

(Translation)

Minutes of the 13th Meeting of Tsuen Wan District Council (5/21-22)

Date: 18 January 2022

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHAN Yuen-sum, Sumly (Chairman)

Mr YAU Kam-ping, BBS, MH (Vice Chairman)

Mr MAN Yu-ming, MH

Mr CHAN Sung-ip, BBS, MH

Mr LUK Ling-chung, Antonio

Mr WONG Ka-wa

Mr KOT Siu-yuen, MH

Mr LAU Cheuk-yu

In Attendance:

Mr AU Ka-shing, Billy, JP

District Officer (Tsuen Wan), Tsuen Wan District Office

Mr LAI Yik-wing, Wesley

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

Ms TAM Nga-ching, Monita

District Commander (Tsuen Wan) (Acting), Hong Kong Police Force

Mr CHOW Ching-chi, Alfred

Police Community Relations Officer (Tsuen Wan), Hong Kong Police Force

Ms MA Sau-ching, Annisa

District Social Welfare Officer (Tsuen Wan/Kwai Tsing), Social Welfare Department

Ms HO Mun-ye, Money

District Lands Officer/Tsuen Wan and Kwai Tsing (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Ms LUI Hiu-fai, Monica

Chief Transport Officer/NT South West, Transport Department

Mrs LAI CHAN Wai-fan, Clara

Chief Manager/Management (Wong Tai Sin, Tsing Yi and Tsuen Wan), Housing Department

Mr WONG Lap-yan, Ivan

District Environmental Hygiene Superintendent (Tsuen Wan), Food and Environmental Hygiene Department

Ms LIU Tze-kwan, Fiona

Chief Engineer/West 2, Civil Engineering and Development Department

Ms LIM Ting-ting, Sylvia

Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department

Ms LEE Mei-sheung, Dickie

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

Miss LAM Siu-yung, Daisy
(Secretary)

Senior Executive Officer (District Council), Tsuen Wan District Office

Miss LEUNG Tsz-wai, Apple Executive Officer I (District Council), Tsuen Wan District Office

For discussion of item 3:

Mr CHAN Kin-fung, Keith Senior Engineer/Walkability 4, Transport Department
Ms CHAN Fung-ping, Inness Engineer 9/Walkability, Transport Department
Mr LEE Wai-lam Associate Director, Ove Arup & Partners Hong Kong Limited
Mr Brad FONG Associate, Ove Arup & Partners Hong Kong Limited
Mr Henry YEUNG Senior Planner, Ove Arup & Partners Hong Kong Limited

For discussion of item 4:

Mr CHU Ching-yu, Alex Engineer/Tsuen Wan 1, Transport Department

For discussion of item 5:

Mr CHU Ching-yu, Alex Engineer/Tsuen Wan 1, Transport Department
Mr NG Kar-shu Senior Town Planner/Tsuen Wan, Planning Department

For discussion of item 6:

Mr CHAN Kin-fung, Keith Senior Engineer/Walkability 4, Transport Department
Ms CHAN Fung-ping, Inness Engineer 9/Walkability, Transport Department
Mr LEE Wai-lam Associate Director, Ove Arup & Partners Hong Kong Limited
Mr Brad FONG Associate, Ove Arup & Partners Hong Kong Limited
Mr Henry YEUNG Senior Planner, Ove Arup & Partners Hong Kong Limited

Action I Opening Remarks and Introduction

The Chairman stated that more than half of the term of the Tsuen Wan District Council (TWDC) had passed since his election as Chairman. He hoped that Members would continue to enhance their communication with representatives from government departments, and enable the TWDC to listen to public views and better its work on people's livelihood. He welcomed Members and representatives from government departments to the 13th meeting of the TWDC and introduced:

- (1) Mr AU Ka-shing, Billy, who attended the meeting for the first time and replaced Miss YIP Kam-ching, Jenny to assume the post of District Officer (Tsuen Wan) (DO(TW)), Tsuen Wan District Office (TWDO); and
- (2) Ms TAM Nga-ching, Monita, District Commander (Tsuen Wan) (Acting), Hong Kong Police Force (HKPF), who attended the meeting on behalf of Mr Kerry Paul Lee CAREW.

2. DO(TW) stated that shortly after taking up office, he had already participated in work relating to the Legislative Council General Election and the fight against the epidemic. Looking ahead, he was eager to establish good communication with different groups, organisations and people in the district; serve local residents; proactively engage in community building; and enhance the quality of life of local

residents. He welcomed Members' views on the work of the TWDO for a collaborative effort to resolve problems in the district.

3. The Chairman reminded Members that according to sections 17(1) and 27 of the Tsuen Wan District Council Standing Orders (the "Standing Orders"), any Member who wished to move a motion or ask any question at a meeting of the Council was required to give the Secretary a notice in writing ten clear working days before the meeting. Thus, he reminded Members that the date of the next meeting was 22 March 2022 and the deadline for submission of papers was 7 March 2022. In view of the numerous items on the agenda, the Chairman reminded Members to speak as concisely as possible. In addition, according to section 28 of the Standing Orders, unless otherwise agreed by the Chairman, Members could only speak once on each agenda item at the meeting and each Member could speak up to 1.5 minutes. A maximum of five Members could speak on each agenda item. If more than five Members spoke on an agenda item, he would shorten the speaking time of each Member. The Member(s) who had submitted a paper would have 2 minutes to give an introduction and 1.5 minutes to draw a conclusion. The representatives of the departments would have up to 2 minutes to give a response.

II Item 1: Confirmation of Minutes of the 3rd Special Meeting held on 23.11.2021 and the 12th Meeting held on 23.11.2021

4. The Chairman said that the Secretariat had received two proposed amendments from Mr LUK Ling-chung, Antonio prior to this meeting. The proposed amendments were set out as follows:

- (1) he proposed that in the eighth last line of paragraph 13 of the minutes of the 12th meeting held on 23 November 2021, “（即行人天橋 C）” (i.e. Footbridge C) should be added after “145TB”; and
- (2) he proposed that in the seventh last line of paragraph 13 of the minutes of the 12th meeting held on 23 November 2021, “（即行人天橋 E）” (i.e. Footbridge E) should be added after “196TB”.

