

Legislative Council Panel on Housing
Supplementary Information

Purpose

This paper provides relevant supplementary information on B811CL and B776CL – Site formation and infrastructure works for public housing developments at Tuen Mun Central and Kam Tin South, Yuen Long, as requested by Members at the meeting of the Legislative Council Panel on Housing on 2 November 2020.

Follow-up actions

- (a) taking into account the population intake for the proposed residential developments and the community's need, details of the provision of community/welfare, medical and education (such as number of kindergartens, number of school places offered by the kindergartens providing whole-day and half-day services, child care services, etc.) facilities and plans/projects/measures to cater for the increase in local and external transport (including car-parking) demand;**
- (b) progress of the Northern Link, its implementation situation/timetable;**
- (c) make available/provide details before or when discussing the proposed projects in the Public Works Subcommittee/Finance Committee on whether the Administration would provide more park-and-ride facilities near Tai Lam Tunnel; and**
- (d) written response to the issues raised by Hon Tony TSE Wai-chuen in his letter dated 2 November 2020 (LC Paper No. CB(1)106/20-21(01)).**

Response

The consolidated reply to the above-mentioned four follow-up actions is as follows –

1 Traffic Facilities

Civil Engineering and Development Department (CEDD) has conducted the traffic impact assessments (TIAs) for the proposed public housing developments at Kam Tin South and Tuen Mun Central respectively. Apart from assessing the traffic impacts of the proposed public housing developments on the roads in the vicinity, it also reviewed the situation of the trunk roads to and from the urban

areas and other parts of the New Territories after population intake of the proposed public housing developments. According to the findings of the TIAs, after completion of the proposed traffic improvement measures, the local and external traffic conditions of the districts are generally manageable to accommodate the extra traffic needs arising from the proposed public housing developments.

The Government's ongoing and proposed traffic improvement measures within and outside the districts are as follows –

1.1 Local Traffic within Kam Tin and Tuen Mun

1.1.1 Local Traffic within Kam Tin

1.1.1.1 Advance Works of Kam Tin South Development

To implement the philosophy of “according priority to infrastructure”, funding approval was obtained from the Finance Committee of Legislative Council for Advance Works of Kam Tin South Development (please refer to **Annex 1**) in June 2018. The works, including the following road improvement works to support the public housing developments at Kam Tin South, commenced in July 2018 –

- widening of a section of Kam Ho Road between Kam Tin Road and Tung Wui Road from a single two-lane carriageway to a dual two-lane carriageway. The widened Kam Ho Road will include provision of bus lay-bys and parking spaces for large vehicles;
- improvement works at the junctions of (i) Kam Tin Road, Kam Tin Bypass and Kam Ho Road, (ii) Kam Tin Road and Kam Sheung Road, (iii) Kam Ho Road and Tung Wui Road, (iv) Tung Wui Road and Kam Sheung Road, (v) Pat Heung Road and Kam Sheung Road, and (vi) Tsing Long Highway Slip Road and Pat Heung Road;
- widening of a section of eastbound Kam Tin Road between Ko Po Tsuen and Kam Ho Road from a two-lane carriageway to a three-lane carriageway; and
- provision of four bus lay-bys along Kam Sheung Road, including Pat Heung Road bus stop and Kam Tsin Wai bus stop to Yuen Long direction (westbound), and Tin Sam Tsuen bus stop and Pat Heung Road bus stop to Tai Po direction (eastbound).

The target substantial completion of above works is by end 2021. After completion of these road works, it is expected that the local traffic flow will be further smoothed, and the residents can also experience the convenience brought by the road improvement project as early as possible.

1.1.1.2 Proposed Works of PWP Item No. B776CL

To tie in with the public housing developments at Kam Tin Central, the following road improvement works will be implemented under PWP Item no. B776CL –

- construction of a single two-lane carriageway with footpaths connecting to Tung Wui Road at Site 1;
- widening of a section of Kam Po Road from an existing single lane road to a single two-lane carriageway with footpaths and a cycle track;
- improvement works at the junction of Tung Wui Road and Kam Po Road;
- construction of a lay-by and road improvement works at Kam Ho Road; and
- road improvement works at Tung Wui Road, and provision of a bicycle parking area near Site 6.

1.1.1.3 Improvement Works of Kam Sheung Road

According to the findings of the TIAs, the traffic flows of Kam Sheung Road before and after the completion of the public housing developments at Kam Tin South are both acceptable. Having said that, the existing Kam Sheung Road is a rural road constructed years ago, the road width is relatively narrow and there is only one traffic lane along each direction. There is no lay-by provided for most of the bus stops along the road. Pick-up and drop-off of buses at the traffic lane would cause short-term impacts on the traffic. In addition to the provision of four bus lay-bys by CEDD as listed in paragraph 1.1.1.1 (please refer to **Annex 2**), Highways Department (HyD) will also provide another five bus lay-bys along Kam Sheung Road to minimize the associated impact and to further smoothen the traffic of Kam Sheung Road. The works to provide the above bus lay-bys commenced in 2018 and are being completed gradually.

Besides, regarding local concerns on traffic, CEDD has substantially completed the Feasibility Study on Traffic Improvement Scheme for Kam Sheung Road (The Study). Having considered that Kam Sheung Road is

a rural road constructed years ago and its road safety issues, the Study recommends widening Kam Sheung Road to a single two-lane carriageway that is up to the current standard. Relevant departments will take forward the relevant improvement works in a timely manner.

