

Supplementary Information Paper
24 February 2017

Legislative Council Panel on Development

**3185GK – Reprovisioning of Transport Department's
Vehicle Examination Centres at Tsing Yi**

PURPOSE

This paper updates Members on the proposal to relocate the existing Vehicle Examination Centres (VECs) of the Transport Department (TD) in Kowloon Bay and To Kwa Wan to Tsing Yi, including follow-up actions arising from the discussion at the Panel meeting on 16 December 2016.

FOLLOW-UP ACTIONS OF PANEL MEETING ON 16 DECEMBER 2016

2. When the project 3185GK – Reprovisioning of Transport Department's VECs at Tsing Yi was discussed at the Panel meeting on 16 December 2016, a number of technical issues including (i) the traffic impact after the commissioning of the new VEC; (ii) the reprovisioning of the temporary vehicle parking spaces on the project site; (iii) the maximum handling capacity of the new VEC; and (iv) the feasibility of co-locating public vehicle parking spaces within the new VEC in a multi-storey building were raised by some Members. The project was marginally not supported by the Panel, with 20 votes for and 21 votes against it. With a view to addressing the issues raised, we met with the concerned Panel Members after the Panel meeting and provided detailed explanations. A formal written response was submitted to the Panel Secretariat on 27 January 2017 in respect of the follow-up actions arising from the discussion at the Panel meeting. Details of the written response are summarised in the following paragraphs.

Traffic impact after the commissioning of the new VEC

3. During the Panel meeting on 16 December 2016, three Members raised queries about the traffic impact due to the VEC operation, whether (i) the commissioning of the new VEC would cause traffic congestion around the

dedicated left-turn lane to Tsing Yi Road West when arriving at Tam Kon Shan Interchange from Tsing Tsuen Bridge; (ii) the road widening works could cope with the vehicular traffic leaving VEC; (iii) those who worked in the areas nearby, being the main users of Sai Tso Wan Road, had been consulted on the proposed traffic mitigation measures; (iv) the traffic assessment figures referred to the traffic flow to VEC only, or the traffic flow to/from VEC; and (v) the measures to be undertaken by the Administration in case there was a serious traffic congestion around the new VEC. The Supplementary Traffic Study for the new VEC carried out between September and November 2016 has covered all key roundabouts and junctions on Tsing Yi, and both inbound and outbound traffic flows have been considered. The assessment results show that the traffic impact induced by the new VEC on the road network would be insignificant. Specifically, for the Tam Kon Shan Interchange, it would operate within capacity during the peak hours in the design years assessed. For inbound traffic, no significant vehicle queuing before entering the interchange is anticipated, and the dedicated left-turn lane can be utilised by the inbound traffic to bypass the interchange without causing any obstruction. The assessment on the outbound traffic via the interchange shows that the performance of the interchange is also satisfactory.

4. For vehicles going to the VEC, the project includes road widening works of approximately 485m in length along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC and one lane away. As some vehicles may arrive earlier than their appointments and on certain occasions may queue up to wait for vehicle examination, the additional traffic lane towards the VEC will provide an exclusive right turn lane for vehicles going into the VEC without blocking other westbound traffic.

5. For vehicles leaving the VEC, since vehicle examination is a step-by-step process along the inspection lanes, the departure of vehicles will be in regular sequence and evenly distributed. A traffic signal control system will be installed near the ingress/egress of the VEC on Sai Tso Wan Road and the egress point of the VEC is proposed to be further widened to regulate the eastbound traffic. This can ensure that the traffic coming out from the VEC will not be blocked by vehicles from the western end of Sai Tso Wan Road and Tsing Tim Street, and can always leave smoothly. With the proposed improvements implemented, it is anticipated that Sai Tso Wan Road would operate well within capacity.

