

立法會
Legislative Council

LC Paper No. CB(1)287/19-20

(These minutes have been
seen by the Administration)

Ref : CB1/PL/DEV

Panel on Development

Minutes of meeting
held on Tuesday, 30 April 2019, at 2:30 pm
in Conference Room 1 of the Legislative Council Complex

Members present : Hon LEUNG Che-cheung, SBS, MH, JP (Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, BBS, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, BBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung

Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS

Members attending : Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon KWOK Wai-keung, JP

Members absent : Hon Kenneth LAU Ip-keung, BBS, MH, JP
(Deputy Chairman)
Hon Andrew WAN Siu-kin
Hon Tanya CHAN

Public officers attending : **Agenda item III**

Mr Jacky WU Kwok-yuen
Principal Assistant Secretary (Works)⁵
Development Bureau

Mr WONG Sui-kan
Assistant Director/Projects & Development
Drainage Services Department

Mr Jimmy POON Sui-shun
Chief Engineer/Project Management
Drainage Services Department

Agenda item IV

Miss Cheryl CHOW Ho-kiu
Principal Assistant Secretary (Planning and Lands)²
Development Bureau

Ms Alice PANG, JP
Project Manager (South)
Civil Engineering and Development Department

Mr Raymond LEE Wai-man
Chief Engineer/South 1
Civil Engineering and Development Department

Agenda item V

Mr Victor CHAN Fuk-yiu
Principal Assistant Secretary (Works)2
Development Bureau

Mr Wallace TANG Wing-keung
Assistant Secretary (WP2)4
Development Bureau

Mr Michael LEUNG Chung-lap, JP
Project Manager (East)
Civil Engineering and Development Department

Mr George MAK Kin-ming
Chief Engineer/E5
Civil Engineering and Development Department

Mr Tommy WONG Chi-wai
Senior Engineer/15(E)
Civil Engineering and Development Department

Agenda item VI

Ms Doris HO Pui-ling, JP
Deputy Secretary (Planning & Lands)1
Development Bureau

Miss Rosalind CHEUNG Man-yee
Principal Assistant Secretary (Harbour)
Development Bureau

Ms Alice PANG, JP
Project Manager (South)
Civil Engineering and Development Department

Mr Wilson MA Hon-wing
Chief Engineer/S3
Civil Engineering and Development Department

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

Staff in attendance : Ms Ada LAU
Senior Council Secretary (1)2

Mr Keith WONG
Council Secretary (1)2

Ms Christina SHIU
Legislative Assistant (1)2

Action

I Information paper(s) issued since the last meeting

(LC Paper No. CB(1)828/18-19(01) — Referral memorandum on issues raised at the meeting between Legislative Council Members and Wong Tai Sin District Council members on 22 March 2019 relating to the redevelopment of Choi Hung Road Market to provide other community facilities (Restricted to Members)

LC Paper No. CB(1)860/18-19(01) — E-mail dated 8 April 2019 from Hon HUI Chi-fung on issues relating to the grading system for historic buildings

LC Paper No. CB(1)913/18-19(01) — Referral memorandum on issues raised at the meeting between Legislative Council Members and Wong Tai Sin District Council members on 22 March 2019 relating to the redevelopment of the Ngau Chi Wan Village squatter area (Restricted to Members))

Members noted that the above information papers had been issued since the last meeting.

II Items for discussion at the next meeting

(LC Paper No. CB(1)916/18-19(01) — List of outstanding items
for discussion

LC Paper No. CB(1)916/18-19(02) — List of follow-up actions)

2. Members agreed that the next regular meeting scheduled for Tuesday, 28 May 2019, at 2:30 pm would end at 5:00 pm to discuss the following items proposed by the Administration:

- (a) Establishment of the Urban Forestry Support Fund;
- (b) PWP Item No. 7702CL — Kai Tak Development — remaining infrastructure works for developments at the former runway and south apron; and
- (c) Training of construction workers.

(Post-meeting note: At the request of the Administration and with the concurrence of the Chairman, item (c) above was retitled as "Proposed enhancements for training of construction workers"; and the order of the items was swapped. Members were informed of the changes on 21 May 2019 vide LC Paper No. CB(1)1086/18-19.)

3. Mr CHAN Han-pan enquired about the timetable to discuss the review of the Hong Kong Planning Standards and Guidelines, which had been placed on the list of outstanding items for discussion for several years. The Chairman relayed the Administration's advice that, as the review of the provision standards for parking and transport facilities, about which Mr CHAN had concerns, involved studies by various bureaux or departments, it might be more appropriate to discuss the subject at a joint meeting of the Panel on Development with other relevant Panel(s) after the studies had been concluded.

4. Ms Alice MAK enquired about the timetable to discuss a Member's Bill proposed by her to amend the Waterworks Regulations (Cap. 102 sub. leg. A), the Chairman replied that the Administration was studying the matter.

(Post-meeting note: The Members' Bill proposed by Ms Alice MAK was tentatively proposed to be discussed in the Panel meeting in July 2019 and it was reflected as such in the list of outstanding items for discussion for the regular meeting in May 2019 (LC Paper No. CB(1)1086/18-19(01)).