1.1.2 Local Traffic within Tuen Mun

1.1.2.1 Proposed Works of PWP Item No. B811CL

To tie in with the public housing developments at Tuen Mun Central, the following road improvement works will be implemented under PWP Item no. B811CL (please refer to **Annex 3**):

- improvement works at junctions of (i) Pui To Road and Tsing Wun Road, (ii) Pui To Road and Tsun Wen Road, (iii) Hoi Wong Road and Hoi Chu Road, (iv) Pui To Road and Tuen Mun Heung Sze Wui Road, (v) Castle Peak Road – Castle Peak Bay and Tuen Shing Street, (vi) Castle Peak Road – Castle Peak Bay and Tuen Hing Road, and (vii) Castle Peak Road – Castle Peak Bay, Hin Fat Lane and Tsing Hoi Circuit;
- construction/modification of lay-bys at Lung Mun Road, Wu Shan Road, Tin Hau Road, Tuen Shing Street, Tuen Hing Road and Castle Peak Road – Castle Peak Bay and;
- other minor road works, including installation/modification of traffic signal lights and reconstruction of pedestrian crossings, etc.

1.2 External Traffic of Kam Tin and Tuen Mun

The Government strives to implement transport infrastructure projects to meet future development needs. Major trunk roads and railway facilities to be completed and under planning are as follows –

1.2.1 Road works

1.2.1.1 Improvement to Pok Oi Interchange

CEDD recommends the provision of an exclusive left turn lane at Pok Oi Interchange for the left turn from Castle Peak Road to Yuen Long Highway (please refer to **Annex 4**), to improve the current relatively slow traffic flow at the left turn direction along the westbound of Pok Oi Interchange during peak hours. CEDD will carry out the relevant improvement works as soon as possible.

1.2.1.2 Upgrading of Kam Tin Road and Lam Kam Road

HyD is conducting an investigation study on Kam Tin Road (section between Tung Wui Road and Lam Kam Road) and the remaining section of Lam Kam Road (section between Kam Tin Road and Kadoorie Farm), and will carry out the relevant road improvement works as soon as possible.

1.2.1.3 Tuen Mun-Chek Lap Kok Link Northern Connection

The Tuen Mun-Chek Lap Kok Link (TM-CLKL) Northern Connection will be commissioned on 27 December 2020. The TM-CLKL connects Northwest New Territories (NWNT), the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, North Lantau and the Hong Kong International Airport (HKIA). Upon its full commissioning, the TM-CLKL will offer a more direct route of much shorter driving distance between NWNT and Lantau. The journey time from Tuen Mun South to the HKIA will be reduced by about 20 minutes. It is anticipated that, after commissioning of the TM-CLKL Northern Connection, some residents will choose to travel between NWNT and Lantau through the Northern Connection. This will help alleviate the traffic load to the North Lantau Highway, Lantau Link and Tuen Mun Road.

1.2.1.4 Widening of Castle Peak Road - Castle Peak Bay

Funding approval of the Finance Committee for widening of Castle Peak Road – Castle Peak Bay was obtained on 10 July 2020. HyD plans to commence the works within this year for target completion in 2024. The relevant works is to widen the section of Castle Peak Road – Castle Peak Bay between Kwun Tsing Road and Hoi Wing Road from the current single two-lane carriageway to a dual two-lane carriageway. The relevant works will provide additional traffic capacity to the section of Castle Peak Road near Sam Shing Hui to cope with those widened road sections of Castle Peak Road so as to enhance the effectiveness of Castle Peak Road in easing traffic demand.

1.2.1.5 Franchised Bus Services in Tuen Mun Area

Given the impending commissioning of TM-CLKL Northern Connection, Transport Department (TD) will adjust the current bus routes plying between Tuen Mun and North Lantau by re-routing via the Northern Connection of TM-CLKL in lieu of Tuen Mun Road, Ting Kau Bridge and

Lantau Link. The arrangement will shorten the journey distance and time of the bus routes to and from the two districts, and ease the traffic flow on Tuen Mun Road. TD will continue to closely monitor the operation of various public transport services, and make timely adjustments in response to passenger demand with a view to further improving the public transport services of the district.

1.2.1.6 Tuen Mun Western Bypass

In the 2019 Policy Address, the Government announced that it would re-plan and conduct study for the coastal development of Tuen Mun West. The Government thus needs to review the planning of the future strategic routes and connecting roads within the district. It is anticipated that the preliminary result of the review study will be available by end 2020 at the earliest. The Government will consider the results of the review study as well as the investigation study of Tuen Mun Western Bypass and consult the relevant District Councils and stakeholders in a timely manner.

1.2.1.7 Route 11

To cater for the demand on traffic to and from the urban areas arising from the developments in NWNT, the Government is conducting a feasibility study on Route 11 for enhancing the connectivity of major roads between NWNT and the urban areas. It is anticipated that, after completion of the Route 11, some residents in NWNT will choose to use Route 11 for travelling to and from Kowloon and Lantau Island. The traffic condition of Tuen Mun Road will be improved as a result. The feasibility study is currently at its final stage. HyD will consult the Legislative Council and relevant District Councils in a timely manner.