5. The Chairman enquired whether any Members wanted to immediately put forth proposed amendment. No Member immediately put forth a proposed amendment.

6. The Chairman enquired whether Members endorsed the minutes and the relevant proposed amendments. Members unanimously endorsed the minutes and the relevant proposed amendments.

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

7. The Chairman said that there were no matters arising from the minutes of the previous meeting.

IV Item 3: A Proposal under the Revised Assessment Mechanism for Hillside Escalator Links and Elevator Systems - From Kwok Shui Road to Kwok Shui Road Park
(TWDC Paper No. 70/21-22)

8. The Chairman stated that the Transport Department (TD) submitted the paper to brief Members on the project selected for priority implementation under the revised

assessment mechanism for hillside escalator links and elevator systems. The representatives from the TD and the relevant organisation attending the meeting were:

- (1) Mr CHAN Kin-fung, Keith, Senior Engineer/Walkability 4 (SE/W4), TD;
- (2) Ms CHAN Fung-ping, Inness, Engineer 9/Walkability, TD;
- (3) Mr LEE Wai-lam, Associate Director, Ove Arup & Partners Hong Kong Limited (OAP);
- (4) Mr Brad FONG, Associate, OAP; and
- (5) Mr Henry YEUNG, Senior Planner, OAP.

9. SE/W4 of the TD and Senior Planner of the OAP introduced the paper.

10. The Chairman said that he and the relevant Members had been striving for the implementation of the captioned lift or escalator project for years, and so he was glad that the project could finally be implemented now. He had conducted several site inspections with the staff of the MTR Corporation Limited (MTRCL). In his opinion, it would be even more desirable if escalators could be provided within the premises of the MTRCL to facilitate public access, and so he suggested another discussion on this issue with the MTRCL or TD in the future.

11. Mr LUK Ling-chung, Antonio enquired whether the captioned project was a proposal for a lift, an escalator, or both. As far as he knew, the Government was also constructing similar escalators in Kwai Chung. In case the proposed project was actually an escalator link, he enquired whether two escalators, one upward-moving and one downward-moving, would be constructed at the same time so that one of the escalators would still be in operation when the other was under repair.

12. Mr WONG Ka-wa said that he had all along been striving for the provision of a lift or an escalator over the years, and so he was pleased that the TD had invited the consultancy concerned to commence a relevant study in 2017. As far as he knew, staircases were the only means of access at the location near Exit A of MTR Tai Wo Hau Station in Kwok Shui Road Park. This had caused inconvenience to many visually impaired persons and wheelchair users who would pass by and travel to and from the location concerned. He suggested that the MTRCL should provide a lift or an escalator thereat so as to connect Exit A of MTR Tai Wo Hau Station to Kwok Shui Road Park.

13. Mr KOT Siu-yuen supported the proposed project, and hoped that it would be endorsed at this meeting. He enquired whether the proposed escalator link comprised escalators operating in the upward and downward directions respectively, and whether there was a timetable for the implementation of the captioned project. He was aware that villagers residing at nearby locations such as Ho Pui Village and Kwan Mun Hau Tsuen would use the lift at Exit B of MTR Tai Wo Hau Station for access to the lower level of the MTR station. He considered that the construction of barrier-free facilities was the dominant trend, and proposed that relevant departments should communicate with the MTRCL more frequently on the issue of constructing barrier-free facilities at Exit A of MTR Tai Wo Hau Station for better planning of future follow-up work in that regard.

14. Senior Planner of the OAP responded that the proposed Project No. NTE12 “From Kwok Shui Road to Kwok Shui Road Park” was in fact a construction project for a lift, which would operate in both upward and downward directions. It therefore did not involve the Member’s question of whether the escalator link was an one-way or two-way one.

15. SE/W4 of the TD responded as follows:

- (1) the proposed project was still in its initial stage at the moment. Considering the relatively large scale of the works, the TD would invite the Highways Department (HyD) to conduct a detailed feasibility study on the proposed project if Members lent support to the project at this meeting. If the proposed project was confirmed to be technically feasible, the HyD would subsequently engage a consultancy to carry out detailed investigation, design work and construction works. The actual time needed would depend on the complexity of the project, public views and other factors. The TD was now actively taking forward the project in question, and would report on the progress of the project to Members in a timely manner; and
- (2) the TD was aware of Members’ suggestion on connecting the lift in question to Exit A of MTR Tai Wo Hau Station, and would convey such views to the MTRCL for consideration. If the MTRCL planned to construct a lift or an escalator at Exit A, the TD would conduct a further study on the proposed project to dovetail it with the MTRCL’s works.

16. The Chairman held that the lift proposed by the department could bring convenience to wheelchair users and transportation workers. He asked if any Members held opposing views. Members unanimously agreed to the proposal. The Chairman requested the TD and consultancy to follow up on the captioned project promptly.

17. The Chairman said that since the issue involved in Item 6: “Strong Request for Retrofitting a Lift at Exit A of MTR Tai Wo Hau Station to Facilitate Travel between the Station and Kwok Shui Road for the Convenience of Residents around the Road” was similar to the one just discussed in Item 3: “A Proposal under the Revised Assessment Mechanism for Hillside Escalator Links and Elevator Systems - From Kwok Shui Road to Kwok Shui Road Park”, he proposed discussing Item 6 first before proceeding to Items 4 and 5 for a smoother discussion. Members unanimously agreed to his proposal.

