

**Minutes of the Fourth Meeting of  
Traffic and Transport Committee (2020-21)  
Central and Western District Council**

**Date** : 24 September 2020 (Thursday)

**Time** : 10:00 am

**Venue** : Conference Room  
14/F, Harbour Building  
38 Pier Road, Central, Hong Kong

**Present:**

Chairman

Mr YIP Kam-lung, Sam\*

Vice-chairlady

Mr HO Chi-wang\*

Members

Ms CHENG Lai-king\*

Mr YEUNG Sui-yin, Victor\*

Mr KAM Nai-wai, MH\*

Mr HUI Chi-fung (10:49 am – end of the meeting)

Miss CHEUNG Kai-yin\*

Ms NG Hoi-yan, Bonnie\*

Mr NG Siu-hong (10:16 am – end of the meeting)

Ms WONG Kin-ching, Cherry\*

Mr LEUNG Fong-wai, Fergus\*

Mr PANG Ka-ho (10:25 am – end of the meeting)

Mr WONG Weng-chi\*

Miss YAM Ka-yi, Camille\*

Mr YOUNG Chit-on, Jeremy (10:17 am – end of the meeting)

Remarks: \* Members that attended the whole meeting  
( ) The time of attendance of the Member

## **Guests**

### **Item 5**

Mr KEUNG Sin-kok, Patrick	Senior Engineer 2/Central Wanchai Bypass, Highways Department
Mr Alex LI	Executive Director, AECOM Asia Company Limited
Mr Nelson CHIN	Senior Resident Engineer, AECOM Asia Company Limited
Mr Daniel KOO	Senior Resident Engineer, AECOM Asia Company Limited
Mr FUNG Wai-yan, Ryan	Engineer Central & Western 1, Transport Department

### **Item 6**

Mr FU Ting-hong, Derek	Senior Transport Officer / Central & Western, Transport Department
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### **Item 7**

Miss CHUNG Wan-tsz, Panda	Senior Liaison Officer (Building Management) 2, Home Affairs Department
Mr TAM Sze-wai, Vincent	Engineer Central & Western 2, Transport Department
Ms CHAN Yuen-kau	Central District Operation Officer, Hong Kong Police Force
Mr CHAN Kwok-leung, Gary	Officer-in-charge of Central District Traffic Team, Hong Kong Police Force
Mr LAM Kai-sum	Western District Operation Officer, Hong Kong Police Force
Mr HO Chun-hin	Assistant Divisional Commander (Operations), Aberdeen Division, Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge of Western District Traffic Team, Hong Kong Police Force

### **Item 8**

Mr FUNG Wai-yan, Ryan	Engineer Central & Western 1, Transport Department
Mr Edmond CHU	Representative, MVA Hong Kong Limited
Mr Andrew YIP	Representative, MVA Hong Kong Limited
Mr Markus SHAW	Chairman, Walk DVRC Limited
Ms PONG Yuen-ye	Representative, Walk DVRC Limited

**Item 9**

Mr TAM Sze-wai, Vincent	Engineer Central & Western 2, Transport Department
Ms CHAN Yuen-kau	Central District Operation Officer, Hong Kong Police Force
Mr CHAN Kwok-leung, Gary	Officer-in-charge of Central District Traffic Team, Hong Kong Police Force
Mr LAM Kai-sum	Western District Operation Officer, Hong Kong Police Force
Mr HO Chun-hin	Assistant Divisional Commander (Operations), Aberdeen Division, Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge of Western District Traffic Team, Hong Kong Police Force
Ms CHAN Yun-yee	District Engineer Central, Highways Department
Mr WONG Yung	Representative, 西營盤安樂長者小組 a caring group for the elderly in Sai Ying Pun (organisation name not available in English)
Ms CHAN So-nui	Representative, 西營盤安樂長者小組 a caring group for the elderly in Sai Ying Pun (organisation name not available in English)
Ms LEE Po-kam	Representative, 西營盤安樂長者小組 a caring group for the elderly in Sai Ying Pun (organisation name not available in English)
Mr LUK Ka-fai	Representative, Caritas Mok Cheung Sui Kun Community Centre

**Item 10**

Mr LAM Yun-hei, Brian	Engineer Peak, Transport Department
Ms CHAN Yuen-kau	Central District Operation Officer, Hong Kong Police Force
Mr CHAN Kwok-leung, Gary	Officer-in-charge of Central District Traffic Team, Hong Kong Police Force
Mr HO Chun-hin	Assistant Divisional Commander (Operations), Aberdeen Division, Hong Kong Police Force
Mr YONG Kwok-chung	Officer-in-charge of Western District Traffic Team, Hong Kong Police Force
Ms CHAN Yun-yee	District Engineer Central, Highways Department

**Item 11**

Mr LAM Yun-hei, Brian

Ms CHAN Yuen-kau

Mr CHAN Kwok-leung, Gary

Mr HO Chun-hin

Mr YONG Kwok-chung

Engineer Peak, Transport Department

Central District Operation Officer, Hong Kong  
Police Force

Officer-in-charge of Central District Traffic  
Team, Hong Kong Police Force

Assistant Divisional Commander (Operations),  
Aberdeen Division, Hong Kong Police Force

Officer-in-charge of Western District Traffic  
Team, Hong Kong Police Force

**Item 12**

Mr FU Ting-hong, Derek

Mr LI Kin-lok, Kevin

Senior Transport Officer / Central & Western,  
Transport Department

Public Affairs Manager, New World First Bus  
Services Limited / Citybus Limited

**Item 13**

Mr YIP Wang-yu, Gordon

Ms CHAN Yuen-kau

Mr CHAN Kwok-leung, Gary

Mr HO Chun-hin

Mr YONG Kwok-chung

Engineer Central & Western 3, Transport  
Department

Central District Operation Officer, Hong Kong  
Police Force

Officer-in-charge of Central District Traffic  
Team, Hong Kong Police Force

Assistant Divisional Commander (Operations),  
Aberdeen Division, Hong Kong Police Force

Officer-in-charge of Western District Traffic  
Team, Hong Kong Police Force

**In Attendance:**

Mr LEUNG Chee-kay, David, JP

Miss WONG Sze-ki, Carol

Mr WONG Yan-kwong

District Officer (Central and Western)

Assistant District Officer (Central and Western)

Senior Executive Officer (Central and Western)

**Secretary**

Miss TONG Wing-hei, Melody

Executive Officer (District Council) 2,  
Central and Western District Office

## **Opening Remarks**

The Chairman welcomed Members and representatives of government departments to the 4th Meeting of the Traffic and Transport Committee (“TTC”) (2020-21). The Chairman said that in order to facilitate smooth flow of the meeting, this meeting and the 5th Meeting in the afternoon would be conducted in a “Three-Minute Package of Questions and Answers”: Each discussion item had at most two rounds of discussion. Each Member would have three minutes in each round for questions, follow-up questions and departmental responses. Since only three minutes were allowed, meeting attendees were requested to manage their time properly and speak concisely. After they had asked questions, enough time should be allowed for departments to reply and repeated questions should be avoided. The departments should pay attention to the need of speaking concisely.