1.2.1.8 "Strategic Studies on Railways and Major Roads beyond 2030"

On the basis of the overall planning on land use set under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" study being conducted by Development Bureau and Planning Department, TD and HyD plan to take forward the "Strategic Studies on Railways and Major Roads beyond 2030". TD and HyD are currently seeking funding approval from the Finance Committee for the relevant studies, with a view to planning major transport infrastructures to meet the needs of the overall long-term land use developments of Hong Kong.

1.2.2 Railway works

1.2.2.1 Improvement of the Services of West Rail Line

As regards the service of the West Rail Line (WRL), the number of train cars of the trains running on this line increased gradually from seven to eight in the period from 2016 to 2018, resulting in an increase in the maximum passenger carrying capacity by 14% compared with that in 2015. Currently, the train frequencies of the WRL in the morning and evening peaks are around 3 minutes and 3.5 minutes respectively for trips between Tuen Mun and Hung Hom. During the busiest period of the morning peak, Mass Transit Railway Corporation Limited (MTRCL) has additionally provided a regular special train trip departing from Tin Shui Wai Station to Hung Hom, which helps carry away the passengers waiting at the stations in Yuen Long district. The signalling system of WRL will also be enhanced. Subject to the actual passenger demand, it is expected that the train frequency can increase to about 24 trains per hour per direction in 2021 the earliest, resulting in a cumulative increase of about 37% in the passenger carrying capacity as compared with that in 2015. Besides, in order to enhance the passenger carrying capacity and efficiency of the overall railway network, MTRCL has been taking various measures to relieve the passenger demand during peak periods, including increasing train frequency where practicable (such as the above-mentioned special train trip), and enhancing platform management at stations to facilitate on-time departure of trains. MTRCL will continue to closely monitor the passenger loading of the railway line, as well as review and consider proposals from time to time, to cope with the demand generated by future patronage.

1.2.2.2 Tuen Mun South Extension

The Tuen Mun South (“TMS”) Extension is one of the seven recommended railway schemes in the Railway Development Strategy 2014. The proposed project will extend the West Rail Line from Tuen Mun Station southwards by about 2.4 kilometres, including the provision of a new station near Tuen Mun Ferry Pier and an intermediate station at Tuen Mun Area 16, thereby improving railway access to the community south of the Tuen Mun town centre. The TMS Extension will offer an alternative commuting choice to the residents in the vicinity and divert more commuters to rail-based transport.

1.2.2.3 "Strategic Studies on Railways and Major Roads beyond 2030"

Please refer to paragraph 1.2.1.8 above.

2 Community Facilities

2.1 Overall Government, Institution or Community Facilities in Yuen Long and Tuen Mun

Based on the planned population of about 1,000,000 for the entire Yuen Long district and the planned population of about 620,000 for the entire Tuen Mun district, the planned Government, Institution or Community (GIC) facilities are generally sufficient. Relevant policy bureaux and departments will continue reviewing the supply and demand of community/welfare facilities in Yuen Long and Tuen Mun and take appropriate actions in view of the changes and growth in population, changes in land use and the revision of planning guidelines on community/welfare facilities.

The Government will continue to increase the supply of various community/welfare facilities, including child care centres, community care service facilities, residential care homes for the elderly, medical and recreational facilities, etc. with a multi-pronged approach, to address the public needs. For example, several major planned GIC facilities in Tuen Mun will be implemented progressively, including a community health centre, a sports ground, two sports centres, a community hall, an integrated children and youth services centre, four neighbourhood elderly centre, a police station, a fire station-cum-ambulance depot, and a piece of land reserved for community-based primary care services. In addition, a site has been reserved at the Hung Shui Kiu new development area in Yuen Long for the construction of a new hospital. The Government will also explore the feasibility of redevelopment of Tin Shui Wai Hospital and Pok Oi Hospital to meet local medical needs. Relevant policy bureaux and departments will review and decide where appropriate, on the implementation schedule of the relevant facilities.

The Government will continue to strive to reserve suitable premises/spaces in different developments/redevelopment projects (such as public housing development, private land development, redevelopment/conversion of vacant school premises, or other GIC land projects, etc.) for community/welfare facilities use. In suitable situations, the Government will also specify in the land lease conditions during land

sale requesting the developers to provide designated community facilities. In addition, the Government has also promoted the policy of “Single Site, Multiple Use” in recent years so as to optimize the use of limited land.

2.2 Community/Welfare Facilities in the Public Housing Developments at Kam Tin South and Tuen Mun Central

Corresponding community/welfare facilities have been planned in the public housing developments at Kam Tin South and Tuen Mun Central in accordance with the “Hong Kong Planning Standards and Guidelines” (HKPSG) and the advice of relevant bureaux/departments. The following facilities will tentatively be provided to meet the needs of population growth of the public housing developments. Housing Department (HD) will further liaise with relevant departments for the details of relevant community/welfare facilities to cope with the needs of local residents and the increase in population.

