



中華人民共和國香港特別行政區政府總部食物及衛生局

Food and Health Bureau, Government Secretariat
The Government of the Hong Kong Special Administrative Region
The People's Republic of China

3 June 2015

The Honourable Tommy CHEUNG Yu-yan, SBS, JP
Chairman, Finance Committee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
[Fax: 2845 2444]

Dear Chairman

Finance Committee on 8 May 2015:

**Reprovisioning of Refuse Collection Point (“RCP”) at Fuk Wa Street/Fuk
Wing Street/Camp Street site, Sham Shui Po, Kowloon (“sale site”)**

Supplementary Information Sought by Members

I write to provide the information sought by Members when the captioned subject was discussed at the Finance Committee on 8 May 2015.

Separating the main entrance and exit for residents or visitors (“main pedestrian entrance”) of the residential development from the vehicular ingress and egress of the RCP

Concerns of some Members

2. At the Finance Committee meeting on 8 May 2015, some Members suggested that the main pedestrian entrance of the residential development should be separated, as far as practicable, from the vehicular ingress and egress of the RCP.

3. We fully appreciate Members’ concerns that pedestrian traffic should be separated, as far as practicable, from vehicular traffic, in the interest of safety, convenience and comfort of pedestrians. Taking a holistic look at the source of vehicular traffic will enable us to come to a meaningful assessment of how pedestrian traffic could be separated from vehicular traffic as far as practicable. Hence, apart from the vehicular ingress and egress of the RCP, the vehicular ingress and egress of the residential development¹ also form part and parcel of our analysis.

Proposed location of the vehicular ingress and egress of the residential development

4. To this end, we have looked into, in consultation with relevant departments, the technical feasibility and pros and cons of locating the vehicular ingress and egress of the residential development at the three possible frontages of the development, namely on (a) Fuk Wa Street; (b) Camp Street; and (c) Fuk Wing Street.

5. After reviewing the three options, we consider that the preferred way in terms of separation of pedestrian and vehicular traffic is to locate the vehicular ingress and egress of the residential development at Fuk Wa Street for the following reasons –

- (a) the locations of the vehicular ingress and egress of the residential development and the RCP at Fuk Wa Street will be stipulated in the

¹ The vehicular ingress and egress of the residential development also serves those of the non-domestic development (e.g. public car park) at the site.

Conditions of Sale. Through the Technical Schedule (to be annexed to the Conditions of Sale), the developer will be required to separate the main pedestrian entrance of the residential development, as far as practicable, from the vehicular ingress and egress of the RCP. This safeguard would help give effect to the overarching objective of separating pedestrian and vehicular traffic;

- (b) with the vehicular ingress and egress of both the residential development and the RCP located at Fuk Wa Street, it would practically leave little or no room for the main pedestrian entrance of the residential development to be placed on the same frontage. The RCP has already taken up 50 metres (more than two-thirds) of that frontage. This fact, together with market force, would dictate that the main pedestrian entrance could only be located at the other two frontages (i.e. Fuk Wing Street and/or Camp Street); and
- (c) while the ingress and egress of the residential development and the RCP share the same frontage, through the Technical Schedule, the developer will be required to adopt design features for the RCP to attenuate its visual impact on the surroundings, including but not limited to landscape screening, colour treatment or different kinds of architectural articulation. The design frontage of the RCP will incorporate landscape features wherever possible as visual screening or buffer zone to the nearby sensitive land uses.

6. The pros and cons of the options are set out below –

- (a) Fuk Wa Street is the least busy street in terms of vehicular traffic among the three streets encompassing the sale site. Moreover, only the facilities of China Light and Power and a telephone exchange are located on the other side of the street (i.e. without any residential development nor schools on that side), and hence the impact of the vehicular traffic should be of lesser concern to its neighbourhood;
- (b) there are a number of schools along Camp Street (where the vehicular ingress and egress of a school is located). Hence, locating the vehicular ingress and egress of the residential development on that frontage is not preferred from the perspectives of both pedestrian safety of school children as well as possible

conflicts with the vehicular traffic between the schools and the residential development;

- (c) if the vehicular ingress and egress of the residential development is to be located at Camp Street, it will have to be located at the deferred possession area of the sale site, and this will inevitably cause significant complications and limitations to site sequencing and construction works; and
- (d) as regards Fuk Wing Street, the other side facing the residential development is populated with other residential developments, with their main pedestrian entrances also facing this street. Hence, locating the vehicular ingress and egress of the residential development on that frontage is not preferred from the perspective of pedestrian safety, given the heavy usage by pedestrians from other residential developments as well as this residential development. Also, the vehicular traffic using the vehicular ingress and egress of the residential development (if located there) may be of concern to the neighbourhood.

7. To sum up, as depicted in our submission to the Public Works Subcommittee (PWSC) as well as the Annex to our letter to the PWSC Chairman on 30 April 2015, the vehicular ingress and egress of the RCP would be located at Fuk Wa Street. Putting the vehicular ingress and egress of both the residential development and the RCP at Fuk Wa Street would mean in effect that there is little scope of using the frontage for the main pedestrian entrance of the residential development. Practically, only Fuk Wing Street and Camp Street could serve as possible choices for locating the main pedestrian entrance of the residential development, and this is in line with the objective of separating as far as practicable the main pedestrian entrance of the residential development from the vehicular ingress and egress of the RCP.

Minimising impact of the vehicular traffic of the RCP to the neighbourhood

8. Based on the actual traffic generated by the temporary Camp Street RCP, we estimate that on average there would be less than one vehicle-trip

per 2.5 hours each day to and from the permanent RCP. This means that the likelihood of pedestrians or vehicles of the residential development meeting a refuse collection vehicle (RCV) on their way on a normal day is, in fact, quite small. With reference to the current routing of RCVs to the temporary Camp Street RCP, the proposed routing of RCVs to and from the permanent RCP, as requested by Dr Hon Helena WONG, is shown at Annex.

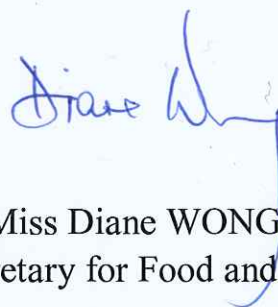
Summing up

9. Together with other mitigation measures that have been shown to Members via our PWSC submission and our letter to the PWSC Chairman dated 30 April 2015, the above measures should go a long way towards addressing Members' concerns.

10. With the Finance Committee's approval of the funding proposal for this project, we will proceed with the land sale on the basis of the above arrangements.

11. May I thank Members once again for their valuable support and constructive comments.

Yours sincerely,



(Miss Diane WONG)
for Secretary for Food and Health

c.c.: All Members of Legislative Council
Clerk to Public Works Sub-Committee
Secretary for Financial Services and the Treasury
(Attn: Ms Jasmine CHOI)
Secretary for Development
(Attn: Mr CHONG Wing-wun)

Director of Food and Environmental Hygiene
(Attn: Mr LAM Wing-hong)

Director of Architectural Services
(Attn: Mr Edwin WONG)

Director of Planning
(Attn: Mr Lawrence CHAU)

Director of Lands
(Attn: Ms Sophia CHIANG)

Commissioner for Transport
(Attn: Mr CHAN Wai-tak)

**Proposed routing of refuse collection vehicles (RCVs)
to and from the permanent refuse collection point (RCP)**

(a) Proposed route for RCVs entering the permanent RCP



(b) Proposed route for RCVs leaving the permanent RCP

(i) If the RCV needs to head to the west



(ii) If the RCV needs to head to the east