### **Item 1: Adoption of the Agenda**

(10:12 am to 10:25 am)

2. Mr KAM Nai-wai expressed disagreement with the speaking arrangement. He said that in the past, Members had two minutes to ask questions or make comments, but the three-minute speaking arrangement would shorten the time for Members to express their views and raise questions, and he opined that the practice was inappropriate. He said that excessive long meeting was not due to the time taken by Members to speak or the officials to answer, but because the attendees spoke for too many times, e.g. four to five rounds of speaking. He therefore suggested that the number of questioning rounds should be strictly limited, e.g. only two rounds were allowed. He opined that such an arrangement would be more effective. He said that in the past, Members had two minutes to speak and now under the arrangement of the “Three-Minute Package of Questions and Answers”, the officials had only one minute to respond, therefore it was not sufficient.

3. In addition, regarding the agenda arrangement, he understood the purpose of making up for the not-yet-convened meeting, so he had no comments on the 4th and 5th Meetings being held on the same day. However, he reminded the chairpersons that the meeting was usually held at 2:30 pm and scheduled to end at 7:00 pm or 7:30 pm which lasted for more than five to six hours. He suggested that the meeting could start as early as 12:30 pm and should not end after 7:00 pm or the discussion items should be reduced. He hoped that the full Council and Committee chairpersons should consider the above meeting schedule to keep the meetings smooth. He said that the “Three-Minute Package of Questions and Answers” was too short and the number of speaking rounds should be restricted, because it would affect the operation of meeting.

4. Mr YEUNG Sui-yin expressed disagreement with the format of “Three-Minute

Package of Questions and Answers”. He said that based on the past experience, the format of one-question-one-answer would extend the meeting time and lead to repetitive content. He also disagreed with limiting the speaking time including departmental responses. He opined that limited the time would give the departments an “escape door” to evade from questions and not to give response within the time limit. The importance of meeting was to listen to the opinions of the departments. He suggested that the departments should be restricted from talking round and repeating similar content.

5. Mr WONG Weng-chi said that the repeatedly proposed “Three-Minute Package of Questions and Answers” format was based on the long meeting time in the past. Fifteen Members spoke two minutes each for a total of 30 minutes. However, in the first round of questioning, the officials were unable to answer all the questions, so some Members opined that the officials were unable to answer, and they tended to ask repeated questions and focus on the same area. Furthermore, he said that Members had different interpretations of the questions, which made it impossible to deepen the discussion, and they had to ask more in-depth questions at the later part of the speaking time, such as the second round of speaking for follow-up questions, and the third round to deepen the questions. In so doing, the flow of meeting would be improved and the progress of meeting would be expedited. He suggested that the “Three-Minute Package of Questions and Answers” should be implemented at this meeting on a trial basis to see if the meeting time could be shortened and the discussion of issues could be deepened.

6. The Chairman answered Mr KAM Nai-wai’s question. He said that there were only two rounds of speaking for attendees at most, and agreed with the way of answering questions suggested by Mr WONG Weng-chi. He said that the chairpersons of each Committee and the full Council had the authority to decide on how to ask questions when confirming the agenda of meeting. The standing orders of meeting only limited the speaking rounds of Members, and there was no restriction on the process of questioning by attendees. Furthermore, he said that the one-question-one-answer format was not a new attempt. It was adopted at the 2nd full Council Meeting on 16 January this year. He opined that it could be tried at the TTC meeting so as to deepen the discussion and allow the departments to give immediate responses as well as avoid repeating excessive long questions. He asked the department representatives to pay attention to the speaking time and not to have too many pauses, presuppositions and background information when speaking.

7. The Chairman invited the second round of discussion.

8. Mr KAM Nai-wai suggested that Members vote. He expressed respect for the Chairman’s proposal and opined that it could be tried to learn about the actual situation. However, he suggested that the “Three-Minute Package of Questions and Answers” should be

changed to four minutes. He said that the example mentioned by the Chairman was also four minutes of speaking time, and opined that three minutes was insufficient. In addition, he said that as an elected member, if a member raised an argument, another member might also repeat his argument. Since the content of speaking would be recorded, it would not save the meeting time.

9. The Chairman said Standing Order 29 stated that unless otherwise agreed by the Chairperson, Members can only ask no more than three supplementary questions at the meeting, and the supplementary questions must be related to the original question, so the Standing Order set the basis for three rounds of speaking.

10. The Chairman put Mr KAM Nai-wai's proposal of changing to “Four-Minute Package of Questions and Answers” to vote. After voting, the meeting adopted the format of “Four-Minute Package of Questions and Answers” and it would be adopted at the 4th Meeting first, and to be decided whether or not to adopt it at the 5th Meeting depending on the situation.

#### **Item 2: Confirmation of the Minutes of the 3rd TTC Meeting Held on 21 May 2020**

(10:25 am to 10:27 am)

11. The Chairman said that the Secretariat had received comments from Mr KAM Nai-wai before the meeting. For the amendment proposal, please refer to the Paper served on the table.

12. Mr KAM Nai-wai said that improvement had been seen in the minutes of the 3rd Meeting as compared to the past. He opined that the content concerning Members' criticism of the government departments was recorded in more detail, and he hoped that the Secretariat would continue to record Members' views accurately.

13. The Committee confirmed the minutes of the 3rd Meeting.

#### **Item 3: Action Checklist on Matters Arising from the 3rd Meeting (C&W TTC Paper No. 41/2020)**

(10:27 am to 10:28 am)

14. The Committee noted the Paper.

#### **Item 4: Chairman's Report**

(10:28 am to 10:39 am)

15. The Chairman said that the reports on the minor traffic improvement projects and

their schedules (as at the end of June 2020) had been forwarded to Members for perusal before the meeting, and the Secretariat had not received any comments from Members. In addition, he said that the Secretariat circulated the following Paper to Members on 6 July: The TTC 3rd Meeting Follow-up matters - The latest progress of the C&W District Project of the “Universal Accessibility (UA) Programme” (June 2020). On 8 July, the Secretariat completed the collection of the proposed locations for the second phase of the UA Programme from the Committee, and received a total of three proposals: providing a lift to the area near Pok Fu Lam Road Playground; installing a lift next to the men’s toilet adjacent to No. 95 Robinson Road accessing to Conduit Road; and the eastern side staircase near the exit of the pedestrian escalator at Nos. 48-50 Caine Road next to Shelley Street to be replaced by a lift. The Secretariat had also forwarded Members’ views to the Highways Department (“HyD”) and received respective replies on the proposals. He asked Members to confirm whether the latest progress of the C&W District Project of the UA Programme be listed as a TTC standing item of this year.

