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

**Minutes of the 11th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 24 February 2021, at 8:30 am**

Members present:

Hon Tony TSE Wai-chuen, BBS, JP (Chairman)
Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon MA Fung-kwok, GBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Vincent CHENG Wing-shun, MH, JP

Members absent:

Hon Frankie YICK Chi-ming, SBS, JP

Hon CHEUNG Kwok-kwan, JP

Public officers attending:

Mr Howard LEE Man-sing Deputy Secretary for Financial Services and the Treasury (Treasury)³

Mr LAM Sai-hung, JP Permanent Secretary for Development (Works)

Ms Bernadette LINN, JP Permanent Secretary for Development (Planning and Lands)

Ms Maisie CHENG Mei-sze, JP Permanent Secretary for the Environment

Ms Margaret HSIA Mai-chi Principal Assistant Secretary for Financial Services and the Treasury (Treasury)(Works)

Mr Michael HONG Wing-kit Chief Civil Engineer (Public Works Programme)
Transport and Housing Bureau

Mr Jacky WU Kwok-yuen, JP Head of Civil Engineering Office
Civil Engineering and Development Department

Mr Joseph LO Kwok-kuen Deputy Head of Civil Engineering Office (Housing)
Civil Engineering and Development Department

Mr Gabriel WOO Tai-on Leader (Housing)
Civil Engineering and Development Department

Ms Emily SER Hing-yi Chief Architect (7)
Housing Department

Mr Ken YIP Koon-keung	Chief Traffic Engineer (New Territories East) Transport Department
Dr CHUI Tak-yi, JP	Under Secretary for Food and Health
Mr Gilford LAW Sun-on	Principal Assistant Secretary for Food and Health (Food) ²
Mr Edward TSE Cheong-wo, JP	Deputy Director of Architectural Services
Mr Alex TSE Lok-man	Senior Project Manager 335 Architectural Services Department
Ms Karyn CHAN Ching-yuen, JP	Deputy Director of Food and Environmental Hygiene (Administration and Development)
Miss Almaz LEUNG Tsz-ying	Assistant Director of Food and Environmental Hygiene (Market Special Duties)
Ms Louisa YAN Mei-ling	Principal Assistant Secretary for Development (Planning and Lands) ²
Mr Samson LAM Sau-sang	Project Manager (South) (Acting) South Development Office Civil Engineering and Development Department
Mr Clarence YEUNG Chong-tak	Chief Engineer (South) ¹ South Development Office Civil Engineering and Development Department
Mr Thomas CHAN Tak-yeung	Principal Assistant Secretary for Development (Works) ³
Mr Kelvin LO Kwok-wah, JP	Director of Water Supplies
Mr HO Kai-ho	Chief Engineer (Design) Water Supplies Department

Clerk in attendance:

Ms Connie HO

Chief Council Secretary (1)2

Staff in attendance:

Mr Keith WONG

Senior Council Secretary (1)2

Miss Iris SHEK

Council Secretary (1)2

Ms Christina SHIU

Legislative Assistant (1)2

Ms Christy YAU

Legislative Assistant (1)8

Ms Clara LO

Legislative Assistant (1)9

Action

The Chairman advised that there were four papers for discussion on the agenda for the meeting, all of which were new funding proposals submitted by the Administration. The total funding allocation involved amounted to \$3,441 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating to 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 711 — Housing

PWSC(2020-21)32 808CL Site formation and infrastructure works for public housing developments at Tseung Kwan O

2. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)32](#)) sought to upgrade 808CL to Category A at an estimated cost of \$2,508.4 million in money-of-the-day ("MOD") prices. The Administration consulted the Panel on Housing on the proposed works on 1 February 2021. Members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Project cost

3. Mr Holden CHOW noted that the cost of the proposed project was higher than those of the site formation and infrastructure works for public

housing developments respectively at Tuen Mun Central and Kam Tin South, Yuen Long (PWSC(2020-21)18), the proposal for which was submitted to the Subcommittee for consideration earlier. Mr CHOW pointed out that for an approximate site area of 5.3 hectares and expected provision of 8 000 flats, the public housing developments at Tuen Mun Central ("the TMC project") only incurred a cost of \$968.4 million for the site formation and infrastructure works. Mr CHOW enquired why the proposed project, which was similar to the TMC project in scale with an approximate site area of 6.8 hectares and expected provision of 7 000 flats, cost up to \$2,508.4 million, which was more than double and nearly triple that of the TMC project. The Chairman enquired whether the infrastructure provided in the public housing developments in the three different areas mentioned above was largely the same.

4. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), responded that the scale and degree of complexity of site formation works required for individual projects varied due to the difference in levels of the project locations. The TMC project and the project at Kam Tin South, Yuen Long, mentioned by Mr CHOW were carried out at sites with level topography and entailed less site formation works. On the other hand, the sites involved in the proposed project were largely located on slopes and entailed site formation works that were larger in scale and more complex, resulting in the higher project cost. The Administration would assess thoroughly the infrastructure required in various aspects in the light of the actual conditions of individual projects. Generally speaking, the infrastructure provided for public housing developments included water supply, sewerage, drainage and the related road improvements.

5. Noting that the proposed project included the cost of land acquisition and land clearance, Dr CHENG Chung-tai asked whether the land concerned was agricultural land in Yau Yue Wan Village and sought details of the ex-gratia allowances involved. CCE(PWP)/THB responded that about 190 square metres of private land would be resumed and about 17 hectares of government land would be cleared under the proposed project. The private land concerned was located on hill slopes. Only two landowners, and no occupiers, were involved and no domestic structure was erected currently.

Social welfare facilities

6. The Chairman enquired whether the proposed project could achieve the target announced in the Chief Executive's 2020 Policy Address that about 5% of the gross floor area would be set aside for the provision of social welfare facilities through increasing the plot ratio of the public housing

developments. CCE(PWP)/THB responded that the Administration would seek to achieve the target of setting aside about 5% of the gross floor area for the provision of social welfare facilities as far as possible, provided that it would not affect the flat production and construction progress. The relevant studies were still underway.

7. Pointing out that Po Lam Estate had an ageing population, Dr CHENG Chung-tai was concerned about the proposed development of four public housing blocks at the West of Yau Yue Wan Village site near Po Lam Estate and whether the existing social welfare facilities in the district were sufficient to meet the needs of local residents. CCE(PWP)/THB said that the social welfare facilities initially planned to be provided in the proposed public housing development at the West of Yau Yue Wan Village site included a residential care home for the elderly with 150 places, a child care centre with 100 places, a day activity centre with 50 places, a special child care centre with 30 places, an early education and training centre with 90 places, and a kindergarten. They were largely sufficient in meeting the demand for social welfare facilities of the new population.

Complementary facilities for living

8. The Deputy Chairman said that in view of the large number of people who were still not yet allocated public housing units despite having been waiting for many years, the Administration must press ahead with identifying suitable sites for public housing developments. Noting that the three sites involved in the proposed project were relatively small in size, the Deputy Chairman enquired whether the necessary complementary facilities, such as wet markets selling fresh provisions, could be provided to support the daily life of residents. CCE(PWP)/THB explained that apart from ascertaining the complementary facilities required in every public housing development project with reference to the relevant guidelines provided under the Hong Kong Planning Standards and Guidelines, the Hong Kong Housing Authority ("HKHA") would also take into account the existing complementary facilities in the surrounding areas of the project, so that the most suitable facilities would be provided. Generally speaking, HKHA would provide the complementary facilities required for individual public housing development projects from a holistic point of view. As for retail facilities, HKHA had also commissioned a retail consultant to conduct a study and analysis on retail facilities for the proposed public housing development projects to facilitate the planning of corresponding retail facilities to meet the future needs of residents.

Transport support facilities

9. The Deputy Chairman pointed out that for the sake of improving the internal and external transport of Tseung Kwan O, various road construction works were carried out in the district, such as Tseung Kwan O Cross Bay Link and Tseung Kwan O-Lam Tin Tunnel. He requested the Administration to provide further information on the future traffic and road conditions of the regions in which the proposed project was carried out.

10. Mr Holden CHOW said that the Sai Kung District Council ("DC") shared the concern about the transport support facilities of the proposed project. Mr CHOW sought details of the improvement works at Ying Yip Road and asked why the proposed noise barrier covered only one section of Ying Yip Road. Both Dr CHENG Chung-tai and Mr Holden CHOW were concerned about the sufficiency of transport support facilities for the development at the West of Yau Yue Wan Village site.