6. Apart from consultations with the Traffic and Transport Committee of the Kwai Tsing District Council, we also consulted the nearby Yiu Lian

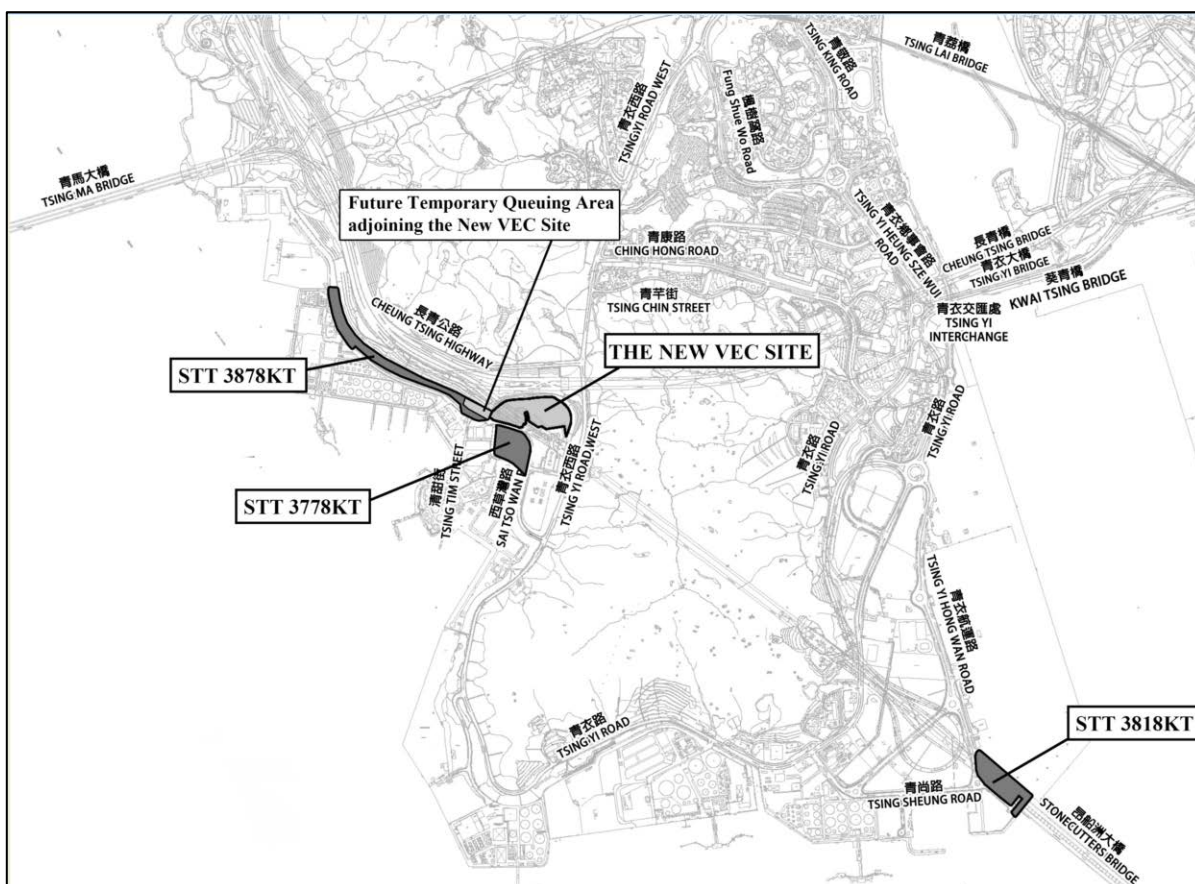
Dockyard Limited and Hong Kong United Dockyards Limited at Sai Tso Wan on the proposed traffic mitigation measures, and no adverse comment was received.

7. Moreover, the Transport Department (TD) has a 24-hour Emergency Transport Co-ordination Centre (ETCC), which is responsible for monitoring the traffic and public transport situation. In case there is serious traffic congestion around the new VEC, the ETCC will disseminate traffic and public transport news to the public, and coordinate with public transport and tunnel operators, the Police and other relevant government departments to alleviate the impact on traffic and public transport services. In addition, if there is any serious traffic incident on Sai Tso Wan Road causing closure of the road to the new VEC, TD will reschedule the inspection appointments for the affected vehicles within 5 working days.