16. Miss YAM Ka-yi said that the reason for collecting proposed locations of the UA Programme was that she had submitted a discussion paper on “Strong request for providing barrier-free facilities in the pedestrian subway at and area around Pok Fu Lam Road Playground” and asked whether the department’s reply had omitted her proposed location at Pok Fu Lam Road.

17. The Secretary said that she would check the relevant record after the meeting to see if Miss YAM Ka-yi’s proposal was omitted.

18. The Chairman asked the Secretary to check the relevant information after the meeting. If there was any omission, she should communicate with relevant department and give supplementary information.

[Post-meeting supplementary information: The Secretariat had forwarded the relevant proposal to the HyD at earlier time and noted that the HyD would follow up.]

19. Miss YAM Ka-yi said that at the 3rd Meeting, the HyD and relevant department mentioned that they would study the proposal of providing facilities at Pok Fu Lam Road Playground, but there was no respective reply from the HyD.

20. Ms CHAN Yun-yee, District Engineer/Central of the HyD said that concerning the above discussion item, motion had been adopted to provide barrier-free facilities. The HyD’s replies to the motion and the meeting were similar. If barrier-free facilities were to be provided, it was necessary to obtain the approval of the District Council to include it in the second phase of the UA Programme.

21. Mr KAM Nai-wai asked whether the HyD was requested to submit paper for Members' discussion on the past situation, and to explain the latest situation and consult Members' views. He asked whether the HyD had submitted paper for discussion. In addition, he requested the representatives of "black cop" to show their warrant cards when they attended the meeting later.

22. The Chairman said that at the 4th Meeting, Ms CHENG Lai-king had asked whether the UA Programme would be included in the standing items or be submitted as a discussion paper. He said that the District Officer suggested that the Secretariat invite Members to propose locations after the meeting, and to be decided later whether to be included in the UA Programme, therefore the above item did not become a discussion paper.

23. Ms CHENG Lai-king said that the UA Programme was proposed by Mr LEUNG Chun-ying. At that time, several proposed locations in the C&W District had also completed one after another, such as Sun Yat Sen Memorial Park and Possession Street, and there were cleaning staff doing disinfection for the lifts. She explained the reason why it was proposed to include the programme in the standing items: the proposed locations approved in the past several terms had been successfully implemented, and the new programme had also been under site visit together with the HyD. It was noted that the installation of lift on the flyover was an "unlimited access for all", but if a lift was to be provided to an open area, such as the lift next to Robinson Road public toilet accessing to Conduit Road, it would be required to be listed as an additional facilities in the waiting list. She therefore suggested that the facilities previously proposed or pending construction could be followed up as a standing item, and more small lifts could be provided to facilitate the public and the elderly.

24. Mr KAM Nai-wei said that in paragraph 125 of the 3rd Meeting minutes, he suggested that the HyD submit a paper to the TTC at the next meeting. At that time, the department said that it noted the suggestion and would submit a paper at the next meeting with detailed explanations on the progress of the UA Programme, and the Committee would also consider whether the programme should be included in the standing items. He asked the Secretariat if any follow up had been made. He also said that although there was a questionnaire to collect opinions, the department needed to submit a paper such as what projects had been studied in the programme in the past, and the reasons for implementing or not implementing the relevant projects.

25. The Secretary said that the matters for follow-up of the programme were circulated to Members on 6 July: the latest progress of the C&W District Project of the UA Programme. The HyD had also listed out various updates for Members' understanding of the matter.

26. Mr KAM Nai-wei asked relevant department to submit paper for discussion at the

next meeting before deciding whether to include it in the standing items.

27. The Chairman said that relevant paper had been circulated to Members in July. If this meeting did not come to a decision to include it in the standing items, he asked the Secretariat to discuss the item in the form of departmental paper at the next meeting.

28. Mr KAM Nai-wei suggested that the paper submitted by the department should include the proposals on the UA Programme collected from the Committee on 8 July and should inform Members whether the proposed locations were feasible, and if not, the reasons.

29. The Chairman asked the Secretariat to communicate with the departments and submit paper at the 6th Meeting. It would be decided whether the UA Programme should be included in the standing items at the next meeting.

### **Discussion Items**

#### **Standing Items**

#### **Item 5: Central - Wan Chai Bypass and Island Eastern Corridor Link (CWB) Project (C&W TTC Paper Nos. 32/2020 & 42/2020)**

(10:39 am to 11:17 am)

30. Mr Patrick Sin-kok KEUNG, Senior Engineer 2/Central Wanchai Bypass of the HyD said that all the works of the Central-Wan Chai Bypass (hereinafter referred to as “bypass”) had completed upon its commissioning in early 2019, except for the following two works. These two works included: the road improvement works at Yiu Sing Street, which was in very smooth progress and anticipated to complete by the end of the year; the other one was the works to retain Rumsey Street Flyover (“RSF”) eastbound down ramp. He said that when the department and the Transport Department (“TD”) introduced the commissioning arrangements of the bypass to the TTC in September 2018, Members were informed that the eastbound down ramp would be permanently closed and demolished after the commissioning of the bypass. Members also suggested that the Government should explore the possibility of retaining the down ramp for improving the traffic conditions from Man Cheung Street underpass towards westbound carriageway of RSF. He said that the TD informed the Committee in March 2019 that it would accept this opinion.

31. In addition, he said that the department introduced the design plan to Members in mid-2019 and suggested retaining the presently closed RSF eastbound down ramp structure; demolishing the central divider between the RSF eastbound and westbound; converting part of the closed eastbound carriageway into westbound carriageway; converting the RSF westbound stop priority junction into a merging lane, and carrying out greening works at the remaining area. He said that as the planned proposal was to connect the two separate sections of the ramp

structures of RSF eastbound and westbound carriageways, the contractor needed to demolish the central divider and relocate the lighting system to the north parapet. He said that when the structural works completed, road resurfacing works and part of the road drainage system had to be carried out. The design plan received Members' support, and the Government subsequently gazetted the above planned proposal in late 2019 to amend the authorised CWB project. He continued that no objection was received during the two-month statutory period. The planned proposal was authorised under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) in late 2019, and the project had already commenced in mid-2020 after the detailed design was completed.