V Item 6: Strong Request for Retrofitting a Lift at Exit A of MTR Tai Wo Hau Station to Facilitate Travel between the Station and Kwok Shui Road for the Convenience of Residents around the Road
(TWDC Paper No. 73/21-22)

18. The Chairman stated that since he submitted the paper for the captioned agenda item, he asked the Vice Chairman to take over the chair.

19. The Acting Chairman said that Mr CHAN Yuen-sum, Sumly submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr CHAN Kin-fung, Keith, SE/W4, TD;
- (2) Ms CHAN Fung-ping, Inness, Engineer 9/Walkability, TD;
- (3) Mr LEE Wai-lam, Associate Director, OAP;
- (4) Mr Brad FONG, Associate, OAP;
- (5) Mr Henry YEUNG, Senior Planner, OAP; and
- (6) Ms LEE Mei-sheung, Dickie, District Leisure Manager (Tsuen Wan)(DLM/TW), Leisure and Cultural Services Department (LCSD).

20. Mr CHAN Yuen-sum, Sumly introduced the paper.

21. Mr WONG Ka-wa was glad that relevant departments had accommodated Members' demands and opinions, and had implemented the proposal to retrofit a lift. He hoped that the departments concerned would set a clearer timetable for the retrofitting works and make improvements to the ancillary transport facilities at the location concerned, including a feasibility study on constructing a pedestrian footbridge across Kwok Shui Road, so that residents could benefit from the facilities as soon as possible.

22. SE/W4 of the TD responded as follows:

- (1) the preliminary alignment of the proposed hillside escalator link ran from Kwok Shui Road to Kwok Shui Road Park. The proposal on constructing escalators or other barrier-free facilities at Exit A of MTR Tai Wo Hau Station had to be passed on to the MTRCL for consideration. If the MTRCL had a relevant plan, the TD would dovetail the related works of the proposed project with the MTRCL's works; and
- (2) at present, the proposed project was still in its initial stage. The TD would proceed to invite the HyD to formulate a detailed design and conduct investigation work regarding the proposed project. The actual time needed would depend on the complexity of the project, public views and other factors. The TD was actively taking forward the project in question at the moment, and would report on the progress of the project to Members in a timely manner.

23. Mr CHAN Yuen-sum, Sumly was pleased that the departments concerned had listened to views on the captioned issue put forth by Members over the years, and had finally implemented the project in question. In his opinion, the MTRCL, being a public transport operator, should shoulder its social responsibility and meet the public's needs with its public transport facilities. Therefore, the MTRCL should construct escalators in MTR Tai Wo Hau Station. He also hoped that the LCSD would support the works to be implemented at Kwok Shui Road Park by taking corresponding action. He wished that the departments concerned would establish a timetable promptly, and proposed that Members should conduct a site visit with staff of the TD, LCSD, consultancy and MTRCL to study how escalators and other connecting facilities could be constructed at Exit A of MTR Tai Wo Hau Station. Members agreed to the proposal.

24. The Acting Chairman said that he was also a resident of the area concerned. He learnt that there might be new developments in the vicinity of the location of the proposed project, and its site might be re-zoned for residential use. Hence, he proposed that the departments concerned should plan the associated ancillary transport facilities as early as possible. Planning work should include a request for the construction of escalators and other facilities at Exit A of MTR Tai Wo Hau Station for the MTRCL's consideration so as to cope with the residents' needs in the future.

25. The Chairman resumed the chair.

VI Item 4: Traffic Congestion around Tsuen Wan Plaza during Weekends and Holidays

(TWDC Paper No. 71/21-22)

26. The Chairman stated that Mr LUK Ling-chung, Antonio submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr CHU Ching-yu, Alex, Engineer/Tsuen Wan 1 (E/TW1), TD;
- (2) Ms TAM Nga-ching, Monita, District Commander (Tsuen Wan) (Acting) (DC(TW)(Atg)), HKPF; and
- (3) Mr LAI Yik-wing, Wesley, Assistant District Officer (Tsuen Wan) (ADO/TW), TWDO.

27. Mr LUK Ling-chung, Antonio introduced the paper and welcomed the new District Officer. He pointed out that District Officers had all along held a prominent position and role in district administration, and they were also heads of representatives of government departments at the district level. Hence, he hoped that the District Officer would coordinate efforts to tackle difficult old major issues in the district. He also proposed that the District Officer, Assistant District Officer and Senior Liaison Officers should conduct on-site inspections with Members in the district where necessary, and exchange ideas on measures and proposals for solving district problems with Members. As regards the traffic congestion problem under this agenda item, it was a long-standing and knotty problem. In particular, vehicles making a right turn into Hoi Kwai Road from Hoi Shing Road eastbound could only access the car park of Skyline Plaza on the left and could not turn right into the car park of Clague Garden Estate. This had caused great inconvenience to motorists. Some residents had put forth an improvement proposal. They suggested allowing vehicles on the fast lane of Hoi Shing Road eastbound to turn right into Tai Ho Road. However, due to changes in the landscape and traffic direction of the waterfront near Skyline Plaza in the last few decades, there might be little room for road alterations in that area. Thus, he advised the TD to either explain the merits, demerits and feasibility of the proposal, or put forth alternative solutions.

28. Mr LAU Cheuk-yu said that the traffic congestion problem mentioned in the paper usually arose during weekends and holidays. Also, there was serious traffic congestion at the junction where Hoi Shing Road turned into Tai Chung Road during the peak commuting hours in the evening on weekdays. He had conducted an on-site inspection with the TD's representatives in that regard and suggested making alterations to the exit on Tai Chung Road leading to Belvedere Garden. He now enquired whether any progress had been made in respect of his proposal.