Public Housing Developments at Kam Tin South	Public Housing Developments at Tuen Mun Central
<ul style="list-style-type: none"> ● a day care centre for the elderly* ● a district elderly community centre* ● an integrated family service centre* ● an integrated children and youth services centre * ● 2 child care centres * ● a parents resources centre* ● 3 kindergartens ● a wet market ● retail facilities 	<ul style="list-style-type: none"> ● a home for the elderly cum day care unit for the elderly ● 2 neighbourhood elderly centres ● 2 kindergartens ● a supported hostel for mentally handicapped persons ● a supported hostel for mentally /physically handicapped persons ● a day activity centre cum hostels for severely mentally handicapped persons ● an integrated vocational rehabilitation services centre ● 2 offices for on-site pre-school rehabilitation services ● retail facilities
<p>* subject to the confirmation of Social Welfare Department</p>	

In addition, an electricity sub-station, two primary schools and a community complex will be provided in the GIC sites in Sites 1 and 6 of Kam Tin South. Tentatively, the facilities proposed to be provided in the community complex include a sports centre, a small library, a clinic, a community health centre, a home for the elderly providing services for the elderly and persons with disabilities, and public car parking spaces. Government Property Agency and relevant departments are discussing the details and implementation of the relevant facilities to tie in with the population intake of the public housing developments.

3 Parking Facilities

3.1 Community Parking Space in Kam Tin South

Apart from the park-and-ride parking spaces at Kam Sheung Road Station and parking spaces of the Phase 1 property development project at Kam Sheung Road Station, public parking spaces will also be provided in the community complex at Site 1 of Kam Tin South tentatively. Government Property Agency, TD and Architectural Services Department are discussing the details and feasibility of the associated parking spaces.

3.2 Parking Space of the Public Housing Developments at Kam Tin South and Tuen Mun Central

During the planning and design stages of the public housing development projects, HD has provided parking spaces for the residents and customers of commercial facilities in accordance with the upper limit of the HKPSG to meet the demand on parking spaces in the communities. Five additional visitor private car parking spaces will be provided in each building. The total numbers of parking spaces to be provided under the two public housing developments are as follows –

	Public Housing Developments at Kam Tin South	Public Housing Developments at Tuen Mun Central
Private Car	About 370	About 500
Motorcycle	About 75	About 70
Light Goods Vehicles	About 35	About 20
Loading/ Unloading Bay for Goods Vehicles	About 25	About 20
Bicycle	About 600	About 510

In case TD renews the parking space provisions in the HKPSG in the future, HD will increase the number of parking spaces for the public housing sites as far as practicable taking into account the progress of the projects at that time.

4 Implementation and Timetable of the Northern Link

MTRCL submitted proposal for Northern Link (and Kwu Tung Station) to the Government in March 2017. The Government is finalising the evaluation on the proposals and additional information submitted by MTRCL. When the details of the proposed railway scheme (such as alignment, location of station and confirmation of timetable etc.) are ready, the Government will consult the public including the Legislative Council and the relevant District Councils in accordance with established procedures.

In planning for Northern Link (and Kwu Tung Station), the Government will ensure that the implementation of Northern Link (and Kwu Tung Station) is in complement to the implementation of new development areas (such as the Kwu Tung North New Development Area). According to the latest timetable from the Development Bureau, the first population intake of the public housing developments at the Kwu Tung North New Development Area is anticipated in 2027. Kwu Tung Station will be targeted to come into operation with reference to this timetable.