32. Mr Nelson CHIN, Senior Resident Engineer of AECOM Asia Co. Ltd., reported the current works progress and briefed on the works arrangement in the coming six months. He said that the contractor was now modifying the existing edge parapet at the northern side of the eastbound down ramp, and the works was about 75% completed. Demolition of the central divider was also started at the beginning of this month. Modification of the existing edge parapet of flyover top was also underway, and the works was about 30% completed. He said that after the northern edge parapet was modified, the lighting system of the central divider would be moved to the modified northern edge parapet, and the works was anticipated to complete in about mid-November. In addition, he said that part of the central divider would be removed to implement temporary traffic diversion, and the existing westbound express lane would be moved to the closed eastbound carriageway to make room for the demolition of the remaining central divider and the connection of the eastbound and westbound flyover structure which was expected to be carried out at the end of the year. He continued that during the implementation of the temporary traffic diversion period, the two westbound carriageways of Rumsey Street would be maintained for most of the time.

33. Mr Patrick Sin-kok KEUNG of the HyD said that since 2011, he started to report the latest progress and situation of the bypass works in the C&W District at the TTC meetings. He said that upon the full commissioning of the bypass at the beginning of 2019, all except for the above two C&W District works had completed. The department therefore proposed to change the CWB project from an existing standing item to report on the situation as needed starting from the next TTC meeting.

34. The Chairman invited discussion on the Paper.

35. Mr NG Siu-hong said that on 6 June, the media was concerned about the salt water seepage incident of the bypass wall and the steel bars suspected to be soaked. He said that the incident had already been raised in the last District Council and asked whether the seepage was salt water and whether the coloured water came from the corrosion of steel bars. He said that the department was unwilling to admit the steel bars problem and responded that the seepage

was normal. However, the increasing severity of the seepage and the presence of salt crystals on the ground meant there was seawater seepage. He said that many engineers opined that water quality needed to be inspected to verify whether the steel bars were corroded and whether there were structural problems. He also opined that the problems would affect the structure, life, construction quality and safety issues. He asked when the department would inspect the water quality and whether the current situation meant corroded steel bars. If yes, how to remedy the situation, pursue the matter and ensure safety.

36. In addition, he said that problems appeared at the ventilation building again on 1 July and the department had stated that it would investigate and pursue the cause to prevent the problem from recurring. He asked about the current progress of investigation and whether it would pursue the related liability, and which contractor would follow up.

37. Mr Alex LI, Executive Director of AECOM Asia Co. Ltd., said that the construction mode of continuous walls was used for the tunnel structure of the bypass. Each continuous wall was about 6m wide and there were joints between the walls. A limited level of minor seepage was allowed and would not affect the safety of the bypass structure. If there was any seepage, the contractor had already carried out grouting repair measures, and the engineering team would also keep monitoring the condition of the tunnel.

38. Mr Ng Siu-hong asked whether relevant department had inspected the water quality, and whether there were corroded steel bars and whether it was normal.

39. Mr Alex LI of AECOM Asia Co. Ltd. said that some parts of the tunnel of the bypass went deep under the seabed and were surrounded by sea water. This situation was taken into consideration in the design of the bypass. He said that the engineering team had been monitoring and inspecting the entire structure and the tunnel structure was absolutely safe.

40. Mr YOUNG Chit-on hoped that retention of the RSF eastbound down ramp could be implemented as soon as possible to improve traffic safety. He agreed that this issue would not be regarded as a standing item after the completion of works, but the department should continue to update the information and listen to Members' views if the works was delayed or not yet completed. In addition, concerning the picture showing the right carriageway in the relevant paper, the speed was directly changed from 50km per hour to a highway speed of 80km per hour, he suggested that drivers should be reminded in advance of the speed limit and speed detection cameras should be installed. For example, while drivers tended to speed up when the green light started to change near the Apple Store at the International Finance Centre, vehicles on the left lane might cut the line at the airport express station, thus causing danger. He hoped that relevant department could closely monitor the situation. In addition, he suggested that the dotted lines for vehicles cutting from the left lane to the right lane should be extended, because

at present there were only 10m to 20m distance from the traffic light to the flyover for drivers to cut the line. Extending the dotted lines would allow more time for vehicles to cut from the airport express station traffic light position to the right lane, and similar speed was required for easy cutting.

41. Mr Nelson CHIN of AECOM Asia Co. Ltd. said that regarding the length of the dotted lines for cutting in from left lane to right lane, in view of the road design specifications and the actual width and length limits of the flyover, the existing proposed design length was the longest and could not be extended. He said that the engineering team would continue to discuss with the TD and would try to erect extra traffic signs to remind drivers if necessary.

42. Mr YOUNG Chit-on clarified that he was referring to the going down location of the tunnel after the traffic lights at the International Finance Centre, and said that concerning the ramp after the traffic lights, it only allowed 10m more for cutting in from left lane to right lane. He suggested that the cutting lines should be extended because it would be very difficult for vehicles coming from the airport express station to stop and cut in to the right lane, and said that it was just because of the existing problem of traffic jam that allowed vehicles to slowly cut in to the lane.

43. Mr FUNG Wai-yan, Engineer/Central & Western 1 of the TD said that in order to keep the traffic smooth, the department had added solid-cum-broken lines between the middle lane and the right lane of Man Cheung Street westbound before the commissioning of the bypass. It only allowed vehicles to cut in from the middle lane to the right lane to avoid traffic obstruction caused by vehicle weaving. The department would continue to monitor the traffic condition closely and improve the layout of solid-cum-broken lines where feasible, so that drivers could have more sufficient time to choose the correct lane.

44. Ms CHENG Lai-king said she noticed that the height difference between the westbound and eastbound lanes of Harbour Building was quite serious. She asked relevant department whether the road would be levelled, or the westbound vehicles from Exchange Square would enter the new lane and give way to vehicles leaving Man Cheung Street underpass. She continued to ask about the height difference between the two sides of the road after levelling and the estimated time for completion and opening to drivers. She also expressed no objection to works being carried out at night. She said that she would not suggest the deletion of the bypass in the standing items. She also said that apart from the water seepage problem raised by Mr NG Siu-hong, she opined that the ventilation system also had defects. Since the bypass had only been commissioned for more than a year, she was not sure whether the ventilation system at Causeway Bay and Wan Chai were also working normally. She asked whether the ventilation system had experienced problems after being used for a short period of time.