11. Head of Civil Engineering Office, Civil Engineering and Development Department ("H(CEO)/CEDD"), replied that in the future, the Administration would provide a number of transport support facilities in the vicinity of the three sites to address the traffic demand arising from the increased population and encourage the public to use public transport. As the West of Yau Yue Wan Village site was only 650 metres away from MTR Po Lam Station, it was expected that most residents would travel by MTR. The at-grade pedestrian crossings at Po Lam Road North and Po Fung Road would be widened and a covered walkway would be constructed at Po Fung Road to make it more convenient for residents to walk to MTR Po Lam Station. For the Northwest of Ying Yip Road site, walking to the station to travel by MTR might not be the preferred mode of transport of residents as Ying Yip Road was inclined and about one kilometre away from MTR Hang Hau Station. Two additional laybys would be provided on both sides of Ying Yip Road for public transport vehicles to pick up and drop off passengers in the future. Ying Yip Road would also be widened to provide an additional north-bound traffic lane to avoid traffic congestion. A roundabout at the junction of Po Ning Road/Ying Yip Road/Sheung Ning Road would be converted to a signal-controlled junction to increase its capacity. For the East of Hong Kong Movie City site, which was about two kilometres away from MTR LOHAS Park Station, walking to the station to travel by MTR might not be the preferred mode of transport of residents either. Two additional laybys would be constructed on both sides of Pak Shing Kok Road, together with one additional pedestrian crossing for the convenience of residents crossing the road. Before the population intake of the relevant public housing projects, the Transport Department would make

timely arrangement to plan the franchised bus routes, so as to enhance the public transport services in the district.

12. Regarding the proposed noise barrier at Ying Yip Road, H(CEO)/CEDD explained that Ying Yip Road was an inclined carriageway, and some of the village houses of Hang Hau Village next to Ying Yip Road were built below the surface level of the carriageway. Given these two factors, the village houses located next to Ying Yip Road in relatively low-lying lots should be free from the impact of traffic noise. In view of the above, an about 70-metre-long noise barrier would be built at a section of Ying Yip Road near Hang Hau Village to reduce the road noise to an acceptable level.

13. Mr Holden CHOW enquired about the time of conducting the traffic impact assessment ("TIA") for the proposed project. He was concerned whether the proposed transport support facilities could meet the traffic and transport demand after the future population intake of the public housing concerned. CCE(PWP)/THB said that the estimates put forward in TIAs were usually based on the traffic volume three years after the population intake of public housing. According to the TIA conducted, after completion of the proposed traffic improvements, the road system in the vicinity would suffice to meet the traffic and transport demand arising from the proposed developments. H(CEO)/CEDD supplemented that the Administration completed the initial TIA for the project in 2017, and made a reassessment in 2019-2020 based on the latest planning parameters at the time when the detailed design was conducted.

Other views and concerns

14. The Deputy Chairman expressed support for the proposed project. He pointed out that the Administration had adopted the modular integrated construction ("MiC") method in many projects in recent years, including the InnoCell in the Hong Kong Science Park, the Disciplined Services Quarters for the Fire Services Department at Pak Shing Kok in Tseung Kwan O and the North Lantau Hospital Hong Kong Infection Control Centre, all with satisfactory results. The Deputy Chairman enquired about the Administration's policy and plan for the wide application of the MiC method in public housing development projects.

15. CCE(PWP)/THB said that in addition to using precast concrete components for public housing development projects, HKHA was open and receptive to any innovative technologies that could help public housing development, especially those contributing to increased productivity. A viability study to examine whether it was appropriate to adopt the MiC

technology in public housing development projects was conducted. To gauge the additional benefits of adopting the MiC method, a domestic block in the Public Housing Development at Tung Chung Area 99 was selected as the MiC pilot project to assess the suitability of applying the MiC method in public housing construction.

Voting on PWSC(2020-21)32

16. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)32](#) to vote.

17. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of the Finance Committee ("FC"). Dr CHENG Chung-tai requested that the item (i.e. [PWSC\(2020-21\)32](#)) be voted on separately at the relevant meeting of the FC.