29. E/TW1 of the TD responded as follows:

- (1) the TD had all along been monitoring the traffic condition in Tsuen Wan West (including the area around Tsuen Wan Plaza and Skyline Plaza). It had also assigned staff to conduct on-site inspections during the peak hours in the morning, at midday and in the afternoon respectively on 8 January 2022. According to the TD's observation, the vehicular volume of the location concerned was at an acceptable level and the traffic was fairly normal without serious congestion;
- (2) on 8 January 2022, the TD also conducted a survey on the utilisation of parking spaces in the car parks of Tsuen Wan Plaza and Skyline Plaza and major car parks nearby. It found that parking spaces were available for the use of motorists at all times. According to the TD's information, about 1 600 hourly parking spaces provided by operators and 150 on-street parking spaces were available to motorists within 500 metres from the car park of Skyline Plaza. The TD's principle was to avoid setting a fixed ratio between monthly and hourly parking spaces so that operators could adjust the ratio in response to market demand anytime with a view to meeting users' actual needs. Hence, the TD did not have the precise number of hourly parking spaces at the moment;
- (3) motorists could learn of the numbers of parking spaces available in the nearby car parks of Citywalk 1 & 2, Nina Mall and MTR Tsuen Wan West Station as well as vacant on-street parking spaces through HKeMobility, a mobile application launched by the TD. It enabled motorists to select suitable routes and parking locations early so as to prevent traffic congestion caused by vehicle queues waiting to enter car parks;
- (4) the junction of Tai Ho Road, Hoi Shing Road and Yeung Uk Road was currently a four-phased signalised junction with busy traffic. Also, the traffic going straight on Tai Ho Road was relatively heavy during the peak hours in the morning, at midday and in the afternoon. Adding a traffic signal cycle phase at Hoi Shing Road eastbound for a right turn would not only increase the signal waiting times for vehicles heading in other directions, but would also lower the overall traffic efficiency of the junction concerned, rendering the junction more susceptible to traffic congestion;
- (5) to reach Tsuen Wan West, motorists on Hoi Shing Road could turn into Tai Ho Road southbound via Yeung Uk Road, Wo Tik Street and Sha Tsui Road. Apart from taking the said route, motorists could make a left turn into Tai Ho Road from Hoi Shing Road and then drive straight ahead to the turnabout in front of the junction on Tai Ho Road near Castle Peak Road - Tsuen Wan Section, where a turn back into Tai Ho Road southbound for Tsuen Wan West was also possible. The travelling time for both routes was about five minutes;
- (6) the TD understood that the traffic condition of various districts and the public's journeys might be affected by how the epidemic developed. Hence, the TD would monitor the traffic condition around the location concerned continuously, and would adjust the traffic signal settings or

take additional measures to enhance the traffic management where necessary;

- (7) the area around Tsuen Wan Plaza and Skyline Plaza was in close proximity to Tsuen Wan West Station of the MTR Tuen Ma Line. In addition, Tsuen Wan Station, Tsuen Wan West Station and major locations in Tsuen Wan (including public transport interchanges, shopping malls and government public facilities) had already been linked together by the footbridge network in Tsuen Wan. Therefore, the TD encouraged the public to travel to various locations by means of public transport, the comprehensive railway network and the existing footbridge network in Tsuen Wan as far as possible; and
- (8) the TD would follow up on the issue of traffic congestion at the junction where Hoi Shing Road turned into Tai Chung Road mentioned by the Member after the meeting.

30. DC(TW)(Atg) of the HKPF responded as follows:

- (1) the Police had all along been monitoring the traffic condition at Hoi Shing Road, Yuen Tun Circuit and Tai Pa Street off Tsuen Wan Plaza. According to the Police's observation, vehicles waiting to enter the car park of Tsuen Wan Plaza would queue on Tai Pa Street. The tailback would occasionally reach Yuen Tun Circuit and Hoi Shing Road. The situation would worsen on Saturdays and Sundays and during public holidays, when the tailback would even extend as far as the section of Hoi Shing Road outside Po On Commercial Association Wong Siu Ching Secondary School, causing an adverse impact on the overall traffic of Tsuen Wan district;
- (2) the Police had been taking stringent traffic enforcement action at the location concerned with a view to relieving traffic congestion. During October and November 2021, the Police had issued 988, 212 and 170 fixed penalty tickets (FPTs) to offenders of illegal parking at Hoi Shing Road, Tai Pa Street and Yuen Tun Circuit respectively. The Police would continue to take action against illegal parking to ensure that the roads were unobstructed; and
- (3) if any government department needed to make any traffic arrangement to change the traffic direction of relevant roads at the location concerned, the HKPF would make every effort to support the arrangement. For example, it would coordinate the related work and conduct on-site inspections in order to improve the traffic condition of the location.

31. ADO(TW) of the TWDO responded as follows:

- (1) the TWDO learnt that the Tsuen Wan Police District had been keeping an eye on the traffic issues related to Tsuen Wan Plaza and its vicinity, and had been taking enforcement action continuously;
- (2) the TWDO noted that security guards of Tsuen Wan Plaza would be arranged to assist in easing the vehicle queue waiting at the car park entrance during peak hours and when the vehicular volume was relatively heavy. They would also communicate closely with the Tsuen Wan Police District. The TWDO would explore traffic

enhancement arrangements with relevant departments where necessary;
and

- (3) if the TD should conduct a district consultation on the implementation of traffic measures (e.g. traffic diversions, changes in traffic direction and traffic improvement works) at the location concerned, the TWDO could assist with the related arrangements.

32. Mr LUK Ling-chung, Antonio noted the availability of about 1 600 hourly parking spaces around the car park of Skyline Plaza according to the information provided by the TD. He pointed out that the TD's staff came to a conclusion that the supply of parking spaces exceeded the demand at the said location because they found vacant parking spaces during their on-site inspection. In his opinion, it might be an exceptional case and the TD's staff should spend another two or three days conducting on-site inspections there. Regarding the alternative route to Tsuen Wan West from Hoi Shing Road mentioned by the TD, he suggested that the TD should provide a relevant route map after the meeting to enable him to relay the information to local residents. He opined that a change to Hoi Shing Road to allow a right turn into Tai Ho Road was an easier option. Yet, he understood that road alterations were difficult and the proposal might lead to traffic congestion on other road sections. Thus, he was open to the TD's proposal. He said that if any changes in road design would be involved, a district consultation should be conducted first to enable residents of nearby estates to air their views.

