

(Translation)

Minutes of the 22nd Meeting of Coastal Affairs Committee (2/2019)

Date: 5 July 2019 (Friday)

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Ms LAM, Lam Nixie (Chairlady)

Mr NG Hin-lung, Norris (Vice Chairman)

Mr MAN Yu-ming, MH

Mr KOO Yeung-pong, MH

Ms LAM Yuen-pun, Phyllis

Mr CHAN Sung-ip, MH

Mr WONG Ka-wa

Mr WONG Wai-kit, MH

Mr CHOW Ping-tim

Mr LO Siu-kit, MH

Mr TAM Hoi-pong

Government Representatives:

Mr CHOW Chun-hun, Gary

Assistant District Officer (Tsuen Wan),
Tsuen Wan District Office

Mr MAK Shui-wing

Marine Manager/Licensing & Port
Formalities (2), Licensing and Port
Formalities Section, Marine Department
Health Inspector (Contract Management)
2, Food and Environmental Hygiene
Department

Miss NG Nei-yin

Ms SIU Yuen-ching, Sara

Deputy District Leisure Manager (Tsuen
Wan) 1, Leisure and Cultural Services
Department

Mr LEUNG Kam-man

Land Executive/Land Management 4
(District Lands Office, Tsuen Wan and
Kwai Tsing), Lands Department

Ms TSE Pui-lam, Rosa

Town Planner/Tsuen Wan 2, Planning
Department

Miss TAI Tsz-yan, Angie

Executive Officer (Development), Tsuen
Wan District Office

Tsuen Wan District Council Secretariat Representatives:

Miss LAM Siu-yung, Daisy	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr WAN Chun-hei, Leo (Secretary)	Executive Officer (District Council) 3, Tsuen Wan District Office

Attendance by Invitation:

For discussion of item 2A

Mr WONG Chi-hung	Chief Engineer/W2, Civil Engineering and Development Department
Mr TSANG Lap-kei, Freddie	Senior Engineer/2 (West), Civil Engineering and Development Department
Mr SIU Man-kit, Terry	Engineer/14 (West), Civil Engineering and Development Department
Mr CHAN Ka-kin	Associate Director, Ove Arup & Partners Hong Kong Limited
Mr TANG Kai-cheong	Engineer, Ove Arup & Partners Hong Kong Limited
Mr SZE Chun-yu	Arborist, Ove Arup & Partners Hong Kong Limited
Mr HO Chuen-fung	Assistant Resident Engineer, Ove Arup & Partners Hong Kong Limited

For discussion of item 2D

Mr CHOY Lap-shing, Eddie	Senior Building Surveyor/D5, Buildings Department
Ms TSANG Ka-man, Carmen	Senior Environmental Protection Officer (Regional West) 2, Environmental Protection Department
Ms LO Sze-yan	Engineer/Tsuen Kwai 2, Drainage Services Department

Absent:

Members

Mr LI Hung-por
Mr CHENG Chit-pun

The Meeting

I Opening Remarks and Introduction

The Vice Chairman said that he would take over the chair temporarily. The Acting Chairman welcomed the Members and representatives from the government departments to the 22nd meeting of the Coastal Affairs Committee (CAC). He said that Mr CHENG Chit-pun was absent with apologies due to illness and had submitted the medical certificate. Members approved his application for absence from the meeting according to sections 37(1) and 51(1) of the Tsuen Wan District Council Standing Orders (the “Standing Orders”).

2. The Acting Chairman reminded Members that according to section 28 of the Standing Orders, unless otherwise agreed by the Chairman, a Member might speak and make supplementary remarks once for each agenda item at the meeting. Each Member could speak up to three minutes each time.

II Item 1: Confirmation of Minutes of the Meeting held on 3.5.2019

3. The minutes of the previous meeting were unanimously confirmed by Members without amendment.

III Item 2: Matters Arising from the Minutes of the Previous Meeting

(A) Paragraphs 4 to 15 of the Minutes of the Meeting held on 3 May 2019: 268RS - Cycle Track between Tsuen Wan and Tuen Mun

4. The Acting Chairman welcomed the representatives from the Civil Engineering and Development Department (CEDD) to the meeting, including:

- (1) Mr WONG Chi-hung, Chief Engineer/W2 (CE/W2);
- (2) Mr TSANG Lap-kei, Freddie, Senior Engineer/2 (West) (SE/2(W));
- (3) Mr SIU Man-kit, Terry, Engineer/14 (West) (E/14(W));
- (4) Mr CHAN Ka-kin, Associate Director of the Ove Arup & Partners Hong Kong Limited (OAP);
- (5) Mr TANG Kai-cheong, Engineer of the OAP;
- (6) Mr SZE Chun-yu, Arborist of the OAP; and
- (7) Mr HO Chuen-fung, Assistant Resident Engineer of the OAP.

(Note: The Chairlady joined the meeting at 2:39 p.m. Mr WONG Ka-wa joined the meeting at 2:40 p.m. and left the meeting at 2:43 p.m. Ms LAM Yuen-pun, Phyllis joined the meeting at 2:48 p.m.)

5. The Chairlady resumed the chair.

6. E/14 (W) of the CEDD, Associate Director and Arborist of the OAP briefed the CAC on the latest status of the Advance Works of Project No. 268RS - Cycle Track between Tsuen Wan and Tuen Mun, including the cycle track outside Tsuen Wan West MTR Station, alignment design and arrangements for the existing tree no. AW-T019.