Reprovision of existing temporary parking spaces

8. Three Members also asked during the Panel meeting whether sufficient alternative parking spaces would be provided for vehicles currently using the temporary parking spaces at the project site. The project site is currently occupied by a temporary vehicle park under a Short Term Tenancy (STT). The latest parking utilisation surveys conducted in September and October 2016 indicated that about 250 vehicles parked on the project site during weekend nighttime which was identified as the peak period. Two existing STT sites, namely STT 3778KT opposite to the new VEC site and STT 3818KT located in Tsing Yi South, were found to have about 160 vacant spaces which could help accommodate the demand.

9. In addition, a proposed STT site (STT 3878KT) on Sai Tso Wan Road adjoining the project site will soon be tendered for temporary vehicle parking purpose to provide about another 160 parking spaces. Therefore, the vehicle parking spaces available would sufficiently cater for the affected temporary parking spaces. We are also considering the feasibility to use the temporary queuing area adjoining the new VEC site for public vehicle parking purpose during nighttime when the new VEC is not in operation, which could provide 40 parking spaces in addition. The locations of the above sites are shown in the figure below.



Temporary Vehicle Parks for Reprovision of Parking Spaces Affected by the Project

Maximum handling capacity of the new VEC

10. The three existing VECs are handling around 800 inspections per day. According to the records of the past ten years, the number of inspections and the distribution of vehicle types inspected remained steady over the years, and the waiting time for an appointment is kept within 10 working days. It is expected that there would not be any significant change to the demand for vehicle examination services in the next decade or so. The daily handling capacity of the new VEC can be increased to 1 000 inspections per day, which means there can be 25% increase in handling capacity to cater for any future increase in demand. TD would consider the feasibility to further increase the number of inspections beyond 1 000, should such need arise in the longer term.

Feasibility of co-locating public vehicle parking spaces within the new VEC

11. A Member also asked whether public vehicle parking spaces could be co-located within the new VEC in a multi-storey building. We examined the feasibility of incorporating public vehicle parking spaces at the project site.

The new VEC proposal has been designed under various site constraints including irregular site configuration, limited headroom beneath Tsing Sha Highway, required 2-metre wide clearance zone around flyover structures, and non-building areas reserved for underground utilities, etc. (see **Enclosure 1**). The developable areas on ground level are almost fully occupied by the proposed VEC building footprint, and the vehicular lanes for queuing and site ingress/egress and various vehicle examination facilities have just marginally sufficient area after compliance with the green coverage requirements. Sharing of the vehicular queuing lanes designated for the VEC vehicles with those for public vehicle parking would mix up the vehicle queues, affect timely arrival of the vehicles for examination at the inspection lanes, which would in turn reduce the daily inspection capacity and disrupt the inspection operation of the VEC. There is also no spare space on ground level that can be identified to accommodate the access requirements for the public vehicle park.

12. In view of the lack of space on ground level, the feasibility of constructing a basement public vehicle park has also been explored. However, there are a large number of Drainage Reserve Areas running across the site which render it extremely difficult to incorporate a basement public vehicle park of a meaningful scale. It would also involve a large volume of rock excavation which implies a significant cost increase and a much longer construction period. Furthermore, deep excavation for basement construction may have implications on the stability of the slopes to the north of the site.

13. Due to the above site constraints and operational considerations, it is considered infeasible to co-locate the VEC and public vehicle park in a multi-storey building.

MEETING WITH CONCERNED MEMBERS ON ISSUES RAISED

14. To ensure that the issues raised at the Panel meeting on 16 December 2016 were fully addressed, we met the concerned Panel Members between 16 and 25 January 2017. No further adverse comments were raised in these briefing sessions after our explanations. Members may wish to note that we invited tenders for the design and build contract for the new VEC in October 2015 after the submission of an information paper to the Panel on 23 June 2015. The tender assessment was completed in April 2016. The original validity period of the tender expired in January 2017 and we managed to extend it to August 2017. We hope to commence the project as early as possible so as to avoid further delay and any unreasonably long period of extension.