III PWP Item No. 172CD (Part) — Rehabilitation of Underground Stormwater Drains — Stage 2

(LC Paper No. CB(1)916/18-19(03) — Administration's paper on PWP Item No. 172CD (Part) ☐☐ Rehabilitation of ☐ Underground Stormwater Drains ☐ Stage 2)

5. At the invitation of the Chairman and with the aid of a powerpoint presentation, the Principal Assistant Secretary (Works)5, Development Bureau ("PAS(W)5/DEVB") briefed the Panel on upgrading part of 172CD "Rehabilitation of underground stormwater drains – stage 2" to Category A for conducting condition survey and rehabilitation works of relevant underground stormwater drains in the districts of Tsuen Wan, Kwai Tsing, Shum Shui Po, Yau Tsim Mong, Kowloon City and Wong Tai Sin ("the Six Districts"). He indicated that the Administration planned to commence the proposed works in the first quarter of 2020 for completion in the third quarter of 2024 at an estimated cost of \$515.1 million in money-of-the-day prices.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)989/18-19(01) by email on 2 May 2019.)

6. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

Implementation timetable and scope of works under Territory-wide Replacement and Rehabilitation Programme for Stormwater Drains

7. Mr Gary FAN noted that the length of the underground stormwater drains to be surveyed/rehabilitated under the proposed works project made up only 2.75% of the total length of the underground stormwater drains in Hong Kong. Mr Wilson OR also pointed out that less than 100 kilometres

("km") of underground stormwater drains would be surveyed/rehabilitated in the proposed works project under the Territory-wide Replacement and Rehabilitation ("R&R") Programme for Stormwater Drains ("R&R Programme"). Mr FAN and Mr OR enquired about the Administration's timetable of conducting condition surveys on the remaining underground stormwater drains in Hong Kong, rehabilitating the high risk ones among them as well as the estimated cost to be incurred. Mr FAN also asked about the relative failure risks of the underground stormwater drains in the Six Districts compared with that in the other districts.

8. Mr Holden CHOW referred to Enclosure 2 to the Administration's paper and enquired about the differences between the R&R works to be carried out by the maintenance teams of DSD and the remainder of 172CD, including the sources of funding for carrying out the works.

9. PAS(W)5/DEVB advised that in 2015, the Administration conducted the "Enhanced Management of Underground Sewer and Drain Networks — Feasibility Study" ("the Study") to evaluate, among others, the risks of failure of the existing underground stormwater drains on a risk-based approach. The Study revealed that among the 2 400 km of underground stormwater drains in Hong Kong, about 246 km required condition surveys and about 71 km required rehabilitation. DSD accordingly formulated the R&R Programme to carry out priority condition surveys/rehabilitation works for these stormwater drains in batches, as outlined in Enclosure 2 to the Administration's paper. Under the R&R Programme, DSD deployed its internal resources to carry out condition surveys on 78 km and rehabilitation works on 30 km of underground stormwater drains, which were smaller in size. For the remaining stormwater drains, DSD implemented the R&R Programme under the on-going 180CD — "Rehabilitation of underground stormwater drains — stage 1", the proposed 172CD "Rehabilitation of underground stormwater drains — stage 2" and the remainder of 172CD with provisions approved/sought to be approved by the Legislative Council ("LegCo").

10. PAS(W)5/DEVB further advised that the underground stormwater drains in the Six Districts had been in service for 32 years on average hence having a higher risk of structural failure, as compared with those in other districts, and due to the higher risk, the Administration sought to seek LegCo's funding approval for timely surveying and rehabilitating them. The remainder of 172CD would cover condition surveys of 78 km and rehabilitation of 19 km of stormwater drains in areas other than the Six Districts, for which the Administration was currently consulting the stakeholders and would later seek funding approval by LegCo after completing the detailed design.

Technology and cost-effectiveness

11. Mr LAU Kwok-fan enquired about the efficiency of installing internal lining through the drains, instead of replacing ageing drains, in extending the life span of the rehabilitated drains. Noting that the proposed rehabilitation works and other drainage works in the Six Districts would be implemented in parallel, Mr LAU enquired whether the works would occupy more road surface and caused adverse traffic impact in busy districts in particular. Mr LAU and Mr Wilson OR called on the Administration to maintain close contact with the relevant District Councils and local community during the implementation stage about the traffic arrangements.

12. Mr Wilson OR enquired about the benefit of the trenchless technologies adopted in the proposed works project compared with the traditional pipe rehabilitation by excavation as well as the feasibility of compressing the lead time of the proposed project. Mr Holden CHOW enquired whether trenchless technologies would be applied to all the rehabilitation works under the R&R Programme.

13. PAS(W)5/DEVB advised that, the rehabilitated drains could be used for another 40 to 50 years after installation of the internal lining and the service condition of the rehabilitated underground stormwater drains would be no different from a new one. Compared with the situation of replacement of the drains after collapse, the phased rehabilitation program implemented with the application of trenchless technologies was more efficient in that it would take shorter time to complete, lessen the inconvenience brought to the public and would be cheaper. The Administration inclined to award the contract for the proposed stormwater drain rehabilitation works and the proposed sewer rehabilitation works discussed in the Panel on Environmental Affairs dated 29 April 2019 in the Six Districts to one single contractor so that the works could be implemented in a coordinated manner, the time of road closure would be minimized and the labour deployment would be more efficient. By carrying out the rehabilitation works through manholes and by trenchless technologies as far as possible, road excavation works could be reduced and traffic impact would be minimized. PAS(W)5/DEVB advised that the Administration would adopt trenchless technologies in rehabilitating the underground stormwater drains in the R&R Programme.

14. Mr Tony TSE enquired about the suitability of using the trenchless technologies in rehabilitating severely damaged underground stormwater

drains and the duration of suspension of service during the rehabilitation works.

15. Assistant Director/Projects and Development, Drainage Services Department ("AD(P&D)/DSD") advised that the rehabilitation works would be carried out during dry seasons when there was no or little rain, and it would take only a few days to complete the rehabilitation by cured-in-place-pipe-lining (the first method introduced in the powerpoint presentation) for each cleaned stormwater drain with diameter smaller than one metre. Slip-lining could be carried out even when there was some water in the underground stormwater drains.