5 Provision of Parking Spaces for Park-and-ride Facilities at Bus-Bus Interchange at Tai Lam Tunnel

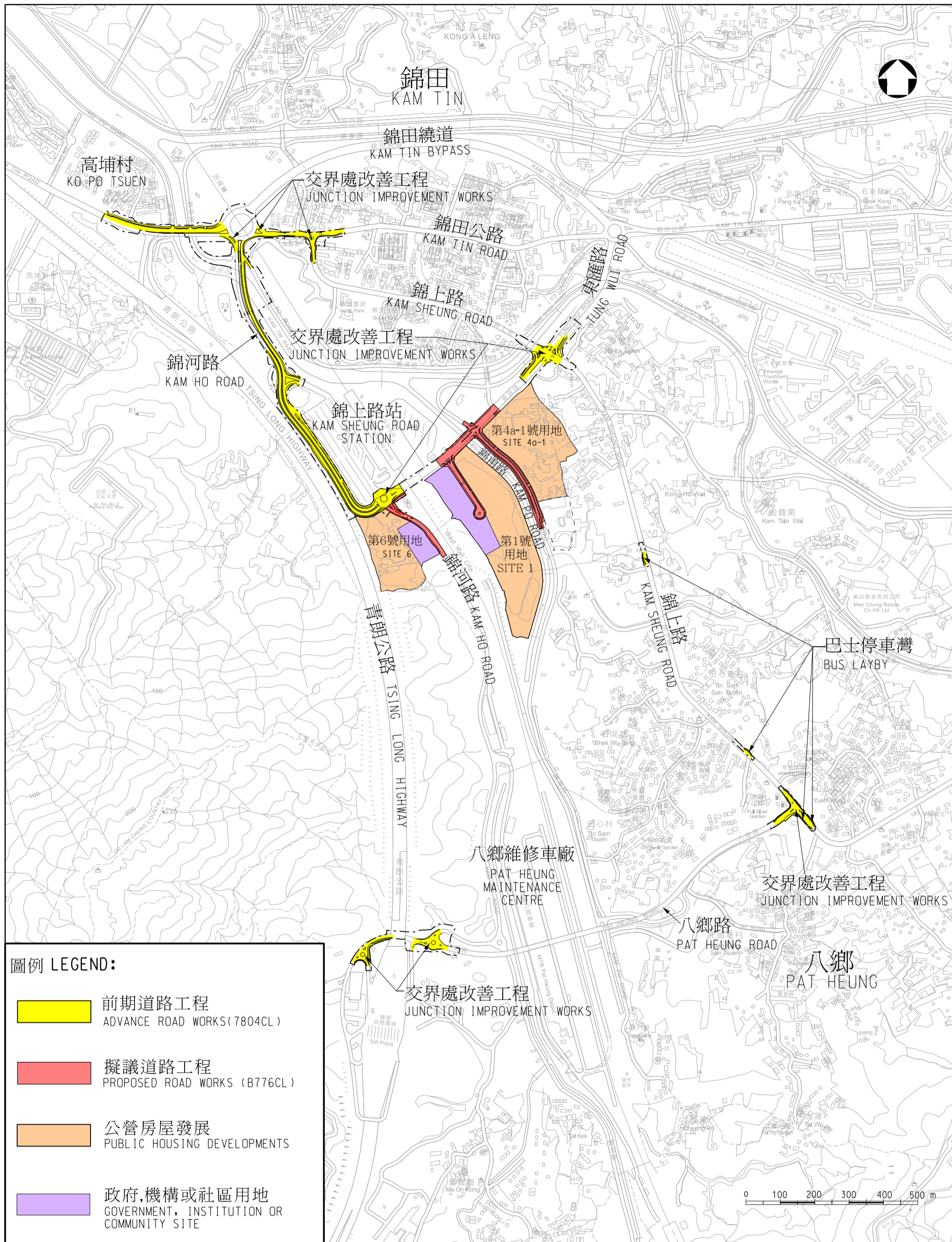
The Government's transport policy is underpinned by public transport. We encourage the public to make good use of the public transport network for their journeys as far as possible and minimise reliance on private cars. The Government's current policy in the provision of parking spaces is to accord priority to meeting the parking demand of commercial vehicles, and to provide an appropriate number of private car parking spaces if the overall development permits, while not attracting passengers to opt for private cars in lieu of public transport so as to avoid aggravating the burden on road traffic. Regarding the proposal of providing more parking spaces near the bus-bus interchange of Tai Lam Tunnel for park-and-ride purpose, Transport and Housing Bureau and TD conducted a site visit with members of Legislative Council on 16 November 2020. TD will follow up on the proposal and review the feasibility of increasing the parking spaces near the bus-bus interchange of Tai Lam Tunnel. Given the overriding principle of developing a public transport oriented system with railway as the backbone, TD will continue to enhance public transport services. This

will encourage more motorists to change their commuting patterns and switch to public transport services directly, thereby enabling more efficient use of the limited road space.

6 Tender Form of the Project

Works departments will split large-scale public works contracts into manageable scales so that more small and medium sized consultants and contractors can participate in and undertake the public works projects. CEDD is actively investigating the feasibility of splitting works contracts, taking into consideration the scope, construction sequence and programme of site formation and infrastructure works, and keen demand of the society on public housing in a holistic manner. CEDD tentatively plans to split the works contracts for both PWP Item Nos. B776CL and B811CL.