7. The views, enquiries and suggestions of Members were summarised as follows:

- (1) he was disappointed at the failure of the department and OAP to adopt the proposal on the shared use of the road section by cyclists and pedestrians, and doubted that the department and OAP had not tried their best (Mr CHOW Ping-tim);
- (2) he enquired the department whether the walls of the toilets could be served as the support for the road section during the widening works as far as possible. He believed that the proposal was technically feasible and hoped that the CEDD would consider it (Mr CHOW Ping-tim);
- (3) if the department's insistence on the design, it would affect the pedestrians' habit of using the footpath and pose serious impact on 20 000 to 30 000 residents in the waterfront area who used the footpath as residents would

need to take a more circuitous route. Therefore, the depiction of distance of the road section concerned as a walk for only a few seconds by the department was unreliable. Currently, the footpath was shaded by trees. If pedestrians could no longer use the road section in future, they would have to put up with the scorching heat of the sun or lashing rains. Pedestrians who were stronger might not be affected, but the elderly might have trouble taking a walk (Mr CHOW Ping-tim);

- (4) the road section concerned was considerably steep and priority over the use of the road was accorded to the cyclists rather than the pedestrians. Once the bicycles rushed down the slope, inherent danger would be posed to the pedestrians. Besides, as the latest traffic management measures mentioned by the department were unlikely applied to this road section, he enquired how the CEDD would ensure the safety of the pedestrians (Mr CHOW Ping-tim); and
- (5) he was concerned about tree no. AW-T019 and had suggested consulting an experienced independent arborist. The arborist alone had earlier inspected the tree together with the department and exchanged views with Members and residents of Belvedere Garden. According to the arborist, despite the small wounds on tree no. AW-T019, its risk of collapse could be reduced through adopting appropriate measures for strengthening purpose. As Arborist of the OAP also held the same view, he hoped that the contractor and Members would consider bypassing tree no. AW-T019 in the construction of the cycle track so as to achieve the objective of conservation and commencement of the works as soon as possible (Mr TAM Hoi-pong).

8. The Chairlady said that the CAC had all along been making an all-out effort to communicate with the department concerned regarding the trees affected by the works, with a view to preserving or transplanting the trees as far as practicable. Since the commencement of works, many residents had expressed concern over the preservation or transplantation of trees. She had communicated with the independent arborist mentioned by the Member in late June 2019. The arborist was willing to provide assistance regarding tree no. AW-T019, and had inspected tree no. AW-T019 with the consultant of the works on 2 July 2019. Subsequently, the arborist stated in the email that the tree could be strengthened through guying to reduce its risk of collapse. Nevertheless, as the tree was a plant after all, it was impossible to eliminate the risk completely. Besides, according to the independent arborist, he was only a specialist in trees and it was difficult for him to give advice from the perspective of engineering. Also, she thanked the department for listing out the major and minor problems of the tree and providing relevant photos for Members to learn about the health condition of tree no. AW-T019. In addition, she hoped that the feasibility of the relocation of tree no. AW-T019 would be explored; however, she was unable to invite the arborist to attend this CAC meeting due to various reasons. Therefore, she hoped to meet the arborist in due course so that Members who were concerned about tree no. AW-T019 could listen to the independent views for striking a balance between the alignment design of the cycle track and preservation of trees in the proposal. On the other hand, due to the relatively strong opposition to the cycle track outside Tsuen Wan West MTR

Station, the works of the section concerned was suspended after the previous meeting of the relevant non-standing working group. She hoped that Members would express views on the section concerned and make a decision at this meeting so that the works could continue.

9. The views, enquiries and suggestions of Members were summarised as follows:
 - (1) the walking distance under the two proposals put forward by the department regarding the Tsuen Wan West MTR Station section was similar. He believed that Members were concerned about the safety problem arising from the continued use of the road section by residents as no footpaths were provided at the steep road after the completion of the cycle track (the Vice Chairman);
 - (2) he thought that it was unreasonable to shelve the works of the section of the cycle track and ruin the integrity of the cycle track due to the safety problem arising from the said pedestrian offences. Nevertheless, given that the width of the cycle track of the road section concerned was currently set at 3.5 metres, he enquired whether an informal pedestrian walkway could be provided on either side of the road of an additional width of 0.5 metre and the kerb of the existing road section, alike the paved stand-up space created at the railings next to a carriageway (the Vice Chairman);
 - (3) he respected the views of the Arborist of the OAP. As tree no. AW-T019 was a Chinese banyan with underground rootlets, he was worried that even though the cycle track was realigned to the seaside, the tree roots might be harmed by the underground construction of the cycle track. Besides, the tree might still collapse in a few years given its own structural problem even though the realignment of cycle track was made. As the cycle track would be used for a long time, he opined that the short-term and long-term effectiveness should be fully considered so as to balance various factors and enquired whether the department could give advice on this aspect (the Vice Chairman);
 - (4) the works of the cycle track had been discussed for years and progress was made in the Advance Works in 2018. The current proposal was formulated only after the on-site inspections, study on the alignment design as well as consideration on the possibility of the shared use by pedestrians and cyclists and preservation of trees by Members during the implementation of the Advance Works. The cycle track, however, would never be completed if the discussion dragged on indefinitely (Mr KOO Yeung-pong);
 - (5) he agreed with the view on the need for greening. However, given the compensation proposals made for the affected trees in the works, the higher risk of accidents followed by the aging of the trees and the probability of tree collapse under typhoons, he thought that trade-offs should be made between the preservation of trees and completion of the cycle track (Mr KOO Yeung-pong);
 - (6) he agreed that efforts should be made to refine the design proposal through on-site inspections. He also felt strange that Members who were well