Head 703 — Buildings

PWSC(2020-21)33 35NM Modernisation of Aberdeen Market cum Cooked Food Centre

18. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)33](#)) sought to upgrade 35NM to Category A at an estimated cost of \$254 million in MOD prices. The Government consulted the Panel on Food Safety and Environmental Hygiene on the proposed works on 25 January 2021. A majority of members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Construction period and project cost

19. Noting that the construction period of the proposed "Modernisation of Aberdeen Market cum Cooked Food Centre" ("the project") spanned up to 14 months, Dr CHENG Chung-tai was concerned how the daily shopping needs of residents could be met during the construction period. Dr CHENG enquired about the opinions the local residents and DC had about the construction period of the proposed project. Mr Wilson OR was concerned whether the Administration had any measures in place to ensure the timely completion of the works.

20. Deputy Director of Food and Environmental Hygiene (Administration and Development) ("DD(AD)/FEHD") said that the Food and Environmental Hygiene Department ("FEHD") briefed the Environment, Hygiene and

Healthcare Committee of the Southern DC on the details and progress of the project in February and September 2020 respectively and members agreed to the project in principle. In May of the same year, district consultation on the project was conducted through the Southern District Office and no objection was received. For the sake of supporting the shopping needs of residents during the closure of Aberdeen Market, FEHD would write to the supermarkets and fresh provision shops in the vicinity of Aberdeen Market before works commencement, hoping that they would increase supplies during the construction period of the project. It would also work with the Transport Department to explore the enhancement of transport services in the district to facilitate residents' access to other markets in the district (such as Yue Kwong Road Market and Tin Wan Market) to do their shopping. In addition, the Architectural Services Department ("ArchSD") would seek to reduce the time required for the construction works by using precast components as appropriate. Deputy Director of Architectural Services ("DDArchS") supplemented that ArchSD would work out the construction schedule with the contractor three months before the commencement of the construction works and would closely monitor the works progress. If there was a need to carry out works at night during the construction period, ArchSD would assist the contractor with its application for the necessary permit.

21. Mr LEUNG Che-cheung was concerned that the construction unit cost of the proposed project was estimated to be up to \$32,195 per square metre ("m²") of construction floor area ("CFA"), which was higher than that of similar projects, and sought the reasons for that. DDArchS explained that reference could be made to the construction unit cost in the region of \$20,000 per m² of CFA for the overhaul of the public market in Tai Wai. As the current project involved more works items (such as the large amount of demolition works, refurbishment of the facade of the whole building, rebuilding the sewerage system at the basement level and addition of two lifts and several escalators) and would provide a number of additional modernized facilities (such as the addition of the multi-purpose area and seating to improve the shopping ambience of Aberdeen Market), the estimated construction unit cost of \$32,195 per m² of CFA was reasonable.

Project design

22. Dr CHENG Chung-tai opined that improvement of market operation should be made the overarching theme of the new design of Aberdeen Market. Dr CHENG pointed out that for the 150 stalls to be provided at the overhauled Aberdeen Market, the merely two bays in the loading/unloading area for use by van-type light goods vehicles ("LGVs") were obviously inadequate. Apart from the hygiene issues generated, he envisioned a future

scenario that a large number of LGVs would line up along Aberdeen Main Road outside the market building every day for accessing the loading/unloading area, causing obstruction to the traffic. Dr CHENG enquired whether the Administration would consider stipulating the period of time not subject to parking restrictions on Aberdeen Main Road to allow stall operators to load and unload goods.

23. DD(AD)/FEHD said that the loading/unloading area of the market had to remain at the current location due to geographical constraints. To improve the day-to-day operation of the market, the Administration would enhance the ventilation, drainage, etc. in the market, and at the same time, direct the contractor to step up routine cleaning and management and liaise with the Hong Kong Police Force to step up combat against illegal parking. The Administration had all along consulted the Southern DC, the Market Management Consultative Committee of Aberdeen Market and stall operators on the project to ensure that the design of the market would meet the operational needs of stall operators.

24. Mr Vincent CHENG opined that the modernized facilities to be incorporated in the project as set out in the discussion paper were inadequate. As the overhaul of Aberdeen Market cum Cooked Food Centre would set an important example for other projects under the Market Modernisation Programme ("MMP") in the future, Mr CHENG opined that more new elements with a modernized touch should be added to the project.