**Transport and Housing Bureau
November 2020**

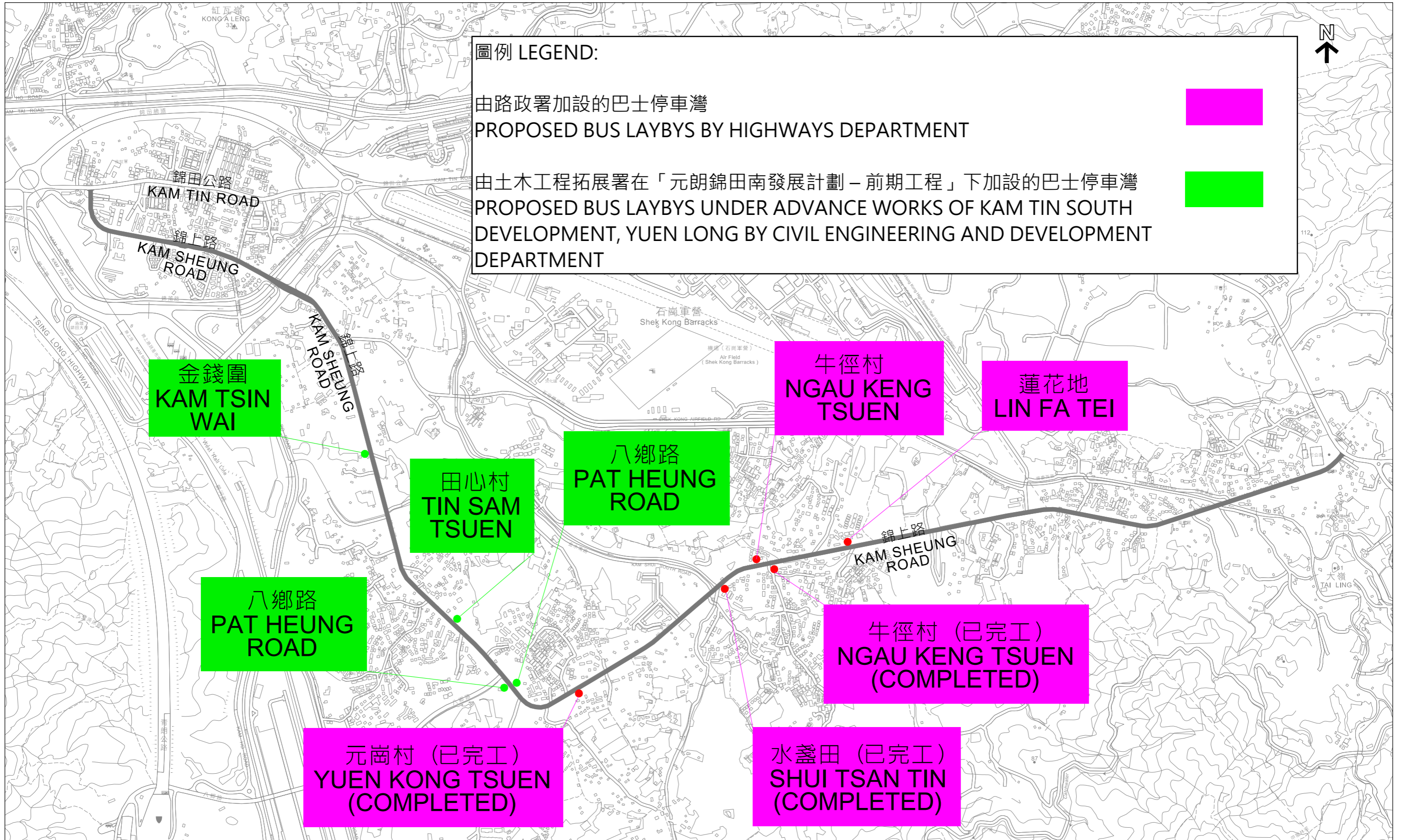


圖例 LEGEND:

- 前期道路工程
ADVANCE ROAD WORKS (7804CL)
- 擬議道路工程
PROPOSED ROAD WORKS (B776CL)
- 公營房屋發展
PUBLIC HOUSING DEVELOPMENTS
- 政府、機構或社區用地
GOVERNMENT, INSTITUTION OR COMMUNITY SITE

元朗錦田南發展計劃工地平整和基礎設施工程 - 前期工程 (7804CL) 及
 元朗錦田南公營房屋發展之工地平整及基礎設施工程 - 第一期 (B776CL) 的道路工程
 ROAD WORKS UNDER SITE FORMATION AND INFRASTRUCTURE WORKS FOR DEVELOPMENT AT KAM
 TIN SOUTH, YUEN LONG - ADVANCE WORKS (7804CL) AND SITE FORMATION AND INFRASTRUCTURE
 WORKS FOR PUBLIC HOUSING DEVELOPMENTS AT KAM TIN SOUTH, YUEN LONG - PHASE 1 (B776CL)

平面圖
LAYOUT PLAN



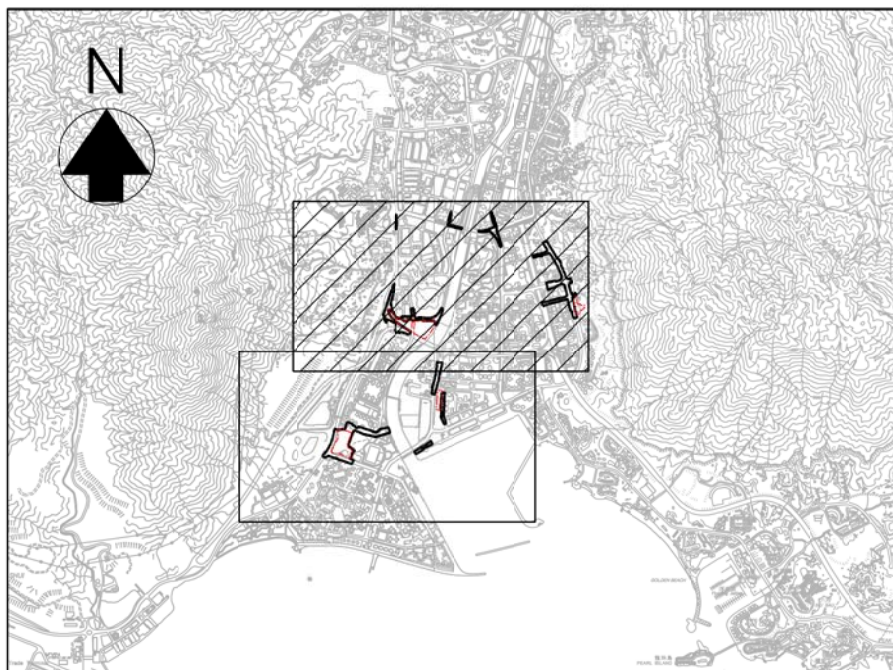
於錦上路加設巴士停車灣位置圖
LOCATION PLAN OF PROPOSED BUS LAYBYS ALONG KAM SHEUNG ROAD