- aware of the original design proposal had never pointed out that the proposal was problematic until then (Mr KOO Yeung-pong);
- (7) regarding the existing steep road prior to the construction of the cycle track outside Tsuen Wan West MTR Station, residents should get adapted to the changes no matter which design was adopted for the completion of the cycle track because currently there was no cycle track at the location concerned. Also, he disagreed with the claim that the footpath was only for residents' use because the cycle track could also be used by residents in the waterfront area as well as people in Tsuen Wan and Hong Kong. He thought that the population of a specific area should not be the predominant factor of consideration; otherwise, the works would never be completed (Mr KOO Yeung-pong);
 - (8) the construction of the long-awaited cycle track had been put forward for long. He gave Members' thorough discussion on tree preservation or transplant and the design of the cycle track and footpath a welcome. He also agreed with Members' proposal on adopting a design of enhanced safety for the steep road, but he thought that a holistic consideration should be made from a balanced perspective. It was a pity that the works would remain stagnant if too much emphasis was placed on the minor details provided that there was no sign of tolerance or reciprocated compromise (Mr MAN Yu-ming);
 - (9) although he supported greening, tree no. AW-T019 had a structural problem and would still jeopardise public safety given that its risk of collapse could only be lowered even if the approach of guying the tree was adopted. He also thought that the Guidelines on Tree Transplanting by the Development Bureau (DevB) should be respected and a comprehensive consideration should be given before making trade-off. As a result, if the implementation of the works of the cycle track was hindered, the general public in Hong Kong would suffer loss (Mr MAN Yu-ming);
 - (10) the relevant non-standing working group was responsible for the project, but it had already held its last meeting earlier (Mr LO Siu-kit);
 - (11) he agreed with the direction of conservation. However, if the cycle track was realigned to the seaside for the preservation of tree no. AW-T019, the width of the footpath at the waterfront would be reduced from about six metres to about two metres. The aforesaid arrangement and provision of guard-rails along the cycle track would lead to the narrowing of the footpath after completion of the cycle track. It was undesirable in light of the high patronage of the footpath by residents currently. Therefore, he thought that Members should discuss whether the aforesaid arrangement of narrowing the footpath was acceptable. In addition, as the Arborist of the OAP had previously pointed out that tree no. AW-T019 was not suitable for transplanting because of the lack of structural connection among the three trunks, he opined that Members should give a second thought (Mr LO Siu-kit);
 - (12) Members had discussed the existing steep road prior to the construction of the cycle track outside Tsuen Wan West MTR Station for long and had put

forward various proposals. During the on-site inspection, he noticed the lush growth of trees outside the toilets which made the location unavailable for construction of the cycle track. As Members could only choose whether to provide the cycle track at the road section concerned under the current proposal by the department, he enquired the department and OAP whether there were other options, such as laying gravel for elevating the road section, so that the residents could continue to use the road section concerned after the completion of the cycle track (Mr LO Siu-kit);

- (13) currently, the arrangement of the shared use by cyclists and pedestrians had already been implemented in many cycle tracks. As the media reported earlier that the department concerned was making discussion along this direction, he enquired the department whether the arrangement could first be implemented in Tsuen Wan (Mr LO Siu-kit);
- (14) he suggested meeting the independent arborist and listening to his views regarding tree no. AW-T019, and Members who attended the meeting should be allowed to make the decision regarding the arrangement of the tree on the spot so as to avoid the postponement of the decision-making at the next CAC meeting (Mr WONG Wai-kit);
- (15) given that the chance of transplanting tree no. AW-T019 was relatively small according to the DevB's guidelines, and that the tree was rated as high risk in "target rating", he suggested removing tree no. AW-T019 and replanting another tree at an appropriate location (Mr CHAN Sung-ip);
- (16) regarding the design of the cycle track outside Tsuen Wan West MTR Station, he disagreed with the replacement of the route currently taken by the pedestrians with the originally proposed route by the CEDD. He thought that the shared use of the road section by cyclists and pedestrians was a feasible solution and was puzzled by the department's refusal of the arrangement. Besides, he did not understand why the trees on the road section concerned could not be transplanted and thought that the variation in dealing with the transplanting of trees on different road sections was illogical (Mr CHOW Ping-tim);
- (17) he hoped that the CEDD would give response to and study the proposal on constructing the cycle track along the walls of the toilets. He also enquired the department about the latest traffic management measures and the reasons for the failure to arrange for bicycles to pause at the road section. Besides, he reminded the department to offer logical explanations with grounds and provide relevant evidence (Mr CHOW Ping-tim);
- (18) a pet access was provided at the blue route pointing upwards in the direction of Tsuen Wan Pier. The original design of the pet access was to facilitate the people who were afraid of pets could reach the West Rail Station without walking with the pets. However, the blue route would instead guide the pedestrians to reach the West Rail Station via the pet access (Mr CHOW Ping-tim);
- (19) he thought that our society should adopt a people-oriented approach and he had tried his utmost to strive for the provision of footpath. The voting on the CEDD's proposal should be clearly recorded if any. Besides, any

member who thought that it was not necessary to take care of several tens of thousands of residents in the waterfront area should explain to the residents who objected or disapproved of the proposal by then (Mr CHOW Ping-tim);

- (20) he would like to see the construction of a complete cycle track between Tsuen Wan and Tuen Mun rather than the Advance Works of the cycle track which was only 2.3 kilometres in length (Mr CHOW Ping-tim); and
- (21) given that tree no. AW-T019 did not collapse during the passage of typhoon “Mangkhut” earlier, he had doubts about the arborist who thought that tree no. AW-T019 was hazardous (Mr CHOW Ping-tim).