33. The Chairman stated that traffic congestion was common at the road sections concerned. He advised the TD to enhance its communication with Members and provide further information with a view to easing the problem.

VII Item 5: Improving the Planning of Ancillary Support Facilities in Tsuen Wan
(TWDC Paper No. 72/21-22)

34. The Chairman stated that Mr WONG Ka-wa submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Ms LIU Tze-kwan, Fiona, Chief Engineer/West 2 (CE/W2), Civil Engineering and Development Department (CEDD);
- (2) Ms LEE Mei-sheung, Dickie, DLM(TW), LCSD;
- (3) Mr NG Kar-shu, Senior Town Planner/Tsuen Wan (STP/TW), Planning Department (PlanD); and
- (4) Mr CHU Ching-yu, Alex, Engineer/Tsuen Wan 1 (E/TW1), TD.

Besides, the written replies of the Environmental Protection Department, HyD and PlanD were tabled at the meeting.

35. Mr WONG Ka-wa introduced the paper.

36. Mr CHAN Sung-ip voiced his support for the paper. There was a lack of parking spaces in Tsuen Wan town centre at present. As the relevant departments had not re-planned the new car parks, there were no available parking spaces in the car parks even on weekdays. A few years ago, the TWDC proposed redeveloping old areas to facilitate planning. He enquired about the progress in this regard.

37. Mr KOT Siu-yuen said that it had been 60 years since the founding of the satellite town of Tsuen Wan. The current Tsuen Wan district, unlike its previous appearance as a new town, had blended perfectly with the urban area. The issues of renewal and revitalisation of the Tsuen Wan community, including those relating to the footbridge network and extension works of the cycle track, had also been widely explored in various ways. Considering that both new and old areas could be found in Tsuen Wan district, he looked forward to a study on how old areas could be redeveloped and planned. For example, the last term of Government had proposed redeveloping and planning the area around Yeung Uk Road, and the last term of District Council had also discussed the issue of the Tsuen Wan Law Courts Building. Nevertheless, the Government decided in the end that the Tsuen Wan Law Courts Building would be re-commissioned. He deeply regretted such a decision. He hoped that the PlanD and TWDC would join hands to study ways of implementing renewal and revitalisation work in the community so as to continue the discussion on the issues in question, and unleash all forms of creativity through such discussion.

38. Mr LUK Ling-chung, Antonio said that he supported the concept of the proposal in principle, but the key lay in how to implement the proposal. Despite its role as the “ultimate planning machine” of the Government, the PlanD seemed to be dedicated to the processing of planning applications and revision of the Outline Zoning Plans, and had not carried out other macro-level planning work in recent years. Given that the Chief Executive (CE) had commissioned the Urban Renewal Authority (URA) to commence a planning study involving Tsuen Wan district and Sham Shui Po district, he enquired about the reason for not commissioning the PlanD instead to conduct the study and the role of the PlanD. He hoped that Members would support the proposal and participate in relevant work actively in the future.

39. Mr MAN Yu-ming supported the proposal, and considered that the redevelopment of old areas and town planning were equally important. Tsuen Wan was a satellite town in its early years, but now, both new housing estates and dilapidated streets could be found therein. In his opinion, redevelopment was necessary. Yet, as it involved town planning and coordination between different departments, the progress was complicated and slow. Consequently, the overall town design and planning had been lagging behind for a long time, bringing about another long-standing and deep-seated problem for Hong Kong. He opined that designating Tsuen Wan as a trial site for redevelopment could help Hong Kong gain more useful experience, and therefore suggested cutting red tape among the departments to facilitate redevelopment. District Councillors and various departments should also strive for better redevelopment work by making an all-out effort to explore redevelopment and put forth views for the well-being of the community.

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

- (1) the CEDD had established procedures for implementation of public works, and would execute various works projects in line with the Government’s policy objectives and resource allocation;
- (2) regarding works planning, the CEDD would liaise with other works departments to conduct engineering feasibility studies for development projects in various districts. When conducting relevant studies, the

CEDD would maintain close liaison with all Members, consult them, and draw reference from their opinions to improve the works projects or studies; and

- (3) the cycle track project was one of the CEDD's signature projects. The CEDD thanked Members for their support of the project concerned. It would organise public engagement activities on the continuous extension of the cycle track section along Tsuen Wan waterfront towards Tuen Mun, and consult the TWDC in a timely manner.

41. DLM(TW) of the LCSD responded that the LCSD had all along been keeping in view the population change of Tsuen Wan district, demand for recreational facilities, and views on the facilities held by District Councillors. The LCSD would provide support for any recreational facilities, greening or landscape works in future planning as far as possible.

42. STP/TW of the PlanD responded as follows:

- (1) Tsuen Wan New Town, after 60 years of development, had become an old area. The planning for old areas was entirely different from that for the current new towns, such as Tung Chung and Kwu Tung. Upon the PlanD's completion of the planning of new towns, relevant works departments would take forward the implementation work, and the Lands Department (LandsD) would also resume the land. On the contrary, the planning for old areas was highly constrained. The PlanD could only identify undeveloped land and add suitable community facilities to development projects during planning. The several public and private housing development projects on which the PlanD briefed the TWDC in October 2020 served as good examples. The PlanD had added schools, community/welfare, medical, retail, recreational/sports and other facilities to those projects with a view to seizing the opportunities for development as far as possible in the planning for old areas;
- (2) extensive redevelopment of an entire region, such as the old areas in Tsuen Wan town centre, and formulation of a blueprint would require support from the URA. This was because the URA had years of experience in the redevelopment of old areas and had established its compensation and rehousing mechanisms. These important mechanisms were exactly what the PlanD lacked. The URA was currently planning the redevelopment of the old areas of Tsuen Wan district and drawing up a planning blueprint. It would commence its plan in the second quarter of 2022 and visit the TWDC for consultation. The PlanD would dovetail its efforts with the URA's work in the above process; and
- (3) regarding the planning of parking spaces, the PlanD had to rely on the TD for professional assessments of such relevant aspects as the locations for additional parking spaces, number of additional parking spaces to be provided, subsequent impact on traffic flow, and whether road widening was necessary. As such, the PlanD would maintain close liaison with the TD. In fact, the TD had all along been working

in tandem with the PlanD regarding the recently completed public car park development project at Tsuen Wan West Station, i.e. the first automated parking system project completed at the short-term tenancy site on Hoi Shing Road, Tsuen Wan.