Expedient connection of sewers to underground stormwater drains

16. Dr Priscilla LEUNG was concerned about the problem of filthy smell from the stormwater drains in the Six Districts and enquired whether the problem would be worsened during the rehabilitation works. Dr LEUNG and Dr CHENG Chung-tai expressed concern about the prevalence of the problem of expedient connection of sewers to underground stormwater drains in the Six Districts, and asked whether the Administration would take the opportunity of rehabilitating the underground stormwater drains to rectify such cases of expedient connection. Dr CHENG asked whether the proposed rehabilitation works would complement or conflict with the upcoming district-based redevelopment projects implemented by the Urban Renewal Authority in old districts including Kowloon City and Tsuen Wan.

17. AD(P&D)/DSD said that DSD had been taking multi-pronged measures to deal with the problem of filthy smell associated with underground stormwater drains, including cleaning the stormwater drains to prevent the accumulation of silt during routine inspections by DSD and installation of dry weather flow interceptors. DSD would also clean and remove the silt inside the underground stormwater drains before installing the internal linings in the proposed works project. AD(P&D)/DSD and PAS(W)5/DEVB indicated that, DSD would rectify expedient connection of sewers to underground stormwater drains during its routine inspection and maintenance work, implementation of the proposed project, as well as upon receipt of reported cases from the public. It might also refer suspected cases of expedient connection of sewers to underground stormwater drains to the relevant departments for follow-up actions. PAS(W)5/DEVB supplemented that since Buildings Department would furnish to DSD the building drawings of development and redevelopment projects, DSD could design the rehabilitation works complementing with such projects in the relevant districts.

Blockages of stormwater drains

18. Mr Tony TSE enquired about the preventive measures taken by the Administration before the onset of rainy seasons to avoid flooding caused by blocked stormwater drains.

19. AD(P&D)/DSD said that blockages of stormwater drains might be caused by expedient connection of sewers to underground stormwater drains and rubbish washing down the drains by heavy rain. The Operations & Maintenance Division ("O&M Division") of DSD which was responsible for handling reports of blocked stormwater drains would, before the onset of rainy seasons, inspect and clear the rubbish inside the stormwater drains at flood prone areas. O&M Division would clear blocked stormwater drains with its internal resources.

20. Mr CHU Hoi-dick pointed out that the discharge of waste water into stormwater drains in old districts by shops and eateries also caused pollution and blockages of stormwater drains but the relevant departments did not appear to have taken enforcement actions strictly. Mr CHU asked about the Administration's actions to rectify the situation so that the public would not be given an impression that the malpractice was connived by the Administration. Mr Tony TSE expressed concern about improper use of stormwater drains by the public.

21. AD(P&D)/DSD said that the Administration was aware of the malpractice mentioned by Mr CHU Hoi-dick. He explained that DSD had been collaborating with the Environmental Protection Department to follow up cases of expedient connection of sewers to underground stormwater drains and enhance water quality in river revitalization projects in recent years. DSD would refer suspected cases of improper discharge of sewage into stormwater drains to the relevant departments for the latter's investigation and enforcement actions. Apart from this, DSD had sought to increase public awareness to rectify improper wastewater connections and not to dispose of wastewater into the stormwater system by making use of its Announcements in the Public Interest. At the request of Mr CHU, the Administration undertook to provide the respective numbers of referrals by DSD to the relevant government departments to take enforcement actions against alleged cases of wastewater discharge into stormwater drains from sources including eateries, and prosecutions instituted against such cases in recent years.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1101/18-19(01) on 24 May 2019.)

Submission of the funding proposal to the Public Works Subcommittee

22. Mr Gary FAN, Dr Priscilla LEUNG, Mr Holden CHOW, Dr CHENG Chung-tai, Mr Wilson OR, Mr Tony TSE and Mr CHU Hoi-dick expressed their support to the proposal. Mr LAU Kwok-fan said members belonging to the Democratic Alliance for the Betterment and Progress of Hong Kong supported the proposal. The Chairman concluded that members having spoken on this item agreed to recommend the funding proposal for consideration by the Public Works Subcommittee.

IV PWP Item No. 7332CL (Part) — West Kowloon Reclamation — Main works (remainder) — Footbridge at the junction of Sham Mong Road and Hing Wah Street West in Sham Shui Po

(LC Paper No. CB(1)916/18-19(04) — Administration's paper on PWP Item No. 7332CL (Part) — West Kowloon Reclamation — Main works (remainder) — Footbridge at the junction of Sham Mong Road and Hing Wah Street West in Sham Shui Po)

23. At the invitation of the Chairman, Principal Assistant Secretary (Planning and Lands)2 Development Bureau ("PAS(P&L)/DEVB") briefed members on the Administration's proposal to upgrade part of the remainder of 7332CL — "Footbridge at the junction of Sham Mong Road and Hing Wah Street West in Sham Shui Po" ("proposed works") to Category A to construct a covered four-span footbridge system equipped with lifts, covered escalators and staircases to link up with the existing and future adjacent developments. With the aid of a powerpoint presentation, Project Manager (South) Civil Engineering and Development Department ("PM(S)/CEDD") briefed members on the details of the proposed works.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)989/18-19(02) by email on 2 May 2019.)

24. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure of LegCo, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

Project cost

25. Dr Helena WONG said members belonging to the Democratic Party supported the proposed works which could cope with the increasing pedestrian flow generated from the future developments in the area. She requested the Administration to provide the cost breakdown of the proposed works. PM(S)/CEDD said the cost breakdown would be provided in the funding proposal to be submitted to the Public Works Subcommittee ("PWSC") for consideration.