10. The Chairlady said that she agreed with the Members’ proposal on making decision on the arrangement of trees with a view to making progress. She hoped that Members would spare time to attend the meeting and she would give an account of the meeting to the Members who were absent afterwards. In addition, she hoped that Members would reach a consensus on the cycle track outside Tsuen Wan West MTR Station at this meeting.

11. CE/W2 of the CEDD responded as follows:

- (1) as the CEDD and OAP had discussed with Members for many times, he believed that both parties could reach a consensus in the end for the implementation of works;
- (2) given that the existing footpath at Tsuen Wan West MTR Station was 4.3 metres in width, and the width of the cycle track at the road section concerned could be reduced from 4 metres to 3.5 metres, the CEDD would construct a walkway of at least 0.8 metre in width and aimed at reaching 1.2 metres in width on one side for access to the park according to the physical environment;
- (3) the CEDD would also construct a footpath near the toilets to bring convenience to pedestrians. In addition, in response to Members’ concern over the use of the road section concerned by wheelchair users, the CEDD would provide signs to remind wheelchair users of the pedestrian walkway available for use;
- (4) although tree no. AW-T019 had a structural problem, it was not necessary to remove the tree; instead, appropriate treatments might be considered for adoption, such as trimming away one of the defective trunks followed by guying the tree. It served the purposes of preservation and transplanting of the tree, as well as the retention of the original alignment and the existing footpath at the waterfront;
- (5) if the part of the cycle track at tree no. AW-T019 was realigned towards the sea, the original footpath at the waterfront would be reduced to about 2 metres in width in addition to the provision of facilities such as guard-rails as pointed out by Members. Under such arrangement, the residents who walked past the location would feel uncomfortable and could not leave safely and promptly from the scene in case of emergency. Besides, many

- residents would run past the said site when training for a Marathon. Therefore, he did not favour the proposal for the sake of public safety; and
- (6) the Pilot Project of GreenWay for cyclists and pedestrians was a project on a trial basis which was partly pre-conditioned by a road section with sufficient width. If the Pilot Project of GreenWay was implemented at the road section concerned, it would pose danger to road users.

12. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he had conducted an inspection of the cycle track outside Tsuen Wan West MTR Station with the staff of the Transport Department (TD), but he did not find that it was wide enough for the provision of a 1.2-metre-wide pedestrian walkway at that time. He thus enquired whether the guard-rails would be provided on both sides or one of the sides of the pedestrian walkway if the pedestrian walkway was constructed. He also said that it would be a breakthrough if convenience was brought to pedestrians by the pedestrian walkway. Nevertheless, as the relevant idea could not be reflected in the current design plan from the CEDD, he hoped that the CEDD would provide Members with a more satisfactory illustration as soon as possible (Mr LO Siu-kit);
 - (2) regarding the alignment of tree no. AW-T019, given the high daily patronage of the footpath at the waterfront by joggers in the morning and afternoon, he believed that conflicts would arise between the conservationists and users of the road section if the width of the footpath was reduced from about 6 metres to about 2 metres. Thus, he enquired whether other proposals excluding preservation or removal of the tree would be formulated, such as transplanting some of the trunks. Although additional expenditure might be incurred, it was better than the stagnation of works currently (Mr LO Siu-kit);
 - (3) if there were no other measures, he thought that the views of the independent arborist should be respected and the proposal on transplanting the tree should be adopted. He also suggested that the decision should be made only after discussing with the arborist during the meeting in due course (Mr TAM Hoi-pong);
 - (4) he did not understand why the arrangement of the shared use by pedestrians and cyclists at the cycle track outside Tsuen Wan West MTR Station could not be implemented. He thought that the said arrangement could be implemented on a trial basis because the direction was in general accepted by Members. In addition, given the high patronage of the road section concerned, he believed that some pedestrians would walk on the cycle track if the pedestrian walkway which was only 0.8-metre-wide was constructed under the CEDD's proposal (Mr TAM Hoi-pong);
 - (5) he hoped that the CEDD would give response to the proposal on the shared use of the road section by pedestrians and cyclists as well as the proposal on the removal of trees at the waterfront with a view to freeing up space sufficient for the provision of a footpath of standard width. If a pedestrian walkway which was only about 1-metre-wide was constructed under the

CEDD's proposal, he believed that it would lead to public discontent and anticipated that pedestrians would not take the route by fully following the CEDD's instructions. Therefore, he suggested that the CEDD should construct a footpath at the location near the toilets and widen the location near the waterfront for the construction of the cycle track with a view to satisfying the needs of the public (Mr KOO Yeung-pong);