43. E/TW1 of the TD responded as follows:
- (1) the TD would adopt multi-pronged measures for traffic management so as to support the development of Tsuen Wan district, move with the times and meet road users' needs;
 - (2) the TD would embrace the opportunities brought by the gradual transformation of Tsuen Wan district and the land use rezoning of relevant sites, and improve the district environment and traffic with a long-term and holistic planning perspective. If development or redevelopment projects in the district involved planning or rezoning, the TD would request the developers or proponents of the site projects to submit traffic impact assessment reports according to the established mechanism for consideration by the relevant departments and Town Planning Board, which would also review the traffic impact of the development projects and the relevant proposed mitigation measures. The TD would also formulate and implement appropriate traffic enhancement measures, and increase the numbers of parking spaces and loading/unloading bays in the proposed projects as far as possible so as to alleviate the impact of the projects on nearby traffic;
 - (3) the TD's first automated parking system, constructed on the short-term tenancy site on Hoi Shing Road, Tsuen Wan, was officially commissioned on 25 November 2021 to provide additional 245 parking spaces for public use; and
 - (4) regarding the traffic in the district, the TD had all along been concerning itself with the traffic condition in the district and looking into the needs of the district. The TD examined the traffic condition of the roads at different levels, and implemented appropriate traffic management enhancement measures. These measures included various small-scale traffic management enhancement works and works of a larger scale implemented in conjunction with other works departments, such as the Widening of Tsuen Wan Road and Improvement works at Tsuen Tsing Interchange. This could facilitate the overall planning of Tsuen Wan while meeting the need for ancillary support facilities.

44. Mr WONG Ka-wa said that some concepts, such as town planning, landscaping, and environmental protection, were developed in recent years. During his term of office as a District Councillor, officers of the URA had visited Tsuen Wan twice. Some of the functions of the URA were precisely what relevant departments lacked. In this connection, he proposed setting up a non-standing working group, with the Chairman and Vice Chairman assuming the roles of Convenor and Vice Convenor respectively, and tasking the group with conducting discussions with the URA and relevant departments so that the URA could conduct further studies after listening to Members' views. This could draw the URA's attention to, for example, key areas which Members thought should be addressed, changes in the roads and

traffic of old areas, and matters on the development of the waterfront area. In his opinion, the harbourfront area of Wan Chai was a very beautiful spot as well as a demonstration of innovative planning concepts, such as the provision of numerous leisure places for a walk. This could serve as a source of reference for the planning of Tsuen Wan district.

45. The Chairman said that the CE had pointed out Tsuen Wan's role as an important trial spot for planning in the Policy Address, and that officers of the URA would visit the TWDC in the future for a detailed discussion of the issue on the redevelopment of old areas of Tsuen Wan. In his opinion, the discussion should include not only the problem of parking spaces as mentioned by Members, but also the provision of additional places for leisure purpose and roads for use by pedestrians and vehicles. These facilities should dovetail with each other as well. The Government also had to consider whether the plot ratios of the redevelopment projects of the old buildings were set at an adequate level that could provide an incentive for development. In view of the continuous increase in the population in the district, it was necessary to consider how the projects of ancillary support facilities aforementioned could be implemented. He asked for Members' views on the establishment of a non-standing working group.

46. Mr CHAN Sung-ip supported the establishment of a non-standing working group for discussion with the URA and departments concerned and detailed studies.

47. Mr LUK Ling-chung, Antonio said that he supported the paper in principle. However, out of the 21 seats in the TWDC, more than 10 of them were currently vacant and only a small number of Members remained. As such, there were no representatives for some of the constituency areas. On top of that, as not all of the Members were willing to join the working group, he had reservations about setting up the working group under the current situation, and considered that this was not the right timing to do so.

48. DO(TW) of the TWDO responded as follows:

- (1) the planning problems in the district as mentioned by Members were not unique in Tsuen Wan, and could also be found in all the districts in Hong Kong. The planning work in question was an on-going issue. He suggested that Members should consider discussing the urgent or specific planning issues, if any, at the meetings of the District Planning, Development and Facilities Management Committee (DPDFMC); and
- (2) the PlanD's paper showed that the URA would commence work in the second quarter of 2022. He believed that the URA or PlanD would be willing to send officers to brief the TWDC on the relevant work. The TWDO would play the coordinating role and regularly update Members on the latest situation.

49. Mr KOT Siu-yuen opined that since the URA would assign officers to brief the TWDC on the relevant work in the second quarter of 2022, the issue on the planning of ancillary support facilities could be followed up again at the meetings of the TWDC full council or DPDFMC after the briefing.

50. Mr WONG Ka-wa said that regarding the overall planning of Tsuen Wan, there was a similar working group in the old days which had conducted discussions with the URA. He deeply appreciated the development of the Tsuen Wan Seven Streets redevelopment project at that time. In his opinion, considering the relatively heavy workload of the DPDFMC, the time available for each meeting might not be enough for a discussion on large-scale planning work undertaken by the URA. He hoped that a non-standing working group would be set up so as to enable Members to express relevant views during their term of office, but would respect the Chairman's decision.