Design of the footbridge system

26. Mr CHU Hoi-dick noted and welcomed the provision of escalators in the proposed footbridge system. He understood from some other footbridge projects that the Administration would consider installing escalators in a new footbridge only if the forecast hourly pedestrian flow during peak hours reached 3 000, whereas the proposed footbridge system would be equipped with four escalators despite its estimated peak two-way pedestrian flow of only about 1 400 pedestrians per hour. As such, he requested the Administration to explain the criteria of provision of escalators in a new footbridge system.

27. Mr WU Chi-wai asked whether the proposed footbridge system would be connected to the future developments at the North West Kowloon Reclamation Area Site 6 ("Site 6").

28. PM(S)/CEDD said that the provision of escalators in a new footbridge would be considered individually having regard to the actual circumstances at the site, including accessibility and whether there was enough space for installing escalators and associated mechanical devices. As for the case of the proposed footbridge system, given that there were a number of primary and secondary schools located near the junction of Sham Mong Road and Hing Wah Street West, provision of escalators in the proposed footbridge system could provide a safe and convenient pathway for the students. Furthermore, the proposed footbridge system would connect with the footbridge system at the junction of Sham Mong Road and Tonkin Street West (under construction) and another one at the junction of Sham Mong Road and Yen Chow Street West to form a continuous grade-separated pedestrian network to serve the existing and future major

housing developments nearby, including the developments at Site 6. In light of the above, provision of escalators in the proposed footbridge system would be conducive to enhancing the accessibility of these existing and new developments.

29. Dr Helena WONG was concerned about the setting of the escalator speed, and whether the number and capacity of the lifts to be installed in the proposed footbridge system could cope with the pedestrian flow.

30. PM(S)/CEDD said that CEDD would work with relevant parties to appropriately adjust the escalator speed to maintain a suitable balance of safety and smooth pedestrian flow at the initial commissioning period. She further advised that the capacity of each of the seven lifts to be installed in the proposed footbridge system was 12 persons. Complemented with the escalators, the capacity of the lifts would be adequate to meet the demand.

31. Mr CHAN Chi-chuen expressed support for the proposed works. He asked about the justifications of connecting the footbridge system with Aqua Marine, which was a private housing and commercial development.

32. PM(S)/CEDD responded that the proposed footbridge system was designed to provide a convenient walking environment round-the-clock to serve not only the residents of Aqua Marine, but residents of all existing and future major housing developments in the area. It was expected that pedestrians, including students attending schools nearby, would use the footbridge system via the exit at Aqua Marine.

33. Mr Holden CHOW said members belonging to the Democratic Alliance for the Betterment and Progress of Hong Kong supported the proposed works. He asked why only one lift would be installed at the Aqua Marine exit, comparing to two at each of the other exits of the footbridge system.

34. PM(S)/CEDD explained that a lift and a staircase which opened to the public 24 hours a day were available at Aqua Marine, thus already offering an additional pathway for the pedestrians using the proposed footbridge system when it was connected to Aqua Marine in the future.

35. Mr Holden CHOW, Dr Helena WONG and Mr WU Chi-wai asked about the justifications for removal of the existing at-grade pedestrian crossings upon completion of the proposed works. Mr WU also asked whether the Sham Shui Po District Council ("SSPDC") supported such arrangement.

36. PM(S)/CEDD advised that by removing the existing at-grade pedestrian crossings, pedestrians would be encouraged to use the new footbridge system which could enhance pedestrian safety. Furthermore, the removal of the pedestrian crossings would also improve the capacity of the road junction between Sham Mong Road and Hing Wah Street West so as to cope with the future increase in traffic flow. She supplemented that SSPDC had indicated its support to the removal of existing at-grade crossings and such arrangement had been indicated in the gazette documents.

37. Mr WU Chi-wai said the Highways Department ("HyD") had previously refused to install a large road sign at the side of an existing footbridge in Kowloon, worrying that the loading added by the road sign would adversely impact on the footbridge structure. He asked whether large road signs could be installed on the top or at the side of the proposed footbridge system.

38. PM(S)/CEDD said that the proposed footbridge would be capable of withstanding the additional loadings due to road signs of normal size mounted onto the footbridge structure. CEDD would discuss with HyD and the Transport Department to review whether some road signs would need to be mounted onto the proposed footbridge system.

Completion schedule

39. Dr Priscilla LEUNG expressed support for the proposed works which could meet the daily needs of the residents living in the area. She asked whether the proposed footbridge system could be completed and commissioned before the public housing development at Site 6 was available for intake in 2021.

40. PM(S)/CEDD said that the Administration would strive to complete the proposed works as soon as possible so as to meet the pedestrian flow generated from the new residents of the public housing development at Site 6. CEDD would make effort to shorten the construction time as far as practicable, by making reference to the experience of the construction of the nearby footbridge system at the junction of Sham Mong Road and Tonkin Street West, which was similar to the proposed works. In addition, prefabricated construction/ components would be used as far as practicable to expedite the works progress.

41. Dr Helena WONG pointed out that most of the new housing developments and public facilities in the area would be completed and

commissioned before 2023. However, the construction works of the proposed footbridge system were expected to be completed by the third quarter of 2023. She asked whether there had been a delay in taking forward the proposed works by the Administration.

42. PM(S)/CEDD said CEDD had conducted an advance site investigation and found that part of the construction area of the proposed works was occupied by a major water main. Additional time was then spent in the design of the proposed works. Since obtaining the support for the project from SSPDC, CEDD had expedited the preparation process of the construction works. She stressed that CEDD would strive for early completion of the proposed works.