- (6) even if the meetings of the non-standing working group were held again, the decision on the respective proposal would still be pending because of Members' divergent views. Besides, as those trees were Chinese banyans but not peepul trees, he thought that the CEDD could further consider Members' proposal on transplanting the trees (Mr KOO Yeung-pong);
- (7) if wheeling of bicycles was involved in the use of the cycle track, the cycle track should not be constructed (Mr KOO Yeung-pong);
- (8) she pointed out that the arrangement of the shared use by pedestrians and cyclists had been implemented in some parts of the cycle track near her residence decades ago. However, cyclists did not always stop despite the indication of stop from the signs erected at the parts concerned. It could be seen that the said arrangement was dangerous and could trigger the conflicts between the pedestrians and the bicycle users in the community (Ms LAM Yuen-pun, Phyllis);
- (9) in view of the newly built housing estates in the vicinity of the section of the cycle track outside Tsuen Wan West MTR Station, she believed that the residents would take a stroll with their children at the waterfront. As children were more active but less responsive in case of emergency, the arrangement of the shared use of a road section by pedestrians and cyclists became more dangerous to children. Therefore, she disagreed with the implementation of the shared-use arrangement on the road section concerned, but she agreed with the transplanting of the Chinese banyans within the railing (Ms LAM Yuen-pun, Phyllis);
- (10) he hoped that the CEDD would give response to his proposal on the construction of a wider footpath with the additional space from the wall structure of the toilets on the road section concerned. He held that all the problems could be solved if the CEDD adopted his proposal. Besides, he hoped that the CEDD would reply as to whether the newest road surface structure of porous pavement in Sai Lau Kok Garden could be adopted (Mr CHOW Ping-tim);
- (11) he agreed with the Members' concern over road safety. If only a cycle track was constructed on the road section, accidents might still happen thereon because it was a steep road inherent for bike rushes even though no pedestrians had entered the road section. Thus, he thought that the cyclists should be reminded to stop at the road section concerned for ensuring safety (Mr CHOW Ping-tim);
- (12) it was anticipated that the patronage of the cycle track would be quite high. Due to the fact that pedestrians should give way to cyclists who were given the priority to use the road, pedestrians were definitely unable to estimate the waiting time for crossing the cycle track to reach the West Rail Station.

This would hamper the everyday use of the road and lead to discontent (Mr CHOW Ping-tim);

- (13) predictably, the pedestrians would cross the cycle track and walk toward the upper part of the road. Conflicts between pedestrians and cyclists would occur if the road section was poorly planned. He also thought that the cyclists should be required to slowly wheel the bicycles to minimise the risks (Mr CHOW Ping-tim);
- (14) the CEDD proposed constructing a 3.5-metre-wide cycle track and retaining a narrower pedestrian walkway as a shortcut for use by the passers-by who were in a hurry. Those who were more concerned about safety could use other footpaths (Mr WONG Wai-kit); and
- (15) as the gradient of the road section concerned should be greater than that of a standard barrier-free ramp, he believed that the wheelchair users were not encouraged to use the road section concerned in the first place. Therefore, he thought that it was not necessary to take the road section concerned serving as a barrier-free ramp into account (Mr WONG Wai-kit).

(Note: Mr CHAN Sung-ip left the meeting at 3:38 p.m. Mr MAN Yu-ming left the meeting at 3:45 p.m.)

13. Assistant Resident Engineer of the OAP responded as follows:
 - (1) according to the OAP, the Members' proposal on mounting the pedestrian walkway on the existing wall structure of the toilets was considered. However, given the comparatively steep and narrow gap between the toilets and trees nearby as well as the considerable height of the support structure of the pedestrian walkway, there would be a height deviation between the proposed pedestrian walkway and the existing footpath. Therefore, the said proposal was not recommended by the OAP;
 - (2) the OAP was currently conducting a study on the transplanting of tree no. AW-T019 and could report to Members at the meeting in due course; and
 - (3) given that the trees on the cycle track outside Tsuen Wan West MTR Station were healthy and the alignment was not affected, he believed that the proposal on transplanting or removing the trees would unlikely be approved.
14. The Chairlady stated that according to the independent arborist, as the health of a tree would be affected by pruning or any harm done to the tree, she was not inclined to support the transplanting of the Chinese banyans which were currently healthy and were not in the proposal of transplanting in the original plan. Regarding tree no. AW-T019, the independent arborist had pointed out that wounds might have introduced to the middle part of the trunk which was featured by callus formation. She thought that tree no. AW-T019 could be left for detailed discussion during the meeting in due course. Besides, she enquired whether the CAC would vote for the design of the cycle track outside Tsuen Wan West MTR Station.
15. The Vice Chairman said that Members might consider whether to explore the 1.2-metre-wide pedestrian walkway proposed by the CEDD and to continuously carry out

the ground investigation and road opening work at the planters beside the public toilets while considering whether to support the adoption of the original proposal on alignment.

16. CE/W2 of the CEDD responded as follows:
 - (1) the first proposal was about the adoption of the original proposal. The second proposal was about the construction of a 3.5-metre-wide cycle track and a 0.8 to 1.2-metre-wide access to the park on one side of the cycle track;
 - (2) the CEDD would also provide a footpath for access to the adjacent area of the toilets in the meantime; and
 - (3) as pointed out by the OAP, there were difficulties in mounting the pedestrian walkway on the walls of the toilets. Therefore, the respective proposal was not recommended by the CEDD.

17. The views, enquiries and suggestions of Members were summarised as follows:
 - (1) he hoped that the CEDD would construct a 1 to 1.2-metre-wide pedestrian walkway. He did not agree that the pedestrian walkway was only 0.8 metre in width (Mr CHOW Ping-tim);
 - (2) she believed that the CEDD put forward the compromised proposal which comprised a 3.5-metre-wide cycle track and a 0.8 to 1.2-metre-wide pedestrian walkway only after taking the physical environment into account fully. She opined that the CAC could propose to the CEDD the construction of a pedestrian walkway at its maximum possible width (the Chairlady); and
 - (3) if the CEDD undertook to construct a pedestrian walkway of at least 1 metre in width at this meeting, but subsequently found that only a pedestrian walkway of 0.8 metre in width could be constructed, the CEDD should discuss with the CAC again. Thus, Members could choose the original proposal on alignment or the second proposal put forward by the CEDD (the Chairlady).