45. Mr Nelson CHIN of AECOM Asia Co. Ltd. responded to the enquiries about the height difference of the road surface. He said that there was a height difference of about 400 mm between the two sides of the road. The contractor would uplift part of the eastbound down ramp road surface. After the connection, the road surface would have no height difference. In addition, he said that according to the contractor's works progress schedule, the concerned works would complete around the second quarter of next year. Regarding the works schedule arrangement, he said that in view of the stricter guidelines of the Environmental Protection Department (“EPD”) for works at night, most of the works were currently planned to be carried out at daytime. He said that the engineering team would continue to discuss with the contractor about the feasibility of carrying out works both at daytime and nighttime and hoped that the works could complete as soon as possible.

46. Mr Alex LI of AECOM Asia Co. Ltd. responded to the issue of the ventilation system. He said that there were three ventilation buildings at the bypass. On 28 June 2020, it was found that the fan blades of a ventilation fan were damaged, leading to the partial suspension of the air purification system at the Middle Ventilation Building of the bypass. He said that the bypass had been equipped with an air monitoring system to regularly monitor the air quality in the tunnel. Data showed that the air quality in the tunnel had met EPD's objectives since its commissioning.

47. Mr KAM Nai-wai expressed his disapproval of the deletion of the standing item. He said that many Members still had questions, the works had not yet completed, and the government departments had the responsibility to regularly report to the District Council or the public on major works. In addition, regarding the reply on the progress of the works, he said that the department stated that it started in May 2020 and was anticipated to complete in 12 months which should complete in April 2021. He asked whether the works was postponed and whether it could keep up with the progress, or the works progress was affected due to rain problems. In addition, with regard to the section from the down ramp of RSF eastbound to the bypass entrance, he said that the arrangement for entering Wan Chai North was very poor, and requested to re-examine the arrangement of the traffic lane to Wan Chai North by only driving halfway to Central. He suggested safer and more secure arrangements for the section of Rumsey Street eastbound down ramp entering Wan Chai North. He said that he had many driving experiences on this section of the road, but whenever he drove to this location, he had to drive very cautiously in order to locate the position for entering Wan Chai North. He went on to say that he had to drive around a big circle in order to reach Central. He asked whether it was possible to shorten the driving route by allowing vehicles to go down from the flyover onto Connaught Road Central within a designated period.

48. Mr Nelson CHIN of AECOM Asia Co. Ltd. said that after the gazette and the

authorised project as well as all the administrative procedures had completed, the concerned works was officially launched on the construction site in early June 2020 and would complete in 12 months as stated on the Paper. He anticipated that it would complete in mid-2021 which was more or less in line with the existing anticipation. He said that the current progress of the works was still satisfactory, and the engineering team would discuss with the contractor whether the works could be accelerated to avoid works delay. In addition, he said that the rainfalls in the past few months did not have much impact on the works at this stage, and the engineering team would continue to closely monitor the progress of the works.

49. Mr FUNG Wai-yan of the TD said that the department had explained the issue of retaining the carriageway of the RSF eastbound down ramp towards Central at the TTC meeting last year. In order to connect the westbound exit of the Central Tunnel Portal via the bypass to the RSF, it needed to be connected by a section of elevated carriageway. Since this westbound link overlapped with the carriageway of the RSF to Connaught Road eastbound, the RSF eastbound carriageway had been permanently cut off and closed. The department had given written replies on this issue in the past. If necessary, the previous replies could be submitted to the Secretariat again for the Chairman's and Members' reference. Regarding the eastbound route of the RSF to Wan Chai North via the bypass, the department received various improvement proposals upon the commissioning of the bypass, and was currently drafting related traffic improvement programme with the HyD. After the feasibility of the relevant programme was initially confirmed, the District Council would be consulted in due course.

50. Ms WONG Kin-ching said that she was quite familiar with the entrance to Wan Chai North via the flyover. Vehicles coming down from the flyover would block the vehicles entering Wan Chai North, such as congestion caused by changing lane problem. She did encounter traffic congestion there, but the traffic in the tunnel of the bypass was smooth. The lines between the traffic lane to Wan Chai North and the right side lane after entering the tunnel were double white lines. She asked if flexibility was allowed for drivers to change lane after entering the tunnel so that vehicles entering Wan Chai North would not be blocked.

51. Mr FUNG Wai-yan of the TD said that he understood Ms WONG Kin-ching's concern. The department was currently studying and negotiating with relevant departments to formulate feasible improvement proposals and would consult the District Council in due course.

52. Ms WONG Kin-ching asked whether the current preliminary proposal was to handle the issue of the flyover.

53. Mr FUNG Wai-yan of the TD said that the preliminary proposal was to allow vehicles to change from the middle lane to the slow lane heading for Wan Chai North after entering the tunnel. The department was working with relevant departments to study the feasible

proposals.

54. The Chairman invited the second round of questions.

55. Mr KAM Nai-wai said that regarding Wan Chai North down ramp mentioned by Ms WONG Kin-ching, he did not understand why the department had to discuss the issue for more than a year before conducting a study. He said that it had been a year since the commissioning and the attendees also opined that there were problems, but the department often said that it was still under study. He asked the department if it was “working from hill” and why it had not completed the study even after more than a year. In addition, he requested the department to study how to deal with the entire intersection after the Connaught Road Central Flyover was being retained, and to submit the proposal to the Committee for discussion at the next meeting rather than just conducting a study. In addition, he said that according to the Paper submitted by the department in September, the works should start in May 2020, but the department stated that the works started in June 2020. He requested the department to explain in detail the 12-month works and the upcoming works as well as the present progress at the next meeting. The time frame should also be provided such as the works schedule and the works details for each period of time. He requested the department to accurately submit the information to the Committee. He said whether to delete the standing item would be decided by the Committee and not proposed by the department.

56. Mr Patrick Sin-kok KEUNG of the HyD said that the concerned works had already started in May this year. The first month was for preparation work. He said that the works officially started on the construction site in June and the entire works would take about 12 months to complete. He said that the department would also provide the works schedule as requested by Mr KAM Nai-wai and brief on it at the next meeting.

57. Mr FUNG Wai-yan of the TD pointed out that the department was working with relevant departments to study the improvement proposals for the RSF entering Wan Chai North entrance of the bypass. When there was sufficient information, the District Council would be consulted in due course. As for the location of Rumsey Street eastbound, it had been replied for several times in the past, and the department could provide it to Members again for reference.