Submission of the funding proposal to the Public Works Subcommittee

43. The Chairman concluded that members in general supported the Administration's submission of the funding proposal to PWSC for consideration.

V Proposed creation of one supernumerary Government Engineer post and one supernumerary Chief Engineer post in the Civil Engineering and Development Department

(LC Paper No. CB(1)916/18-19(05) — Administration's paper on proposed creation of one supernumerary Government Engineer post and one supernumerary Chief Engineer post in the Civil Engineering and Development Department)

44. At the invitation of the Chairman, the Principal Assistant Secretary (Works)2, Development Bureau ("PAS(W)2, DEVB") briefed the Panel on the proposal to create two supernumerary posts of one Government Engineer ("GE") (D2) (designated as Head (Kai Tak Office) ("H(KTO)")) and one Chief Engineer ("CE") (D1) (designated as Chief Engineer/East 4 ("CE/E4")) in the Civil Engineering and Development Department ("CEDD") for a period of about nine years with immediate effect upon approval of the Finance Committee ("FC") up to 31 March 2028 to lead and support the Kai Tak Office ("KTO") for the overall co-ordination and

implementation of on-going and upcoming projects for the Kai Tak Development ("KTD").

The creation and tenure of the proposed posts

45. Noting that the tenure of both the former H(KTO) and CE/E4 had expired on 1 April 2019, Mr Jeremy TAM enquired about the reasons for the Administration not seeking approval from the Legislative Council ("LegCo") to extend their tenure before expiry, and whether the Administration had thereafter re-assessed the operational needs of KTO and decided to create the posts again. Dr Helena WONG enquired about work progress hitherto made by KTO after the said expiry of the tenure.

46. PAS(W)2, DEVB advised that the two supernumerary posts of the former CE/E4 (formerly designated as Chief Engineer/Kowloon 3) and H(KTO) were respectively created in 2009 and 2010 up to 31 March 2014, and subsequently approved by FC in December 2013 for retention up to 31 March 2019, to support and lead KTO in coordinating and implementing various projects of KTD progressively. He said that the Administration had all along acknowledged the retention need of the two posts, but would like to thoroughly review the operational needs of CEDD and KTO. In this connection, CEDD had comprehensively reviewed the workload and staffing strength of directorate officers at CEDD as well as the outstanding tasks of KTO. Also, taking into account the additional workload arising from the increase in the development intensity at KTD approved by the Chief Executive-in-Council in 2018, the Administration affirmed that it would be necessary to retain the posts of H(KTO) and CE/E4. CEDD had in the interim continued to proceed with the various projects at KTD by redeploying its internal resources and sharing out of the workload among its existing directorate officers as a transitional arrangement.

47. Mr CHAN Chi-chuen asked why the Administration proposed creating the two supernumerary posts for about nine years in one go, instead of following a more prudent approach generally adopted in many other staffing proposals to set a time-limit of about three years for each tenure and seek extensions subject to further review and approval by LegCo based on the performance of the post holders and updated operational needs. Dr Helena WONG held similar views and asked the Administration to consider shortening the tenure of the proposed posts, for example, to an initial period of three years, when it submitted the proposal to the Establishment Subcommittee ("ESC") for its consideration.

48. PAS(W)2, DEVB explained that there were quite some projects of KTD to be taken forward in the coming years, including Trunk Road T2 and Cha Kwo Ling Tunnel, Central Kowloon Route, Kai Tak Sports Park, New Acute Hospital and open space of about 100 hectares in total land area. Given the mega scale and high complexity of these projects, some of which intertwined with others, they would be implemented in phases and most of them would be completed in about nine years' time, i.e. in about 2027-2028. Project Manager (East), CEDD ("PM(E), CEDD") supplemented that KTO was also implementing the infrastructure works for the development at Kwun Tong Action Area ("KTAA"), which was tentatively scheduled for completion in 2029. The infrastructure works included road improvement works at the roundabout between Wai Yip Street and Hoi Yuen Road, road works of Kei Yip Street and Kei Yip Lane and site formation works relating to commercial development in KTAA. Apart from this, KTO was taking forward the provision of a pedestrian subway to link up an upcoming urban redevelopment project launched by URA at Kai Tak Road/Sa Po Road with KTD. This pedestrian subway project entailed conducting traffic impact assessment, the linkage required and the drawing up of terms and conditions in the relevant land lease to complement the Kai Tak Road/Sa Po Road project by URA, which was anticipated to complete in 2030-2031. Upon the request of Dr Helena WONG, the Administration agreed to provide a list setting out the performance targets (including the tasks and target completion time) of the two proposed posts during their nine-year tenure.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1085/18-19(01) on 20 May 2019.)

49. Mr LAU Kwok-fan noted that the tenure of the two proposed posts would end in 2028, i.e. one or two years before the target completion dates of a number of infrastructure projects overseen by KTO, and suggested lengthening the tenure to 10 years or splitting it into two consecutive terms, say, of five years each to enable an interim review. Mr HO Kai-ming considered that the length of the tenure was appropriate given that most of the infrastructure projects would be completed in about nine years' time. Mr HO also expressed appreciation for the former H(KTO) who had actively communicated with members belonging to the Hong Kong Federation of Trade Unions ("HKFTU") and taken on board their suggestions about KTD.

50. In response, PAS(W)2, DEVB indicated that the Administration would review the need for extending the proposed posts by 2027 taking into account the outstanding workload and strength of directorate staff of

CEDD and KTO at that time, and seek LegCo's support to extend their tenure where necessary.