18. CE/W2 of the CEDD said that the road section concerned should be 4.7 metres in width if a 3.5-metre-wide cycle track and a 1.2-metre-wide pedestrian walkway were constructed. Nevertheless, given that the road section on site was 4.3 metres in width and the cycle track occupied 3.5 metres in width, the space available for the provision of a pedestrian walkway was only 0.8 metre in width.

19. Mr CHOW Ping-tim said that the width of the pedestrian walkway was 0.8 metre after deducting the width of the cycle track which was 3.5 metres from the width of the road section on site which was 4.3 metres. The CEDD's target was to construct a 1.2-metre-wide pedestrian walkway. Besides, if the CEDD constructed a footpath for access to the toilets, it was more desirable to provide the pedestrian crossing facilities at the location off Tai Ho Road because the pedestrians could cross the road without going past the taxi stand or other facilities. It was likely that alterations could be made as the location concerned was a roundabout.

20. After discussion, the CAC unanimously endorsed the adoption of the second

proposal, i.e. the construction of a 3.5-metre-wide cycle track and a pedestrian walkway at its maximum possible width, and the continuation of work at the planters beside the public toilets.

21. The Chairlady said that regarding tree no. AW-T019, the CEDD had provided more detailed information at this meeting than it did and the independent arborist had also tendered advice on the tree no. AW-T019. Members would meet the arborist who was unable to attend this meeting in due course. She hoped that Members would spare time to attend. To save time, the decision on whether to transplant or remove tree no. AW-T019 would be made during the meeting. Members who could not attend the meeting would also be briefed on the summary of the meeting to learn about the grounds for making the decision and get prepared to explain to the residents.

22. Mr LO Siu-kit enquired whether Members would accept the narrowing of the footpath at the waterfront to about 2 metres in width if preservation of tree no. AW-T019 was advised by the independent arborist. If the footpath was narrowed from about 6 metres to about 2 metres, in addition to the provision of guard-rails on the cycle track, the condition of the road section concerned would be undesirable. He believed that it would give rise to public discontent. Therefore, he held that Members could decide whether to transplant or remove tree no. AW-T019 at this CAC meeting.

23. The Chairlady said that she agreed with the aforementioned proposal by Member. She had enquired the independent arborist about the feasibility of transplanting tree no. AW-T019. The arborist advised that from the perspective of a horticulturist, the best way was that the tree should remain static; on the other hand, transplanting of the tree was a feasible option with a view to balancing the views from all parties. As there were many trees on the road section under construction, she hoped that more information would be obtained through meeting the arborist. Members could seize the opportunity to enhance knowledge which enabled them to evaluate the situation if a large number of residents expressed views about a tree to the CAC in future.

24. CE/W2 of the CEDD said that regarding the alignment of the cycle track at tree no. AW-T019, Members also agreed that the cycle track should not be re-aligned towards the sea due to the safety consideration.

25. The Chairlady said that as tree no. AW-T019 had posed danger and it was unknown as to whether it could withstand the passage of typhoons during the year, she thought that the tree should be taken care of so as to be accountable to the public. Given the serious and other minor problems of tree no. AW-T019, the decision on whether to transplant or remove it would be made according to the assessment results obtained during the meeting with the arborist in due course.

(B) Paragraphs 16 to 28 of the Minutes of the Meeting held on 3 May 2019: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a Location Far Away from Residential Area to Eliminate Safety Hazard

26. The Chairlady welcomed the government representatives who were responsible

for giving response, including:

- (1) Mr MAK Shui-wing, Marine Manager/Licensing & Port Formalities (2) (MM/LPF(2)) of the Marine Department (MD); and
- (2) Ms TSE Pui-lam, Rosa, Town Planner/Tsuen Wan 2 (TP/TW 2) of the Planning Department (PlanD).

Besides, the Transport and Housing Bureau (THB) and PlanD had submitted the written replies on the captioned matter prior to the meeting for Members' perusal. In addition, as this agenda item was raised by the Chairlady and Mr WONG Wai-kit, the Vice Chairman would take over the chair temporarily.

27. MM/LPF(2) of the MD responded as follows:

- (1) Members had proposed in the previous CAC meeting that the PlanD and DevB should consider relocating the Tsuen Wan Dangerous Goods Anchorage (TWDGA) to other location in Tsuen Wan district such as To Kau Wan in North-east Lantau because other District Councils might not accept if the TWDGA was relocated to their districts. According to the professional experience of the MD, To Kau Wan was situated at North-west Lantau. It seemed that the waters to the southwest of Kwai Shek was suitable for the berthing of the oil carriers. However, after a detailed study, the MD found that the seabed structure of the waters concerned was unusual and it was unsuitable for vessels to anchor. Therefore, the MD would not consider the proposal for the time being;
- (2) regarding the proposal on the relocation of private moorings (PMs) which were nearest to the residential area in Tsuen Wan towards the sea, the MD found that these PMs were currently very close to the fairway between Tsuen Wan and Tsing Yi after study. If these PMs were relocated, the fairway between Tsuen Wan and Tsing Yi would be narrowed to less than 300 metres, thereby increasing the safety risk of traffic at the waters concerned and posing danger because vessels would be more likely to get collisions. Therefore, the MD would not consider the proposal for the time being;
- (3) regarding the proposal on the relocation of the PMs to Gin Drinkers Bay which was mainly served as a cargo transshipment area currently, the MD found that Gin Drinkers Bay was situated at the exit/entrance of the Rambler Channel Typhoon Shelter and the Rambler Channel nearby was also a fairly busy watercourse after study. Besides, as the fairway was about 300 metres in width which was relatively narrow, the safety risk of traffic at the waters concerned would increase and consequently vessels would be more likely to get collisions if the PMs were placed near the fairway. Therefore, the MD would not consider the proposal for the time being; and
- (4) the MD would leave it to other government departments to give response to the views about planning and development.