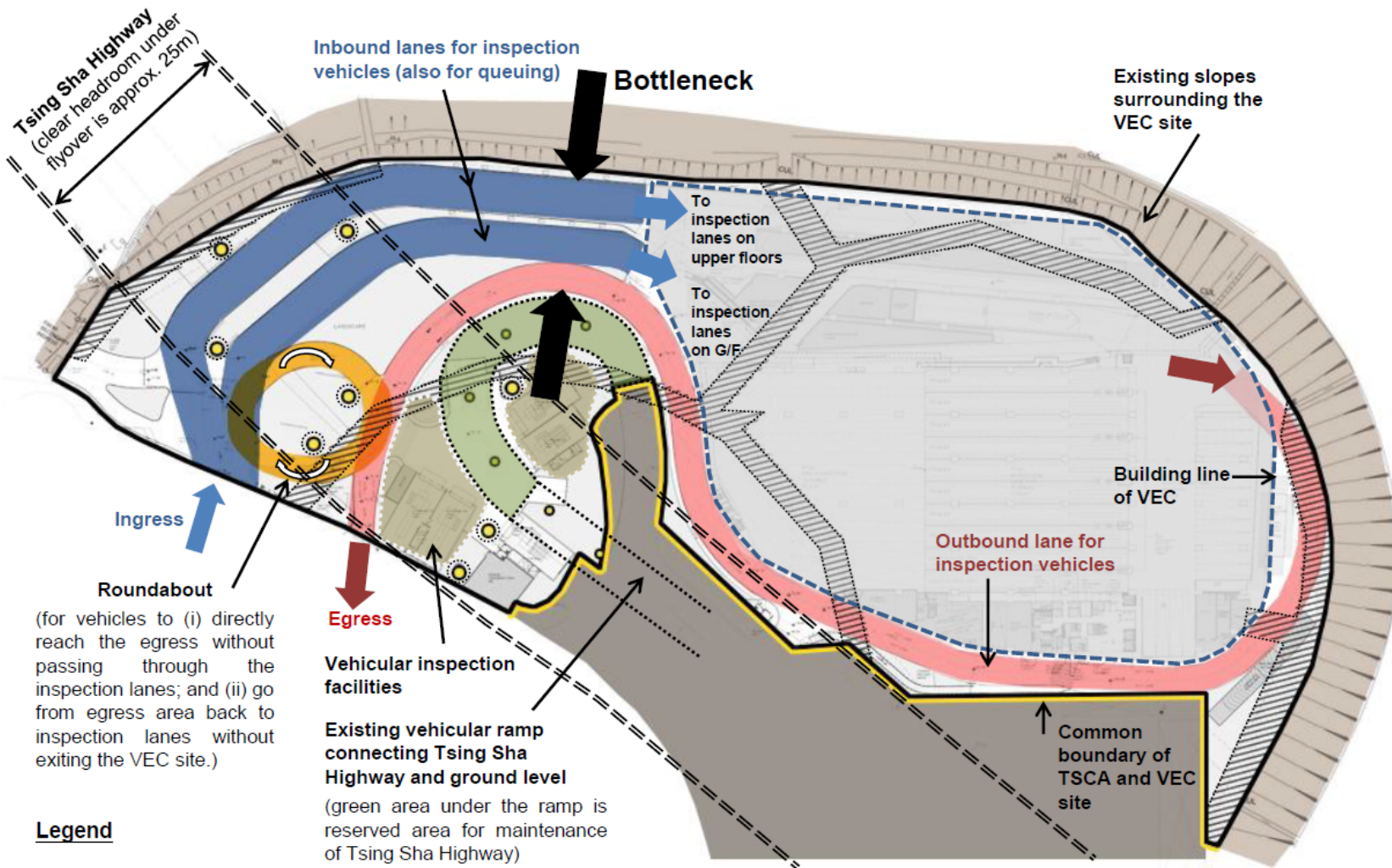
15. Given that the issues raised by Members have been addressed and there is already a 9-month delay compared with the original programme of the project, we intend to make a submission on the project to the Public Works Subcommittee (PWSC) to seek Members' recommendation for upgrading the project to Category A shortly.

IMPLEMENTATION PROGRAMME

16. Subject to the recommendation of PWSC and the funding approval of the Finance Committee, we plan to commence the construction works in mid-2017 for completion around end 2019, with the new VEC anticipated to commence operation around mid-2020. The subsequent decontamination works and demolition works for the three existing VECs are scheduled for completion in end 2020 and early 2022 respectively.

**Development Bureau
Transport Department
February 2017**

Enclosure 1



Site Constraints Diagram for The New VEC