Roles and duties of the proposed posts

51. Mr CHAN Chi-chuen asked about the timetable, progress and anticipated completion time of the Detailed Feasibility Study ("DFS") for Environmentally Friendly Linkage System ("EFLS") for Kowloon East being undertaken by KTO, and the number of development models for EFLS under consideration. Mr CHAN considered that EFLS was too costly yet inefficient and the development of which was controversial. He would like to know the roles of the proposed posts in the DFS for EFLS for Kowloon East, and the implication of the approval of their new tenure ending in 2028 on the staffing support and progress of work of KTO in continuing with DFS as well as implementing EFLS.

52. PAS(W)2, DEVB advised that KTO would continue with the DFS for EFLS for Kowloon East, making reference to the latest development in the environmentally friendly transportation technology at home and abroad so as to ascertain its feasibility. Given EFLS was a complicated project, it would take time for KTO to identify the difficulties and figure out the solutions for them. The proposed posts would be tasked with the study which included the alignment options and other operation arrangements. He remarked that the Administration had given an account of the latest progress of the study in response to a LegCo Member's oral question. In gist, the Administration would need more time to complete the study and it was premature to set any precise timetable for the implementation of EFLS.

53. Mr HO Kai-ming expressed views about the connectivity of KTD to its adjoining districts. Mr HO opined that (a) there were insufficient roads connecting KTD to Wong Tai Sin direct; (b) unlike the proposed Boardwalk underneath the Island Eastern Corridor (the next agenda item), no similar pedestrian-friendly walkway was contemplated by the Administration for connecting Kwun Tong to KTD; and (c) development of EFLS had yet to take shape. Mr HO considered that H(KTO) should during the new tenure strengthen the planning for the infrastructures connecting KTD to its neighbourhood, in particular Wong Tai Sin and Kwun Tong.

54. PAS(W)2, DEVB said that one of the roles of KTO and H(KTO) was to coordinate the implementation of infrastructure projects aiming at enhancing the integration of KTD with the old neighbourhoods in the adjoining districts including Kwun Tong, Ngau Tau Kok, Kowloon Bay,

San Po Kong and Kowloon City. The projects included local infrastructure facilities and road improvement works.

Expansion of strength of directorate staff at the Civil Engineering and Development Department

55. Mr CHAN Chi-chuen noted that CEDD had in recent years established various dedicated offices and created a number of supernumerary posts at directorate level thereunder to take forward new development projects. Mr CHAN queried whether there was a genuine need for such arrangements, as well as the anticipated expansion of CEDD in future years as a result. Mr LAU Kwok-fan had similar observations and enquired about the staff redeployment upon completion of the projects for which the posts were created so as to ensure efficient use of human resources.

56. PAS(W)2, DEVB responded that the Administration had attached much significance to adopting a prudent approach in the creation of posts and downsizing of departments where appropriate. In deciding whether to create a post at directorate level, the relevant bureau/department would first conduct a comprehensive review of the workload distribution of the existing directorate officers to consider the feasibility of internal redeployment to take on the new workload. As for the instant staffing proposal, CEDD had already critically examined the possibility of staff redeployment, but concluded that it was operationally not possible for other directorate officers within CEDD, who were already fully engaged in other on-going and new development projects, to take up the tasks without adversely affecting the discharge of their current duties.

57. Mr CHU Hoi-dick sought elaborations on the differences in the organization under the various designated offices under CEDD, including (a) the differences in the roles, duties and ranks of the proposed H(KTO), other comparable GE grade posts and a Project Manager in CEDD; (b) the role differentiation between the Energizing Kowloon East Office ("EKEO") and KTO; and (c) the reason why the Chinese title of the Head of Sustainable Lantau Office ("H(SLO)") was rendered as "處長" while that of H(KTO) as "專員".

58. PAS(W)2, DEVB explained that KTO, established in March 2010, was dedicated to implement various projects of KTD under the East Development Office of CEDD. The proposed H(KTO) would be a GE at D2 rank, responsible to PM(E) of CEDD and supported by the proposed CE/E4. EKEO was an office under Works Branch of DEVB dedicated to steer, supervise, oversee and monitor the development of Kowloon East

with a view to facilitating its transformation into the second Core Business District of Hong Kong. The major projects implemented by EKEO included KTAA, Kowloon Bay Action Area and rejuvenation of the old districts in Kowloon East. The Chinese titles of H(SLO) and the proposed H/KTO reflected the distinct roles and duties of the two posts and could facilitate the Administration's communication with the stakeholders.

Submission of the staffing proposal to the Establishment Subcommittee

59. Mr Jeremy TAM expressed his support to the proposal at this stage. Mr LAU Kwok-fan and Mr HO Kai-ming respectively said that members belonging to the Democratic Alliance for the Betterment and Progress of Hong Kong and HKFTU supported the proposal. Mr CHAN Chi-chuen said he did not support the proposal. Dr Helena WONG said that members belonging to the Democratic Party had yet to decide their stance. Mr CHU Hoi-dick said that he had yet to decide whether to support the same. The Chairman concluded that a majority of the members having spoken on this item supported to submit this staffing proposal to ESC for its deliberation.

VI Proposed Boardwalk underneath the Island Eastern Corridor

(LC Paper No. CB(1)916/18-19(06) — Administration's paper on Latest Scheme for proposed Boardwalk underneath the Island Eastern Corridor)

Other relevant paper

(LC Paper No. CB(1)967/18-19(01) — Submission from the Society for the Prevention of Cruelty to Animals (HK) dated 26 April 2019)

60. At the invitation of the Chairman, Project Manager (South), CEDD ("PM(S), CEDD") briefed the Panel on the Latest Scheme for the proposed Boardwalk underneath the Island Eastern Corridor ("IEC") ("the proposed Boardwalk") as presented under the Stage 3 community engagement exercise and on the tentative implementation workplan with the aid of a powerpoint presentation.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)989/18-19(03) by email on 2 May 2019.)

