the relevant roundabouts, in a timely manner to temporarily relieve the traffic load in TKO district.

106. Mr Holden CHOW expressed support for the proposed works and hoped that the works could commence as soon as possible to solve the problem of traffic congestion in TKO district. Mr CHOW noted that according to the TIA completed by the Administration in 2015, upon completion of the proposed works, the traffic conditions at the critical road junctions in TKO town centre and along Wan Po Road would improve

significantly. However, Mr CHOW urged the Administration to continuously monitor the traffic conditions in TKO district upon the commissioning of TKO-LTT and the proposed CBL and introduce other traffic improvement measures when necessary.

107. AC for T/P responded that the proposed CBL could provide the south-eastern part of TKO with a direct access route to TKO-LTT for travelling to and from Kowloon, and with the commissioning of the Shatin to Central Link and the Central Kowloon Route in future, the road traffic conditions in Kowloon would be further improved. In the long run, the Administration would examine comprehensively the future planning for transport infrastructures in Hong Kong under the Strategic Studies on Railways and Major Roads beyond 2030 and formulate corresponding traffic improvement measures.

Facilities at the proposed Cross Bay Link, Tseung Kwan O

108. While expressing support for the proposed works, Dr KWOK Ka-ki enquired whether facilities such as washrooms, drinking fountains or rain shelters would be provided at the cycle track on the proposed CBL, whether the cycle track would be connected to the local cycle track network, including whether cyclists could access the above cycle track via the lift at the cycle track in Area 86 of TKO, and whether the Administration had consulted the relevant cyclist groups on the design of the cycle track and the suggestions adopted.

109. Deputy Project Manager (East), East Development Office, CEDD ("DPM(E)/CEDD") replied that washrooms and drinking fountains were provided near both ends of the marine viaduct of the proposed CBL for the convenience of cyclists. Moreover, the 1.8-kilometre long cycle track on the proposed CBL would be connected to the existing and planned cycle track network in the southern part of TKO, forming a cycle track loop of about 5 kilometres long in total. Cyclists could access the above cycle track via the lift at the proposed cycle track in Area 86 of TKO. The Administration had also consulted the relevant cyclist groups on the design of the proposed cycle track and largely adopted the suggestions put forward by those groups, such as providing resting stations along the cycle track.

110. Dr KWOK Ka-ki asked about the details of the renewable energy ("RE") facilities to be installed on the proposed CBL, including the technologies to be adopted, the number of such facilities and their generation capacity.

Admin

111. DPM(E)/CEDD advised that it was the government policy to include RE facilities under public work projects as far as practicable. For example, light-emitting diode ("LED") type light fittings would be provided at the proposed CBL and consideration would be given to installing solar panels on the ancillary facilities at CBL. He undertook to provide the information requested by Dr KWOK after the meeting.

112. The Chairman said that the Subcommittee would continue to discuss this item at the next meeting. The meeting ended at 12:59 pm.

Council Business Division 1
Legislative Council Secretariat
1 June 2018