58. Mr NG Siu-hong asked whether the rusting of steel bars in the tunnel would affect the safety of the structure.

59. Mr Alex LI of AECOM Asia Co. Ltd. said that it was impossible to generalise whether rusting would definitely affect the structure. It depended on the degree of rusting. He said that some or a small quantity of steel bars at the cross-harbour tunnel or in general buildings might rust, but it would not directly affect the structure.

60. Mr NG Siu-hong said that there was not minor rusting at the tunnel. He asked whether inspection would be carried out, such as water quality inspection to examine the degree of rusting of steel bars, and whether it would affect the safety of the structure and whether the related liability would be pursued.

61. Mr Alex LI of AECOM Asia Co. Ltd. said that the HyD and the engineering consultant had been monitoring the entire situation and examining the water seepage condition. He pointed out that the present condition was under repair and the engineering team would always monitor the contractor's repair measures.

62. Mr NG Siu-hong said that the consultant should inspect the water quality and see whether the steel bars were corroded and whether the structural safety was affected. The media reported on 1 July that the ventilation fan components of the bypass was damaged and partially suspended. He asked the department why it was delayed for several days to announce the damage to the public.

63. Mr Patrick Sin-kok KEUNG of the HyD said that he would check with relevant colleagues.

[Post-meeting supplementary information: Regarding the incident of damage to the fan blades of a ventilation fan of the air purification system at the Middle Ventilation Building on 28 June this year, the HyD received a report from the engineering consultant of the bypass in the evening of 28 June that fan blades of a ventilation fan of the air purification system at the Middle Ventilation Building of the bypass were damaged. The HyD immediately commenced an investigation. The engineering consultant carried out a preliminary inspection of the remaining 32 ventilation fans at the three ventilation buildings in the early morning of 30 June. The inspection result revealed no abnormality. The Government issued a press release on 1 July to explain the details of the incident and the follow-up measures.]

64. Mr NG Siu-hong said that when damage was found last year, the department responded that it would thoroughly investigate the incident. He asked whether the department would thoroughly investigate the incident and pursue the related liability. He also asked about the cause of the damage and the concerned contractor. If there was another incident that triggered media reports, he asked the department to take the initiative to report in the standing item and prepare the information.

65. Mr Alex LI of AECOM Asia Co. Ltd. said that after investigation, the contractor had immediately replaced the damaged fan blade components. In addition, he said that the fan blade screws were damaged last year, and the problem discovered this year was the fan blades.

He said that the contractor had replaced the damaged components immediately, and the fan was under the same contract and the same contractor.

66. The Chairman asked additionally whether the department could provide the works plan of the RSF, such as a Gantt chart. In addition, he asked the TD to prepare the works schedule for the future proposal.

67. Mr Patrick Sin-kok KEUNG of the HyD said that the department would provide the works plan to Members explaining the works details.

68. Mr FUNG Wai-yan of the TD said that the schedule set by the department would be different from the schedule of the contractor after the tender because the process time arranged by the contractor would be different. A note would be added to the schedule to indicate the schedule drafted by the department.

69. The Chairman asked the TD to update the contractor's schedule to the Committee after confirming with the contractor. He said that whether the bypass should be excluded from the standing items was now for voting. After voting, the proposal was not adopted.

(1 affirmative vote by: Mr YOUNG Chit-on)

(12 dissenting votes by: Mr YIP Kam-lung, Mr HO Chi-wang, Ms CHENG Lai-king, Mr KAM Nai-wai, Mr HUI Chi-fung, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Mr WONG Weng-chi)

(0 abstention vote)

70. The Chairman asked the departments to prepare information for Members' questions and the required materials at the 6th Meeting. He then concluded the discussion on this issue.

**Item 6: Request for extension of routing of GMB Route No. 13 to enhance service level (C&W TTC Paper No. 33/2020)**

(11:17 am to 11:40 am)

71. The Vice-chairman supplemented on the Paper that the TD accepted the application for fare increase of GMB Routes Nos. 12 and 13 because of the difficulties in the operation of Route No. 13. He therefore put forward the improvement proposal to solve the difficulties in GMB operation and help the public. He quoted the TD's reply on the proposal of route extension

that the shortage of GMB vehicles might cause low frequency. He opined that if the department used this reason to oppose the proposal, all future route extension proposals could also be opposed with the same reason. He opined that the department needed to explore other proposals beyond the framework of the extension proposal. In addition, he said that Route No. 12 did not pass through Hospital Road and Bonham Road in the past. Instead, it went to Queen's Road West after turning from High Street onto Eastern Street. After the route of Route No. 12 was extended, it achieved better effects. However, the minibuses were always fully loaded and the public was unable to get on board, so he opined that the remaining carrying capacity of Route No. 13 could be used to carry the passengers who were unable to take Route No. 12 so as to meet the needs of passengers and increase the minibus operator's income. He opined that his proposal could enable residents to take a minibus directly from Kennedy Town & Mount Davis region to Castle Road region. He therefore hoped that the department could reconsider rather than propose a shortened route. He said that if the route was shortened for many times, the entire minibus route would disappear.

72. Mr FU Ting-hong, Senior Transport Officer/Central & Western of the TD reiterated that the TD needed to consider whether the proposed extension of the GMB journey would affect the frequency and fare. He said that Members did mention in the Paper that the entire circular route of Route No. 13 was 5km long. According to Members' proposal, the total length of the route would be extended to 7km and the distance of the route would be increased by 40%. The TD needed to consider the factors of fare and frequency. He said that increasing the coverage of GMB would increase the number of passengers, but the department needed to consider the issue of fare after the extension. He also said that according to the department's scale of fares, if the total length was 7km and the fare for 3.5km in sections could be up to \$8.3. The department and the GMB operator therefore replied to the Committee that they proposed the operation of a short-distance route for Route No. 13, such as a special service from Academic Terrace to Kennedy Town.

73. The Chairman invited discussion on the Paper.

74. Ms CHENG Lai-king made a declaration of interest that she often took Route No. 12 from Caine Road in Castle Road region to Sai Ying Pun direction. She therefore supported Route No. 13 to follow the route of No. 12. She hoped that the department could consider the route proposal which would benefit the public. She also said that the traffic of Hospital Road was smooth and the passengers had such a demand. In addition, she said that she had received complaints from residents that in one afternoon two or three passenger-free Route No. 12 minibuses did not stop at the McDonald's stand on Smithfield. She therefore questioned about TD's poor control on the operation of GMB. She hoped to find out if there was any non-stop situation at the McDonald's stand on Smithfield concerning Route No. 12, and hoped that the TD could monitor more.