51. The Chairman said that Members might wish to set up a working group in advance for preparation work. However, as the term of a non-standing working group was eight months, he was worried that the remaining term of the working group would not be long after the briefing by the officers of the URA at the TWDC. Therefore, he proposed that the working group should only be set up upon the briefing by the officers of the URA and the availability of concrete information so as to ensure sufficient time for discussion.

52. Mr WONG Ka-wa agreed to the Chairman's proposal, and suggested including the paper in the Matters Arising from the Minutes of the Previous Meetings.

53. The Chairman suggested putting forth the proposal on setting up the working group concerned only after the schedule of the URA's briefing at the TWDC was known.

VIII Item 7: Crime Brief for Tsuen Wan District – Comparison of Crime Statistics between October to November 2021 and October to November 2020
(TWDC Paper No. 74/21-22)

54. DC(TW)(Atg) of the HKPF reported on the crime situation of Tsuen Wan district.

55. Mr KOT Siu-yuen thanked the Police for working hard for Tsuen Wan district over the past year. He understood that amid the epidemic, it was rather difficult for government departments to conduct certain promotional work. Also, as the public went out less frequently, they might not be able to receive information on crime prevention. He advised the Police to keep up its good work. For example, it could conduct promotional work through the District Fight Crime Committee, the anti-scam mascot "The Little Grape" of the Police Force, the Junior Police Call and district organisations. Besides, he thanked the HKPF for its anti-gambling efforts. For example, illegal street gambling activities had nearly vanished in the wake of the HKPF's operations at Fuk Loi Estate. However, the Police should remain vigilant because the scenes of illegal gambling activities might have changed to flats upstairs. He thus advised the Police Community Relations Office of the HKPF to provide assistance and advice for the owners' corporations of single-block buildings. For example, security guards of the buildings should be instructed to register the personal particulars of visitors. It could facilitate the provision of more clues for the Police in order to smash upstairs casinos. He also saw a significant drop in juvenile crimes and commended the Junior Police Call for its hard work.

56. Mr LUK Ling-chung, Antonio was concerned about the touting of reservations for quarantine hotel rooms designated for foreign domestic helpers by touts who managed to reserve those rooms using advanced technology. He enquired of the Tsuen Wan Police District about the number of related complaints and reports it had received; whether employers would put themselves at risk of breaking the law if they purchased reservations for quarantine hotel rooms designated for foreign domestic helpers from touts; and about the difficulty encountered by the Tsuen Wan Police District in tackling the said problem. He suggested that it should proactively combat the touting activity by conducting decoy operations. Furthermore, he pointed out that some motorcycles in motion made unlawful U-turns at the pedestrian crossing off H Cube. He believed that the motorists in question were couriers of Pandamart, an online shopping service provider in Indi Home. He thus advised the Police to pay attention to the situation and enhance law enforcement action. Additionally, there was serious traffic congestion in the Tsuen Wan East Industrial Area during the daytime. Vehicle honking could even be heard sometimes. The illegal parking problem at the section of Yeung Uk Road off Indi Home remained serious. It caused difficulty to passengers boarding or alighting from buses, minibuses and school buses. Also, illegally parked vehicles near Wang Lung Street might even block the sightline of pedestrians, posing a severe safety hazard to people crossing the road.

57. The Vice Chairman opined that Tsuen Wan was a relatively special district because urban areas and villages coexisted in it. He noted that the Police had all along been conducting promotional work in local villages and making every effort to fight crimes. He proposed that the Police should pay attention to crimes which were more frequent at the end of the year. Besides, he noted that the Police frequently took action against illegal road racing. He also said he had received views from some residents of Ocean Pride. They pointed out that noise was recently generated by illegal road racing late at night on weekdays and in the morning on Saturdays. The noise disturbed nearby residents and even those living farther away in Tsing Lung Tau. As such, he was concerned about the recurrence of illegal road racing in recent days.

58. Mr WONG Ka-wa said he had mentioned in a past meeting that some vehicles drove in an opposite direction in the district. In his opinion, the department concerned should clarify whether it was unlawful behaviour. He thanked the HKPF for taking prosecution action at the locations concerned in the district, and recommended that it should do so continuously to improve the situation. Moreover, he was concerned about the frequent occurrences of gambling in Lei Muk Shue Estate (including Toa Shue House and Fung Shue House). He advised the Police to take law enforcement action in Lei Muk Shue Estate on a monthly basis to curb gambling among residents in the park. Besides, he pointed out that the installation of bollards along Heung Wo Street by the TD and department concerned was still underway. Yet, at Heung Wo Street, the number of vehicle repair workshops continued to grow and over half of the parking spaces with parking meters were occupied by vehicles of those workshops. He thus suggested that the department concerned should follow up on the issue as soon as possible.

59. The Chairman said he was concerned about the spate of burglaries involving several village houses near Wo Yi Hop Road. He advised the TWDO to assist in processing applications for installing village lights at the location concerned where necessary. He also advised the HKPF to enhance patrols at the end of the year and disseminate information on crime prevention among village representatives and villagers with a view to forestalling public security issues in the district. Moreover, he pointed out that some motorcycles often drove past many locations (e.g. Wo Yi Hop Road) in the district at a high speed. It was very dangerous. He suggested that the Police should step up effort to institute prosecution against the unlawful behaviour. Besides, he was pleased that the gambling problem on the ground level of Fuk Loi Estate had been alleviated. He also said that people gambled at quite a number of locations (including Toa Shue House and Fung Shue House) in Lei Muk Shue Estate. He thus advised the Police to increase the frequency of anti-gambling operations and draw reference from the rigorous approach to combating shop front extensions at Yeung Uk Road Market adopted by the HKPF and FEHD. He noted that the Police had followed up on the traffic congestion problem at Kwok Shui Road and Shing Mun Road. Yet, illegally parked vehicles were still commonly found at the said locations. He thus suggested that the Police should continuously step up its law enforcement action and advice-giving work so as to improve the situation.