沒有巴士停車灣
Without bus layby



設有巴士停車灣
With bus layby



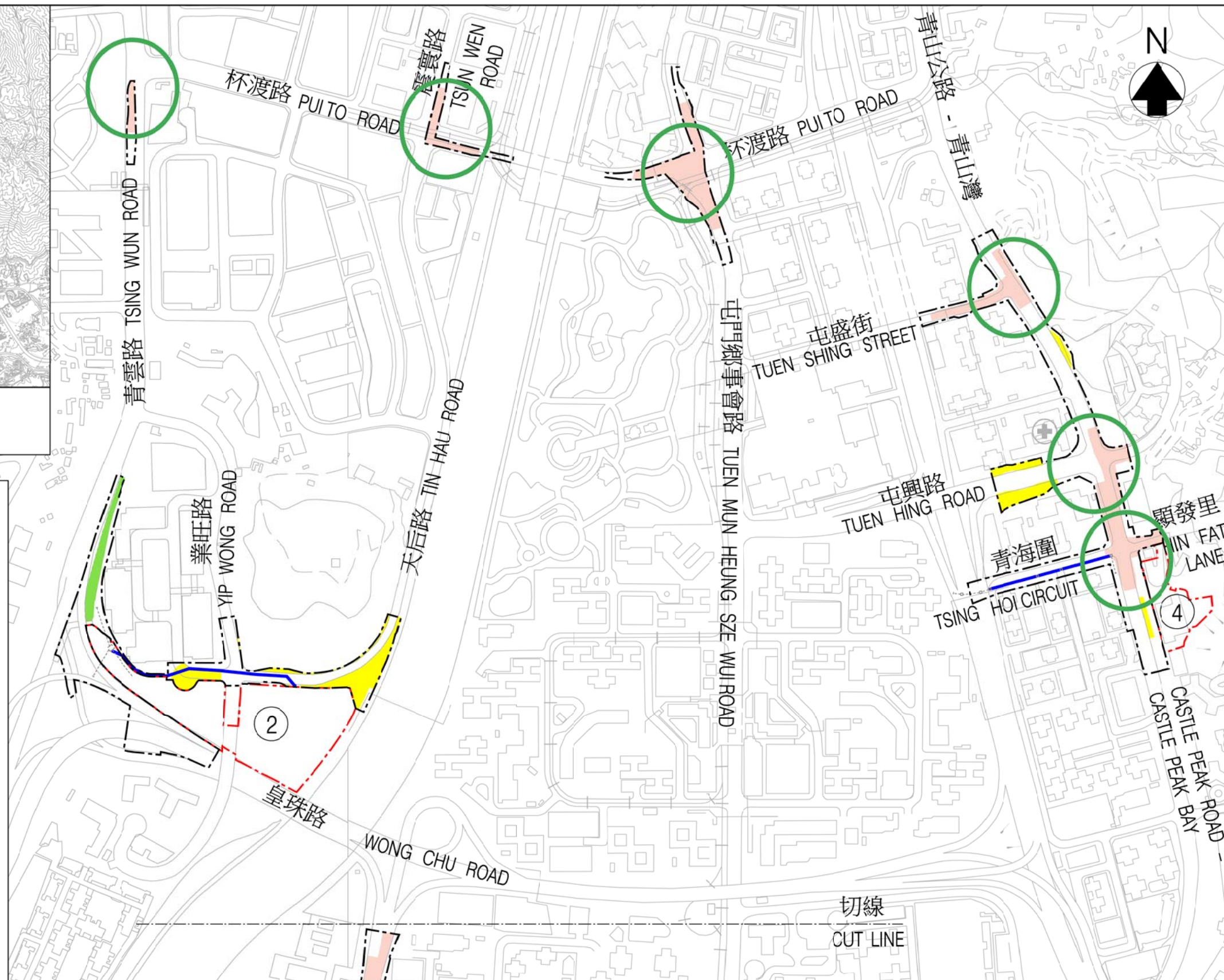


位置圖 LOCATION PLAN

比例 SCALE A4 1: 80 000

圖例：LEGEND:

- 工地界限
SITE BOUNDARY
- 公營房屋用地界限
PUBLIC HOUSING AREA BOUNDARY
- 擬議道路改善工程
PROPOSED ROAD IMPROVEMENT WORKS
- 擬議交界處改善工程
PROPOSED ROAD JUNCTION IMPROVEMENT WORKS
- 擬議斜坡鞏固工程
PROPOSED SLOPE STABILIZATION WORKS
- 擬建雨水渠以及污水渠
PROPOSED STORMWATER DRAIN AND SEWER
- 2 天后路公營房屋用地
PUBLIC HOUSING SITE AT TIN HAU ROAD
- 4 顯發里公營房屋用地
PUBLIC HOUSING SITE AT HIN FAT LANE