75. Mr FU Ting-hong of the TD noted that Route No. 12 was an important GMB route of Hospital Road and said that the department was closely monitoring the service. He said that Route Nos. 12 and 13 belonged to the same group of minibus routes and same batch of minibus vehicles was used for deployment. However, each route had a designated number of vehicles. He said that the department reviewed Route No. 12 in May, and there was no lagging behind at Hospital Road during the morning peak hours. However, the TD had reminded the minibus contractor to pay close attention to the operating conditions. As regards the complaints from the public about the problem of non-stop minibuses, he said that if Members had detailed information, the department could follow up with the minibus contractor.

76. Ms NG Hoi-yan said that she often took Route No. 12 from Hospital Road to Sai Wan. If Route No. 13 travelled along Hospital Road, it would provide her with one more choice to reach the destination. She quoted Mr FU Ting-hong's saying that Route Nos. 12 and 13 belonged to the same minibus operator, so she asked if Route No. 13 was to be extended, apart from increasing the fare, whether the contractor would also increase the number of vehicles for the extension of the route. In addition, the TD replied in writing that the extension of Route No. 13 would lengthen the current frequency. She asked about the lengthening of frequency and the travelling time.

77. Mr FU Ting-hong of the TD said that Route No. 13 would second two vehicles from Route No. 12 for sharing during peak hours, while only one vehicle of Route No. 13 would run for the whole journey lasting 30 minutes during non-peak hours. He said that assuming the driving speed and frequency remained unchanged, an extension of 40% of the travelling route would require an additional minibus, which would double the cost of the contractor during non-peak hours. However, if the number of vehicles was not increased, the frequency would be low. He said that it was not possible at the moment to give a reply on the lengthening time of frequency, but the relevant information could be provided later. In addition, he said that the minibus contractor did not conduct site trial on the travelling route proposed by Members. The boarding and alighting time of passengers should be counted as part of the travelling time, so a site trial was required to know the exact lengthening time. At the moment the situation could only be estimated.

78. Ms NG Hoi-yan hoped that the TD would explore after the meeting the site trial arrangement and find out the actual travelling time after the extension. In addition, the TD said that the fare after extension could be up to \$8.3. She hoped to know whether the fare could cover the doubling cost, and whether extension of route would cause the contractor having financial loss.

79. Mr FU Ting-hong of the TD said that the current fare of Route No. 13 was \$4.2 for

the whole journey, but he said that the TD was aware of the financial loss of the existing minibus route. He said that the daily operating cost of a minibus was \$3,000, so it was possible to calculate how many passengers were needed each day to attain a fiscal balance. He said that financial loss of a minibus route did not mean that it would not be operated. The information provided by the department was for reference only.

80. Ms WONG Kin-ching quoted the TD's opinion that Member's proposal to extend the route of Route No. 13 was unsatisfactory. The TD's counter-proposal of operating a short-distance route between Ka Wai Man Road and Forbes Street of Kennedy Town was based on the assumption that the residents of Ka Wai Man Road hoped to take MTR to other places. However, she did not agree that the operation of such a route was cost-effective. Although there was a short distance for the residents of Ka Wai Man Road to get to the MTR station, and some residents might travel to and from Ka Wai Man Road and the MTR station, she opined that the number of passengers was less than that of the extended route as proposed by Members. She also expressed doubts about the proposal to operate a short-distance route because of the low number of passengers and low profit. She asked whether the department had explored and taken into account various factors. She also asked which proposal the contractor would consider as having lower cost and higher profit.

81. Mr FU Ting-hong of the TD said that the Paper submitted by Members stated the reason for the proposed extension was that the operation of Route No. 13 was not satisfactory. He said that the perspective and entry point of the TD were similar to those of Members, but the suggested proposals were different. The department opined that if residents wanted to take a minibus to Kennedy Town MTR Station, there was already Route No. 13. However, the department and the contractor had considered the time of the short-distance circular route was 10 to 15 minutes, which was faster than the proposal suggested by Members. He reiterated that the proposal made by the department was only for special service rather than shortening the travelling route. The proposal would also speed up the circular route time of minibus and increase the frequency. He said that it was necessary to explore whether the route would be more attractive if the frequency was increased. He also said that the contractor offered fare concessions for passengers travelling to and from Academic Terrace and Kennedy Town Station. He said that since the proposal had not yet been confirmed, he could not promise that residents could take a ride with cheaper fare, but the department would explore whether the relevant concessions would improve the operating conditions. He said that the cost of adding special service was lower than that of the 40% increase in travelling route, because special service could reduce travelling time and cost.

82. Ms WONG Kin-ching opined that the travelling distance of the special service was too short, so few residents would take it. She asked the TD whether it would consider implementing both the special service on a trial basis and the long-distance minibus service

proposed by Members.

83. The Vice-chairman said that the TD's reply stating that the extension of the route would make the fare as high as \$8.3, which was meaningless, because no minibus or bus route would finally set the fare at the highest level. He opined that residents would accept GMB Route No. 13 to apply for fare increase after the extension and the fare was similar to that of Route No. 12. It was because the fare of Route No. 12 was \$1 higher than that of Route No. 13. There was no difference to the elderly as they only needed to pay \$2. In addition, he did not accept that the TD had not yet tried and studied the proposal in depth. He described the TD as an "air-con military advisor" who was exploring proposals in the office rather than understanding the needs of local residents. He said that many residents at Hospital Road needed to go to Sai Ying Pun Jockey Club Clinic and the area near the Central and Western District St. Anthony's School. He said that the extension of Route No. 12 had taken into account the completion of the Central and Western District St. Anthony's School. He therefore opined that the extension of Route No. 13 would increase the number of passengers. The District Councillor of the constituency concerned also queried that the short-distance route special service proposed by the TD would not bring greater gains but would cause losses. He opined that if the contractor had the resources to invest in the special service, the resources should rather be invested in the extension of Route No. 13 on a trial basis to benefit all parties. He did not accept the department banned the proposal without trial implementation.

84. Mr FU Ting-hong of the TD said that the TD noted Members' views. He said that if residents needed to travel to and from Western District and Hospital Road, they could take Route No. 12, and the department would also pay attention to the operating conditions. He said that the department had conducted a study. If there was a need to increase the number of vehicles of Route No. 12, they would discuss with the contractor to enhance the service of Route No. 12. He reiterated that if Route No. 13 was extended to include to and from Western District and Hospital Road, it would overlap with Route No. 12, and Route No. 13 would pass through Pok Fu Lam Road in extra only. Actually there were public transport means at Pok Fu Lam Road going to Bonham Road and Tsan Yuk Hospital. He said that the department would both consider and study the proposals made by Members.