28. TP/TW 2 of the PlanD responded that the PlanD had followed up the matter with

the MD after the previous CAC meeting and learnt that the MD could not accept Members' proposals for the time being after study. As marine facilities fell under the professional scope of work of the MD, the PlanD was pleased to tie in with and give views on the future relocation of the TWDGA by the MD/THB and/or the land planning involved in the area of other marine facilities if the assistance from the PlanD was so required.

29. The views, enquiries and suggestions of Members were summarised as follows:
- (1) they thanked the MD for following up Members' proposals actively and giving detailed responses (Ms LAM, Lam Nixie, Mr WONG Wai-kit and Mr LO Siu-kit);
 - (2) she and Members had held a meeting with the Harbourfront Commission for the \$6 billion waterfront enhancement project and had brainstormed ideas regarding the Tsuen Wan Waterfront after enhancement. The Harbourfront Commission was doing its utmost for the relocation of the TWDGA currently (Ms LAM, Lam Nixie);
 - (3) given its serenity, the site of the TWDGA could be served as a venue for organising windsurfing activities for children if the TWDGA was successfully relocated. Thus, she hoped that the MD would continue to identify locations other than To Kau Wan for relocation of the TWDGA (Ms LAM, Lam Nixie);
 - (4) he enquired about the actual status of the waters of To Kau Wan which was unsuitable for anchoring, and whether To Kau Wan would become suitable for vessels to anchor through marine works or other measures (Mr WONG Wai-kit);
 - (5) there was a total of 86 PMs available for use by vessels carrying dangerous goods over the territory; amongst those, 70 PMs were in Tsuen Wan district. On planning, vessels carrying dangerous goods should not be in immediate vicinity of residential buildings. Therefore, he enquired about the number of PMs which could be relocated towards the sea, and whether there were any PMs of which the tenancy agreements were terminated or the renewal of licence could be rejected due to the failure to meet the requirements with a view to making progress on the matter (Mr LO Siu-kit);
 - (6) in view of the gradual intake of several residential buildings currently, he believed that new residents would complain if they learnt that PMs were available for the berthing of vessels carrying dangerous goods. He also opined that given the Tsuen Wan District Council had discussed this matter for a long time, a considerable amount of PMs should be relocated (Mr LO Siu-kit); and
 - (7) he enquired whether To Kau Wan or Kwai Shek as mentioned by the MD would be overlapping with the development plan of North-east Lantau which was currently announced, or whether the proposed locations were near the areas of locations involved in the development plan of North-east Lantau (the Acting Chairman).
30. MM/LPF(2) of the MD responded as follows:

- (1) he did not have the information about the Harbourfront Commission and the development plan of the North-east Lantau, so he could not give response;
- (2) the waters which were unsuitable for vessels to anchor were indicated with the hash signs “#” on nautical charts. The locations concerned were unsuitable for vessels to anchor due to the wreckage of the sunken vessels identified therein years ago or their seabed structure. Although it was not dangerous for vessels to sail across these locations, vessels should refrain from anchoring, berthing or trawling at these locations;
- (3) the MD would continue to study the Members’ proposal on the relocation of PMs; and
- (4) the locations unsuitable for vessels to anchor were found in various waters. Nevertheless, as clearing the locations unsuitable for anchoring involved resources, and clearing these locations was normally not cost-effective if other waters suitable for vessels to anchor were available. Therefore, the MD would stay vigilant about clearing these locations and would suggest vessels to anchor and berth at suitable waters.

31. The Chairlady resumed the chair.

(C) Paragraphs 29 to 34 of the Minutes of the Meeting held on 3 May 2019: Request to Solve the Problem of Marine Refuse and Pollution of Rambler Channel Actively

32. The Chairlady said that the Environmental Protection Department (EPD) and MD had submitted the written replies on the captioned matter prior to the meeting for Members’ perusal. Besides, as this agenda item was raised by her, the Vice Chairman would take over the chair temporarily.

33. Ms LAM, Lam Nixie said that as the newly built residential buildings at the waterfront were reaching full occupation and it had rained frequently lately, she received complaints and photos about marine refuse every day. She had conducted an on-site inspection with Members at the waters off the waterfront about three weeks ago, but no marine refuse was found that day. Nevertheless, she thought that the problem of marine refuse was complicated, and thus enquired the department whether a proposal had been formulated for preventing the refuse at the coast from being washed into the sea. She also hoped that a letter about this matter would be sent to the EPD and relevant departments.

34. The CAC agreed with the aforesaid proposal.

35. The Chairlady resumed the chair.

(Post-meeting note: The Secretariat had relayed Members’ views to the EPD and MD in writing on 7 August 2019.)

(D) Paragraphs 35 to 40 of the Minutes of the Meeting held on 3 May 2019: The Water

Quality and Effluent Discharges in the Waters off Tsuen Wan Pier

36. The Chairlady welcomed the government representatives who specially joined the meeting, including:

- (1) Mr CHOY Lap-shing, Eddie, Senior Building Surveyor/D5 (SBS/D5) of the Buildings Department (BD);
- (2) Ms TSANG Ka-man, Carmen, Senior Environmental Protection Officer (Regional West) 2 (SEPO(RW)2) of the EPD; and
- (3) Ms LO Sze-yan, Engineer/Tsuen Kwai 2 (E/TK 2) of the Drainage Services Department (DSD).