25. In response, DD(AD)/FEHD and DDArchS said that a number of modernized facilities would be incorporated in the new design of the market, such as a breast-feeding room and a baby care room, an area set apart for depositing of foam boxes, a storage room at the basement level for storage of pig carcasses, and public space occupying an area of 35 m². In addition, contactless buttons and anti-bacterial materials would also be used for the facilities in the market as appropriate. Mr Vincent CHENG requested the Administration to provide supplementary information to elaborate on the modernized facilities and new elements to be incorporated in the project and make the above supplementary information available before the item was considered by FC, so as to facilitate Members' monitoring of the implementation of MMP.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC89/20-21\(01\)](#) on 15 March 2021.)

26. Mr Vincent CHENG and Mr LEUNG Che-cheung noted that the number of stalls in Aberdeen Market would be reduced from the original

335 to 150 after the overhaul. They sought details of the concessionary arrangement for stall operators who had to be removed from Aberdeen Market.

27. DD(AD)/FEHD said that FEHD had been maintaining close liaison with stall operators of Aberdeen Market on the project and collected the forms for confirmation of intention from all tenants in early 2020. Stall operators might opt to resume business in Aberdeen Market after the overhaul, continue operation in other designated public markets in the district, or cease business. The about 150 stalls to be provided in the overhauled Aberdeen Market would suffice to accommodate the operators who opted to resume business there after completion of the overhaul project. FEHD would grant a one-off ex-gratia payment to stall operators who opted to cease business or move to the vacant stalls in designated markets in the district in view of the contribution they made to enable the project implementation.

Rodent prevention and control measures

28. Mr Vincent CHENG, Mr Holden CHOW and Mr Wilson OR expressed concern about the rodent problem in public markets and spoke of the importance of rodent prevention and control. Mr CHOW and Mr OR opined that the overhaul of Aberdeen Market should be used as an opportunity to enhance the rodent prevention and control in public markets through applying new technologies and hardware improvement.

29. DD(AD)/FEHD said that the Administration planned to adopt rodent-proofing design in the market, including installation of steel wire mesh at ventilation grids and other similar openings, and spacing vertical pipes at least 100 millimetres apart from the wall to prevent rodents from climbing. Furthermore, before the market commenced operation, FEHD staff would conduct thorough checks to identify any needs of further improvement to the rodent prevention and control measures. After the market commenced operation, thorough cleaning would be carried out every evening and the contractor would be required to carry out pest control work on a regular basis. The Pest Control Advisory Section ("PCAS") of FEHD would provide advice for ArchSD on the design of the market from the angle of pest control. At the request of Mr Holden CHOW, the Administration would provide further information on the new anti-rodent measures to be introduced in the proposed project, such as the application of innovative technologies to enhance the effectiveness of rodent control initiatives and the advice on rodent control provided by PCAS of FEHD for ArchSD with regard to the new design of Aberdeen Market.

(*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC89/20-21\(01\)](#) on 15 March 2021.)

Reform to the management approach of public markets

30. Mr Michael TIEN opined that apart from hardware improvement, the Administration should also operate public markets on a commercial basis, so as to make them more competitive. Mr Michael TIEN suggested that FEHD should introduce electronic payment system to public markets comprehensively in order to collect data on the turnover and customer traffic of individual stalls and use the comparative turnover data of different stalls in the same trade as the basis for considering tenancy renewal, so that the over-performers would be selected for tenancy renewal. In addition, the annual adjustment to market stall rentals should be determined with reference to inflation rates, not based on the "highest bid wins" principle. Mr TIEN said that he would find it difficult to support the funding proposal at the relevant FC meeting if the Administration did not act on the above suggestions.

31. Mr CHAN Han-pan declared that he had family members who were operators of stalls in public markets that were not yet covered by MMP. Mr CHAN commented that the operation of public markets, which was a livelihood issue related to the bread and butter of stall operators, should not be dealt with solely from the commercial perspective. Mr CHAN criticized the lax management approach of the contractors of FEHD's public markets currently and opined that the Administration should, while implementing MMP, enhance FEHD's capability of managing public markets and closely monitor the performance of contractors through stepping up inspections of its markets. Dr Junius HO expressed similar concerns and urged FEHD to formulate specific measures to deal with the management problems of public markets. Dr HO opined that the Administration should seek to strike a balance between business and livelihood considerations by drawing reference from the market management approach adopted by Link Asset Management Limited.