工務計劃項目編號B811CL

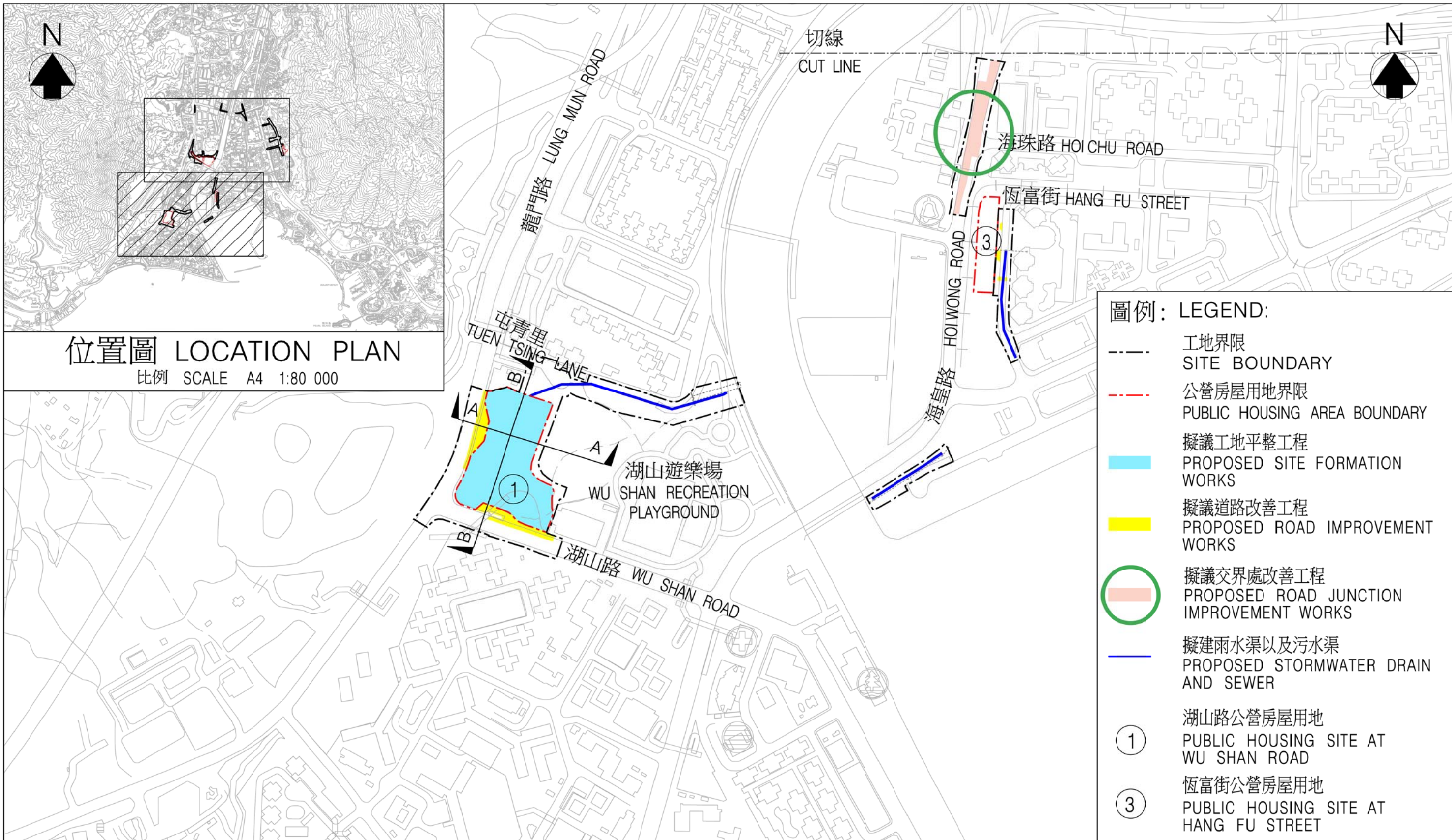
屯門中公營房屋發展之工地平整及基礎設施工程 - 第一期

PWP ITEM NO. B811CL

SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENTS AT TUEN MUN CENTRAL - PHASE 1

工地平面圖
SITE PLAN

比例 SCALE A4 1 : 8000



位置圖 LOCATION PLAN

比例 SCALE A4 1:80 000

- 圖例：LEGEND:
- 工地界限
SITE BOUNDARY
 - - - 公營房屋用地界限
PUBLIC HOUSING AREA BOUNDARY
 - 擬議工地平整工程
PROPOSED SITE FORMATION WORKS
 - 擬議道路改善工程
PROPOSED ROAD IMPROVEMENT WORKS
 - 擬議交界處改善工程
PROPOSED ROAD JUNCTION IMPROVEMENT WORKS
 - 擬建雨水渠以及污水渠
PROPOSED STORMWATER DRAIN AND SEWER
 - ① 湖山路公營房屋用地
PUBLIC HOUSING SITE AT WU SHAN ROAD
 - ③ 恆富街公營房屋用地
PUBLIC HOUSING SITE AT HANG FU STREET

工務計劃項目編號B811CL

屯門中公營房屋發展之工地平整及基礎設施工程 - 第一期

PWP ITEM NO. B811CL

SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENTS AT TUEN MUN CENTRAL - PHASE 1

工地平面圖
SITE PLAN

比例 SCALE A4 1 : 8000



青山公路(元朗段)
CASTLE PEAK ROAD (YUEN LONG)

在博愛交匯處提供專用左轉線由青山公路左轉元朗公路
PROVISION OF AN EXCLUSIVE LEFT TURN LANE FROM CASTLE PEAK ROAD TO YUEN LONG HIGHWAY AT POK OI INTERCHANGE

博愛交匯處改善工程平面圖

LAYOUT PLAN OF IMPROVEMENT WORKS TO POK OI INTERCHANGE