60. DC(TW)(Atg) of the HKPF responded as follows:

- (1) currently, there were three quarantine hotels designated for foreign domestic helpers in Hong Kong. These hotels were located in Chek Lap Kok, Sha Tin and Tsing Yi. The Tsuen Wan Police District had neither received complaints nor reports on quarantine facilities designated for foreign domestic helpers so far. As the public had pointed out that wrongdoers made a profit by touting reservations for quarantine hotel rooms, the Government had introduced measures against such touting activity. For example, registration should be made by using real names of foreign domestic helpers who would stay at the quarantine hotels. Also, reserved rooms were not transferable;
- (2) the Police would continue to enhance patrols at the pedestrian crossing off H Cube to crack down on irresponsible motorcycle motorists making unlawful U-turns there. Besides, the Police had assigned officers to convey the problem and lodge a complaint to the person-in-charge of Pandamart. They had also informed the person-in-charge that the Police would take stringent enforcement action against offending motorcycle motorists;
- (3) noting that the traffic problems at quite a number of locations (e.g. Tsuen Wan industrial area) in the district required follow-up, the Police would make an all-out effort to fight the crimes concerned. It would also explore enhancement measures with the government departments concerned in order to solve the problem of serious traffic congestion in the district;
- (4) between October and November 2021, the Police had issued a total of 1 791 FPTs in the Tsuen Wan East Industrial Area and towed away respectively two and three vehicles causing serious road obstructions on Texaco Road and Yeung Uk Road;

- (5) the Police would utilise social media proactively. For example, the Police would disseminate information on its different approaches to combating gambling and serious traffic offences in the district through the Facebook page of the Junior Police Call. It would also conduct promotional work to educate the public about the importance of abiding by the law;
- (6) between October and November 2021, the Traffic New Territories South had conducted a total of 87 enforcement operations against illegal road racing and speeding on Tsuen Wan Road, Texaco Road, Castle Peak Road and Tuen Mun Road. It had not only issued nearly 100 FPTs, but had also issued 31 notices requiring the motorists involved to send their vehicles to the Government's vehicle examination centres for examination. The Tsuen Wan Police District would continue to coordinate with the Traffic New Territories South to tackle the illegal activities concerned in the district;
- (7) on 14 January 2022, the Police conducted an anti-gambling operation at Fung Shue House and arrested a total of 11 people. It would enhance the frequency of inspections in Lei Muk Shue Estate and continue to follow up on the gambling problem there; and
- (8) in response to the traffic congestion problem, the Police would enhance patrols at Kwok Shui Road and Shing Mun Road. Regarding the burglaries in village houses near Wo Yi Hop Road, the Task Force of the Police had conducted an inspection at Wo Yi Hop Road on 17 January 2022 in order to act proactively to ensure the safety of residents in the district. It also intended to use its publicity work as a means to remind the public to pay attention to domestic security and encourage them to actively report related crimes to the Police Community Relations Office.

61. The Chairman proposed that the HKPF should give Members a written reply after the meeting to answer their enquiries, including those on the law enforcement action taken by the Police to tackle traffic congestion at Kwok Shui Road and Shing Mun Road, and motorcycles travelling at a high speed in the district.

IX Item 8: Crime Brief for Ma Wan – October to November 2021
(TWDC Paper No. 75/21-22)

62. DC(TW)(Atg) of the HKPF reported on the crime situation of Ma Wan.

X Item 9: Information Papers

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

- (1) Report of District Planning, Development and Facilities Management Committee
(TWDC Paper No. 76/21-22);
- (2) Report of District Management Committee
(TWDC Paper No. 77/21-22); and
- (3) Items Resolved by Circulation by the Tsuen Wan District Council during the Period from 16 November 2021 to 10 January 2022
(TWDC Paper No. 78/21-22).

XI Item 10: Any Other Business

64. The Chairman stated that the Working Group on the 60th Anniversary of the Founding of the Satellite Town of Tsuen Wan was a non-standing working group and its tenure had expired. To continue to handle the work of the commemorative activities in this financial year, he proposed establishing the Working Group on the 60th Anniversary of the Founding of the Satellite Town of Tsuen Wan (II). He would continue to serve as the Convenor and the terms of reference of the Working Group would be “to continue to handle matters related to the 60th anniversary of the founding of the satellite town of Tsuen Wan”. Members unanimously agreed to the proposal. The membership list of the Working Group was set out in Annex.

65. Mr LUK Ling-chung, Antonio said that the mobile specimen collection station at Sha Tsui Road Playground had been relocated to the open space next to Tennis Court No. 4 at Tsuen Wan Park in October 2021. He hoped that government departments would discuss the relocation of mobile specimen collection stations with the Members of the constituency areas concerned in the future. Moreover, he learnt that the site of the former Luen Yan Street Cooked Food Hawker Bazaar would be used for transitional housing. While the matter had been discussed at a meeting of the relevant Area Committee, some residents considered that the authorities should consult the TWDC in that regard.

66. The Chairman reminded Members that the date of the next meeting was 22 March 2022 and the deadline for submission of papers was 7 March 2022.

(Post-meeting note: The 14th meeting was rescheduled to 31 May 2022.)

Tsuen Wan District Council Secretariat
March 2022

Membership list of the Working Group on the
60th Anniversary of the Founding of the Satellite Town of Tsuen Wan (II)

Convenor : Mr CHAN Yuen-sum, Sumly
Members : Mr MAN Yu-ming, MH
 Mr YAU Kam-ping, BBS, MH
 Mr LUK Ling-chung, Antonio
 Mr WONG Ka-wa
 Mr KOT Siu-yuen, MH
 Mr LAU Cheuk-yu