32. DD(AD)/FEHD responded that FEHD had all along engaged service contractors to undertake the day-to-day management (such as cleaning and security) of public markets, but the operation of the markets was not outsourced. As the landlord of public markets, FEHD did not appoint the service contractors to take over the tenancies, but assumed the responsibilities of determining the rental level and signing the tenancy agreements with tenants. Apart from conducting inspections on a daily basis, FEHD staff would also monitor the performance of the contractors in managing the

public markets by conducting surprise site inspections. FEHD would take regulatory actions if stall operators were found in breach of requirements. In response to the recommendations raised in the reports released in 2018 by the Office of The Ombudsman on its direct investigations to examine the regulation and rental management of public market stalls respectively, FEHD would press ahead with the reform of public market management. Promoting the use of contactless payment in public markets was one of the directions for future development. As historical factors had to be considered in reforming public market management, a step-by-step approach was needed. The Administration would continue to heed different views to improve the management of public markets. The overall public interest would be the guiding principle of FEHD's reform of public market management. To that end, the Chairman urged that the measures to improve public market management be introduced as expeditiously as possible.

33. Mr Vincent CHENG was concerned whether the Administration would adopt a new management model to enhance FEHD's participation in market management after the overhaul of Aberdeen Market. DD(AD)/FEHD responded that FEHD had all along engaged service contractors to undertake the day-to-day operation of its public markets. FEHD was attempting a new management model at the newly opened Skylight Market in Tin Shui Wai with a view to strengthening the role of the contractor in market management. The contractor was required to, among other things, install equipment at the market exits/entrances for accurate gauging of customer traffic, expedite the implementation of minor repair works, maintain communication with stakeholders, formulate promotion and development strategies for the public market, and conduct regular surveys to collect views from stakeholders (including local residents) on the operation and services of the market and report the findings to FEHD to facilitate the formulation of improvement measures. FEHD would learn from the experience of the operation of Skylight Market and explore how the new management model could be applied to other public markets overhauled.

Other views and concerns

34. Mr Wilson OR sought the list of markets that would be overhauled under MMP in the future 5 or 10 years and the works schedule. Mr OR was concerned how the Administration would deal with public markets that were not yet included under MMP but required repair or an overhaul (e.g. Shui Wo Street Market in Kwun Tong).

35. Under Secretary for Food and Health ("USFH") said that \$2 billion had been earmarked for implementing the 10-year MMP to improve the operating environment of public markets for the benefit of both the public

and the tenants. The overhaul of Aberdeen Market was the pioneering project of MMP. Meanwhile, FEHD planned to overhaul another three public markets (namely Yeung Uk Road Market, Ngau Tau Kok Market and Kowloon City Market) and carry out minor refurbishment or improvement works for 11 public markets (including Shui Wo Street Market). The Administration would implement the works gradually with regard to the readiness of individual projects, including the degree of vibrancy of the markets and the views of business operators.

36. The Deputy Chairman expressed support for implementation of the proposed project. He opined that elements featuring the characteristics of Aberdeen should be added to the project in order to achieve mutual complementation between the project and the Invigorating Island South ("IIS") initiative. USFH and DD(AD)/FEHD responded that the Development Bureau ("DEVB") was informed of the upcoming overhaul of Aberdeen Market. FEHD would work closely with DEVB to explore how the project could complement the IIS initiative generally, such as employing complementary design.

Voting on PWSC(2020-21)33

37. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)33](#) to vote.

38. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of FC. Mr Michael TIEN requested that the item (i.e. [PWSC\(2020-21\)33](#)) be voted on separately at the relevant meeting of the FC.