Besides, the Water Supplies Department and BD had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

37. E/TK 2 of the DSD responded that the DSD was currently conducting the second stage of the study on odour-control hydrogel (hydrogel) with the Hong Kong University of Science and Technology. Before the completion of the study, the DSD would continue to place hydrogels at the outfalls and upstream areas of the three major stormwater box culverts in Tsuen Wan district and monitor the odour nuisance persistently.

38. SEPO(RW)2 of the EPD responded that the EPD continued to carry out the investigation of the misconnection of pipelines. As at the end of May 2019, the EPD had handled 24 cases and no new case of misconnected pipelines was identified. Regarding the cases of misconnected pipelines identified in March 2019 as stated by the EPD at the previous CAC meeting, the corresponding follow-up and rectification works had been completed.

39. SBS/D5 of the BD responded as follows:

- (1) the BD would follow up on a total of seven cases of misconnected pipelines in buildings referred by the EPD;
- (2) as at the end of June 2019, the BD had issued statutory order for two of these cases for urging the owners to follow up and had issued advisory letter for one case. Besides, the repair works had been completed for another case; and
- (3) after investigation, no misconnection of pipelines was identified by the BD on the podium involved in one case. In addition, the BD continue to conduct investigation for two cases.

40. The Chairlady said that given that the bulk milky effluent was repeatedly found recently once in several days, she enquired the DSD about the treatment of the effluent, and whether the milky effluent could be prevented after the installation of dry weather flow interceptors was completed as the newly moved-in residents in the district could notice the problem of water quality directly. Besides, she hoped that the EPD would collect effluent samples immediately once the effluent was identified. However, she believed that the effluent which emerged all of a sudden could not be dealt with effectively because the EPD could only deploy its staff to the scene in 24 hours at the earliest under the established mechanism. She thus enquired the EPD whether a more

efficient channel for initiating contact was available so as to expedite the collection of the effluent samples. In addition, she hoped that the BD would continue to follow up the misconnection of pipelines and was concerned about the effectiveness of the dry weather flow interceptors.

41. E/TK 2 of the DSD responded that usually, black effluent was identified under heavy rain. It was difficult for the DSD to assess the causes of the milky effluent because there were a number of contributing factors. Besides, the DSD believed that the water quality could be improved after the installation of dry weather flow interceptors was completed, but it could not be ascertained that the recurrence of milky effluent could be prevented.

42. SEPO(RW)2 of the EPD said that the EPD would arrange its staff to conduct an on-site inspection and collect water samples as soon as possible after a complaint call was received. The EPD would arrange for handling the complaint within the same day as far as practicable if the call was received during office hours.

43. SBS/D5 of the BD said that the BD would continue to report on the latest status at the next CAC meeting.

44. The Chairlady said that Members were concerned about the problem of water quality and effectiveness of the dry weather flow interceptors. She believed that residents would assess the effectiveness of them on the basis of the odour and persistent emergence of coloured effluent. Therefore, she opined that the DSD should assess the situation and hoped that the DSD would provide Members with more detailed information at the next CAC meeting such as the coverage areas of the dry weather flow interceptors. In addition, she enquired whether the telephone number earlier provided by the EPD could be passed to residents for lodging complaints.

45. SEPO(RW)2 of the EPD said that she had earlier provided her office telephone number. The incoming calls would be unanswered if she was not in due to other office commitments such as attending meetings or non-desk work. To facilitate the residents to seek assistance from the EPD, she would provide another telephone number in due course.

IV Item 3: Work Progress Report of Working Groups under Coastal Affairs Committee

(A) Working Group on Promoting the Image of the Coastal Area

46. The Chairlady said that the first performance of the “Tsuen Wan Sea-front Night’s Dream Music Festival” which was co-organised by the Working Group with the Working Group on Management of Facilities in the Coastal Area and a local organisation had been held in the evening of 4 July 2019. Free cultural and entertainment programmes would be provided for the public in the evenings of 5 and 6 July 2019. The performance of western orchestra would be staged in the evening of 5 July 2019 and the performances of community organisations or school would be staged on 6 July 2019. She hoped that Members would spare time to take part in the activities.

(B) Working Group on Management of Facilities in the Coastal Area

47. The Vice Chairman said that he had nothing to add on the Chairlady's brief a moment ago on the "Tsuen Wan Sea-front Night's Dream Music Festival" which was co-organised by the Working Group with the Working Group on Promoting the Image of the Coastal Area and a local organisation.

(C) Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun (Non-standing Working Group)

48. Mr LO Siu-kit said that the tenure of the Working Group was eight months according to the Standing Orders and its last meeting was held on 4 June 2019. At the meeting, Members had expressed views on the Advance Works of the Cycle Track between Tsuen Wan and Tuen Mun, including the cycle track outside Tsuen Wan West MTR Station, alignment design of the existing tree no. AW-T019 as well as the CEDD's proposal. The CEDD noted Members' views and had reached a consensus with Members at the meeting.

V Item 4: Any Other Business

49. Members noted the contents of the following information papers:

- (1) Amount of Marine Floating Refuse collected by Marine Department in Tsuen Wan District
(CAC Paper No. 8/2019);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 9/2019); and
- (3) Financial Statement of Coastal Affairs Committee as at 19.06.2019
(CAC Paper No. 10/2019).

VI Adjournment of Meeting

50. The Chairlady reminded Members that the next meeting was scheduled on 6 September 2019 and the deadline for submission of paper was 22 August 2019.

51. There being no other business, the meeting was adjourned at 4:35 p.m.

Tsuen Wan District Council Secretariat
9 August 2019