Estimated cost of works for the proposed Boardwalk

61. Dr Helena WONG noted that \$6 billion was earmarked in the 2019-2020 Budget for implementing nine harbourfront enhancement projects, including the proposed Boardwalk project, supported by the Harbourfront Commission ("HC"). She enquired about the estimated amount of the earmarked funding to be allocated for implementing the proposed Boardwalk project and the timetable for seeking funding approval from FC for that. Mr Gary FAN asked whether the Administration had advised the Eastern District Council ("EDC") about the estimated cost for the construction of the proposed Boardwalk when soliciting EDC's support to its Latest Scheme; and if not, the reason for not doing so.

62. Deputy Secretary for Development (Planning & Lands)1 ("DS(P&L)1") noted members' concern about the estimated cost of the proposed Boardwalk, and advised that about 1.3 kilometres ("km") of the 1.7 km-proposed Boardwalk would be put underneath the existing IEC structure in the Latest Scheme thereby minimizing the piled foundations required to be built as well as reclamation needed hence reducing costs. The Administration would carry out detailed design for the proposed Boardwalk, and as the cost estimate for the detailed design work would not exceed \$30 million, it would be financed under the Capital Works Reserve Fund block allocations 2019-2020 approved by FC. Once the detailed design was ready, the Administration would target to arrange the necessary statutory gazettal in 2020 and then seek FC's funding approval for the capital works in the latter half of 2021. The detailed design would provide a more solid basis for estimating the cost of works. It would be premature to carry out an overall cost estimate at this stage.

Design of the Proposed Boardwalk

63. Mr Gary FAN welcomed the provision of three additional access points in the Latest Scheme, and enquired whether each of the seven access points would be of the same width of 10 metres ("m") as the proposed Boardwalk to ensure safe and conflict-free access. Mr FAN expressed concern about possible conflicts among users including pedestrians, joggers and cyclists at access points if they were not wide enough, in particular at Tong Shui Road and Hoi Yu Street where bicycle parking spaces would be provided.

64. PM(S), CEDD advised that at least 10 m width would be provided at the access points near Tong Shui Road and Hoi Yu Street. There would be more space at the access point near Hoi Yu Street where an activity node would be provided. Other access points with the link bridges would be about 3.5 m in width in general.

65. Mr KWOK Wai-keung relayed the security concern raised by the residents of Provident Centre that trespassers might enter their housing estate via the additional access point outside, and called on the Administration to liaise closely with their representatives to follow up the matter. DS(P&L)1 noted the concern and said that the Administration would consult the owners' incorporation of Provident Centre during the detailed design stage.

66. Mr CHAN Chi-chuen mentioned that when Typhoon Mangkhut hit Hong Kong, the highest tidal level reached about 4 m above the Hong Kong Principal Datum ("mPD") in some parts of Hong Kong, and he expressed concern over whether the proposed Boardwalk could withstand adverse weather. Noting that the heights of the proposed Boardwalk at different sections ranged from 5.5 mPD to 9.2 mPD, Mr CHAN enquired how the heights were determined and whether they could be raised.

67. Mr CHEUNG Kwok-kwan noted from the elevation of the proposed Boardwalk in the Annex to the Administration's paper that (a) the section of the proposed Boardwalk at the Ex-North Point Estate was remarkably higher than other sections; and (b) some sections of the proposed Boardwalk were quite steep. Mr CHEUNG enquired about the construction method to be adopted to overcome these constraints.

68. PM(S), CEDD advised that while the proposed Boardwalk would be designed as a light structure, it has to withstand the different loading requirements including wave surges. Although the proposed Boardwalk would be located at the inner harbour areas where the tidal surges would be less severe as compared with outer harbour areas, the Administration would consider the suggestions received during the Stage 3 community engagement exercise for increasing resilience of the proposed Boardwalk against adverse weather in the detailed design. As there are existing facilities including ferry piers situated along the proposed Boardwalk, some sections of the proposed Boardwalk would have to be built at some height to fit in with the constraints imposed by these facilities. Nevertheless, the proposed gradients of the proposed Boardwalk could meet the relevant requirements for provision of barrier-free access and facilities. The Administration would continue to refine the current design, including

liaison with relevant stakeholders of these facilities, with a view to lowering the gradient of the proposed Boardwalk as far as practicable.

69. Mr Tony TSE declared that he was a member of HC. Mr TSE said the public had been longing for a harbourfront promenade by the Victoria Harbour. He valued the social benefits to be created by the proposed Boardwalk and sought other members to support it. Mr CHEUNG Kwok-kwan expressed similar views and called on the Administration to expedite the implementation of the project. In response to members' concern about the completion time of the Boardwalk, DS(P&L)1 said that the Administration would study whether it was feasible to compress the implementation timetable as much as possible during the detailed design stage.

70. Dr Helena WONG was concerned whether the proposed Boardwalk would be located near the outlets of stormwater drains or sewerages giving out filthy smell that would discourage the public from visiting; and if so, the measures of the Administration to mitigate this problem. She also asked if fishing would be allowed only at the fishing platform of the proposed Boardwalk, and whether and how the Administration would ascertain that the fish catch there would be fit for consumption and issue warnings to the public in case otherwise. In the opinion of Dr WONG, the Administration should have studied these issues in the "Boardwalk underneath IEC – Investigation" Study conducted by CEDD in 2015.

71. DS(P&L)1 and PM(S), CEDD advised that Drainage Services Department ("DSD") had been implementing various projects under the Harbour Area Treatment Scheme to improve the water quality of the harbour. The Administration would consider appropriate mitigation measures, if necessary, to further enhance the water quality in the vicinity during the detailed design stage.