Head 707 — New Towns and Urban Area Development

PWSC(2020-21)34 332CL West Kowloon Reclamation—main works (remainder)—footbridge at the junction of Sham Mong Road and Yen Chow Street West in Sham Shui Po

39. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)34](#)) sought to upgrade 332CL to Category A at an estimated cost of \$330 million in MOD prices. The Administration consulted the Panel on Development on the proposed works on 26 January 2021. Members generally supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Combating speeding and illegal parking

40. Mr Vincent CHENG expressed support for the proposed project. Mr CHENG pointed out that more and more private residential developments would be completed in Sham Shui Po shortly. As a major trunk road in Sham Shui Po, Sham Mong Road often saw traffic congestion at its junction with Yen Chow Street West, where vehicular traffic was busy. It was indeed necessary for the Administration to implement the proposed project to improve road safety and vehicular traffic flow in the vicinity of Sham Mong Road. Mr CHENG was concerned that as the traffic capacity of Sham Mong Road would be increased and the at-grade pedestrian flow at the location would be reduced significantly as a result of the proposed project, motorists might be tempted to speed at the road section, while illegal parking on both sides of Sham Mong Road might be aggravated. In this connection, Mr CHENG enquired whether the Administration would impose speed limits at the road section concerned and step up enforcement actions against speeding and illegal parking.

41. Project Manager (South), South Development Office, Civil Engineering and Development Department ("PM(S)/CEDD"), said that the speed limit for carriageways in the urban areas was 50 kilometres per hour ("km/h") ordinarily. A set of traffic signals were currently in place at the junction of Sham Mong Road and Yen Chow Street West to regulate the vehicular flow. The existing at-grade pedestrian crossings would be removed after completion of the proposed footbridge system. For the time being, the speed limit of 50km/h would remain in force at Sham Mong Road. In the future, the Administration would examine if it was possible to relax the speed limit and would maintain close liaison with the Hong Kong Police Force to step up law enforcement actions against illegal parking, so as to ensure the smooth flow of traffic in the vicinity of Sham Mong Road.

Project design

42. Mr Vincent CHENG enquired whether the proposed project, after its completion, would form a continuous route leading all the way to Hoi Lai Shopping Centre together with the footbridge system at the junction of Sham Mong Road and Tokin Street West as well as the footbridge system to be completed at the junction of Sham Mong Road and Hing Wah Street West, so as to provide residents of Hoi Lai Estate with a barrier-free and covered walking environment. Principal Assistant Secretary for Development (Planning and Lands)² said that the Administration planned to add a cover to an existing pedestrian walkway between the footbridge at the junction of Sham Mong Road and Hing Wah Street West and Hoi Lai Estate Public Transport Interchange. PM(S)/CEDD supplemented that the Administration

would determine the location of the aforesaid works and conduct local consultation in the second half of this year. The construction was expected to be carried out as minor works in the second quarter of 2022.

43. The Deputy Chairman expressed support for the proposed project. He noted that each of the three landing points of the proposed footbridge system would be equipped with two lifts to make it convenient for the elderly and other people in need to use the footbridge. The Deputy Chairman considered it a desirable design and asked the Administration to state in certain terms as to whether the provision of twin lifts at each landing point would be the design to be adopted in future footbridge projects provided that there was sufficient space.

44. PM(S)/CEDD affirmed that for the sake of public convenience, the Administration would provide two lift towers at each landing point of footbridge systems provided that there was sufficient space. Each of the three landing points of the footbridge system under the proposed project would be equipped with two lifts.

Voting on PWSC(2020-21)34

45. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)34](#) to vote.

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

Head 709 — Waterworks

PWSC(2020-21)35 56WS Improvement of salt water supply to Tsuen Wan and Kwai Chung

47. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)35](#)) sought to upgrade 56WS to Category A at an estimated cost of \$348.6 million in MOD prices. The Administration consulted the Panel on Development on the proposed works on 26 January 2021. Members generally supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

48. The Deputy Chairman expressed support for the proposed project. The Deputy Chairman considered it necessary for the Administration to implement the project to cope with the anticipated increase in salt water demand in the districts concerned. Moreover, the Deputy Chairman

expressed understanding of the fact that the project cost was on the high side given the relatively great lengths of salt water mains required to be laid.

Voting on PWSC(2020-21)35

49. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)35](#) to vote.

[At 10:14 am, the Chairman pointed out that a quorum was not present and directed that members be summoned by ringing the quorum bell. At 10:15 am, a quorum was present and the meeting resumed.]

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

51. The meeting ended at 10:16 am.

Council Business Division 1
Legislative Council Secretariat
24 March 2021