72. Mr KWOK Wai-keung expressed concern about the Administration's preparedness in the case of any judicial review filed against the implementation of the proposed Boardwalk project on the ground of the Protection of the Harbour Ordinance (Cap. 531) ("PHO").

73. Dr KWOK Ka-ki enquired whether the current design of the proposed Boardwalk complied with the requirements under PHO. He also asked whether the proposed Boardwalk was wide enough to accommodate the facilities to cater for the needs of different users.

74. DS(P&L)1 advised that as additional piled foundations would be erected in the seabed of the Victoria Harbour for the construction of the

proposed Boardwalk, its implementation had to be in compliance with PHO. In designing the alignment of the proposed Boardwalk, the Administration would ensure compliance of the relevant requirements under PHO. To meet the diversified needs of the public as expressed in different rounds of the public engagement exercises, the Boardwalk would be of a general width of 10 m throughout to provide sufficient space for accommodating the facilities required, meanwhile utilizing the space underneath IEC. DS(P&L)1 advised that the Administration had consulted the Society for Protection of the Harbour, a member of HC, on the alignment of the Latest Scheme and the Society found the design agreeable.

Facilities at the proposed Boardwalk

Cycling Track

75. Mr CHU Hoi-dick relayed the wish of cyclists for a cycling trail running from Tai Koo Shing to Western district, and enquired whether it was the Administration's objective of providing such a continuous waterfront promenade along the north of Hong Kong Island. Mr CHU suggested integrating the cycling trail with the pedestrian walkway.

76. DS(P&L)1 advised that, as the proposed Boardwalk would be 10 m wide, the Administration would, during the detailed design stage, decide the approach of shared use among different users including pedestrians and cyclists by making reference to the Greenway Pilot Project at the Kwun Tong Promenade. DS(P&L)1 said that the Administration was determined to enhance the accessibility to both pedestrians and cyclists of the harbourfront along the north of Hong Kong Island in the long run. Noting that some sections of the harbourfront might be too narrow due to past developments, the Administration would continue to explore further enhancement to the promenades to accommodate the shared use by pedestrians and cyclists where feasible.

Pet access

77. Mr CHU Hoi-dick referred to the submission from the Society for the Prevention of Cruelty to Animals (HK) ("SPCA") (LC Paper No. CB(1)967/18-19(01)), and enquired whether it was feasible for the Administration to adopt an inclusive approach to allow pet access along the proposed Boardwalk, instead of designating segregated pet zones.

78. DS(P&L)1 noted the concern expressed by SPCA in its letter and supplemented that the Administration had received suggestions on the

provision of a pet garden during the Stage 3 community engagement exercise. It would take into account relevant concerns and suggestions during the detailed design stage of the proposed Boardwalk.

Other public amenities

79. Mr KWOK Wai-keung said he was an EDC member and expressed the concern about the serious lack of public recreational facilities in the Eastern District for years. Mr KWOK said that EDC would support the proposed Boardwalk if recreational facilities would be provided there. DS(P&L)1 noted Mr KWOK's concern and said that the Administration would consider providing recreational facilities, sitting out areas and greening features for enjoyment by the public at the proposed Boardwalk during the detailed design stage.

80. Mr Gary FAN considered that the Administration should provide toilets and water dispensers along the proposed Boardwalk, and beautify its design by improving the visual impacts of its seaside railings (for example, by using frameless glass panels) and other structural features such as columns and walls so as to enhance the harbour view as well as the attraction of the Boardwalk. Mr FAN also enquired about the measures to monitor the air quality at the proposed Boardwalk since it would be adjacent to carriageways and underneath a flyover.

81. PM(S), CEDD said that given the proximity of the proposed Boardwalk to the harbour, the harbourfront would be ventilated by the sea breezes. The Administration would consider the suggestions about the public amenities to be provided at the proposed Boardwalk in the detailed design. It would also consult HC and make reference to other harbourfront enhancement projects such as Kwun Tong Promenade and overseas experiences.

Management of the proposed Boardwalk

82. Dr Helena WONG expressed concern about the management of the Boardwalk and its facilities after completion. Mr CHEUNG Kwok-kwan enquired about the daily opening hours of the Boardwalk and the crowd control arrangements during fireworks display on Victoria Harbour.

83. DS(P&L)1 advised that the Administration had received suggestions about the future management of the proposed Boardwalk during the Stage 3 community engagement exercise. The detailed design would consider the involvement of suitable agents in the management of the Boardwalk and associated facilities, the opening hours and crowd control measures. At

this stage, the Administration inclined to open the Boardwalk all-day after issues about security and provision of lighting facilities were resolved.

84. Mr Tony TSE took the view that the Administration might consider developing the land plots at the North Point Vehicular Pier in conjunction with the proposed Boardwalk project under public-private-partnership ("PPP") to include commercial elements thereby providing synergy and attracting more visitors there.

85. Dr KWOK Ka-ki expressed reservation about adopting PPP in the implementation and management of the proposed Boardwalk. Dr KWOK commented that such arrangement would only enable the private developers awarded with the management contract of the proposed Boardwalk to take advantage to benefit its private developments in the vicinity.

86. DS(P&L)1 indicated that when implementing the proposed Boardwalk project, the Administration would examine the development prospect of the government land plots adjacent to the Boardwalk. It would also look into the long-term management model of the proposed Boardwalk as well as commercial activities to be introduced to the government land plots concerned where possible. She supplemented that the Administration would implement the proposed Boardwalk as a public works programme with funding to be sought from FC.

VII Any other business

87. There being no other business, the meeting ended at 5:28 pm.