85. The Vice-chairman quoted the TD's saying that it had conducted a study and found that the supply of minibuses of Route No. 12 was sufficient. He asked the department how the study was conducted.

86. Mr FU Ting-hong of the TD said that the TD conducted a site inspection at Tsan Yuk Hospital in May to find out whether passengers had "lagged behind" during the morning peak hours, and had also considered that some services of Tsan Yuk Hospital were suspended due to the current epidemic. He said that the department would closely monitor the situation

and conduct a study that could better reflect the actual situation.

87. The Chairman said that due to overrun of the meeting, he would not invite the second round of speaking. He said that if Ms WONG Kin-ching had additional opinion, she could reflect it to relevant department after the meeting.

88. The Vice-chairman said that he would like to make an amendment concerning the TD's statement that the passengers of Route No. 12 mainly went to Tsan Yuk Hospital. He said that residents mainly took Route No. 12 to Sai Ying Pun Jockey Club Clinic.

89. The Chairman handled the voting process of the motion concerning C&W TTC Paper No. 33/2020, and invited Members to vote on the following motion. After voting, the following motion was adopted.

Motion: This Committee requests the TD and I Sun Green Minibus Company Limited to expeditiously implement the proposal on route extension of GMB Route No. 13, so as to enhance service level and benefit a wider range of residents in the district.

(Proposed by Mr HO Chi-wang and seconded by Ms WONG Kin-ching)

(14 affirmative votes by: Mr YIP Kam-lung, Mr HO Chi-wang, Ms CHENG Lai-king, Mr KAM Nai-wai, Mr HUI Chi-fung, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Mr WONG Weng-chi, Miss YAM Ka-yi, Mr YOUNG Chit-on)

(0 dissenting vote)

(0 abstention vote)

90. The Chairman said that he had just received a proposal from Mr KAM Nai-wai and Ms NG Hoi-yan concerning Item 9: "Propose to convert the steps on the footpath at Centre Street (between Queen's Road West and First Street) into ramps" to be discussed in advance as the next item on the agenda and said that the representatives of 西營盤安樂長者小組, a caring group for the elderly in Sai Ying Pun (organisation name not available in English), had already attended the meeting. After voting, the Committee agreed to discuss Item 9 on the agenda in advance.

91. The Chairman concluded the discussion on this issue.

**Item 9: Propose to convert the steps on the footpath at Centre Street (between Queen's Road West and First Street) into ramps**

**(C&W TTC Paper No. 36/2020)**

(11:41 am to 12:28 pm)

92. Mr KAM Nai-wai said that there were police officers attending this meeting. He requested them to produce their warrant cards when attending District Council meetings. He continued to say although the police officers claimed that they were not exercising police powers, he hoped that the Chairman could handle it.

93. The Chairman said that the Secretariat had made a check outside the door.

94. Mr LEUNG Chee-Kay, District Officer (Central and Western) reiterated that site management was the responsibility of District Office. He said that relevant staff had checked and verified the identities of all government officials outside the venue, including representatives of the Police.

95. The Chairman reminded the attendees that government employees and police officers had to prepare staff cards and warrant cards respectively when attending TTC meetings. He said that colleagues from the Secretariat had already checked the cards. Although the District Officer referred to the colleagues from District Office, it should be the colleagues from the Secretariat to make a check as it was a legal procedure of meeting.

96. Mr KAM Nai-wai responded to the remarks made by the District Officer. He clearly pointed out that being a venue manager did not mean “overpowering”, and that the attendees participating in the meeting should abide by the meeting rules. He expressed respect for the Chairman's way of handling, but would not follow the way of such people like the District Officer. He said that the District Office could handle the venue and the people going in and out. The things he asked the Chairman to handle had been completed. He expressed respect for the Chairman's way of handling, rather than respect for “Noodle” Mr LEUNG Chee-Kay's way of handling.

97. The Chairman said that as regards the procedure, it mainly relied on the District Council to manage the proceeding of meeting and enforce its rules.

98. Miss CHEUNG Kai-yin said that the Police mentioned in its reply that ten traffic accidents involving injuries had been recorded in the past five years, while the TD said that it had received one case involving a complaint about vehicle-pedestrian conflict at Centre Street

in the past five years. However, from August till now, there had been two cases in which she had witnessed and residents of the neighbourhood witnessed had reported that an ambulance was called because of an elderly in an accident. She said that she was not sure whether the Police had made a record and in general no complaints would be made to the TD. She said that in just one month, two accidents including knee and foot injuries had occurred. She said that the replies from relevant departments were unsatisfactory, including there was nothing to follow up or the number of complaints was not serious. She said that she could learn more information from the seniors and guests of the district in attendance, such as areas to be improved or the risks of going out. She hoped that relevant departments could seriously find out solutions to help the elderly in the district to improve the problems.

99. Mr TAM Sze-Wai, Engineer/Central & Western 2 of the TD said that he noted Members' views. He said that if the steps on the footpath at Centre Street were converted into ramps, it would obstruct the entrances and exits of nearby shops and banks, and the gradient of the ramps would be too steep, which might cause accidents during rainy days because it would be too slippery for pedestrians. It was therefore not suitable to convert the steps at Centre Street into ramps. He expressed his understanding of the concerns of Members and the elderly about the location, and would study the erection of appropriate traffic signs and road markings on the carriageways to remind drivers to pay attention to speed and careful driving.

100. Mr HO Chun-hin, Assistant Divisional Commander (Operations), Aberdeen Division of the Hong Kong Police Force ("HKPF") said that the accident figures were obtained from the reported cases from the public. He agreed that nobody wanted accidents to happen and pedestrian safety was common concern. He expressed his support to implement measures to make pedestrians safer.

101. Mr LUK Ka-Fai, representative of Caritas Mok Cheung Sui Kun Community Centre, supplemented that the seniors who attended the meeting would share more information for reference. He also welcomed questions and comments from the attendees.

102. Mr WONG Yung, representative of 西營盤安樂長者小組, a caring group for the elderly in Sai Ying Pun (organisation name not available in English), said that the section of Queen's Road West between Centre Street and First Street was very busy. There were many pedestrians, including the elderly and young people, at the First Street MTR Station of the main road. He said that the staircase location near Bank of China was relatively flat and the road surface was wide for pedestrians to cross. He also said that there was an accident involving a vehicle hitting a pedestrian about two weeks ago, and he hoped to suggest improvement to the road section on both sides of Centre Street towards First Street.

103. Ms CHAN So-Nui, representative of 西營盤安樂長者小組, a caring group for the

elderly in Sai Ying Pun (organisation name not available in English), said that the streets were busy and there were many elderly people. She hoped that pedestrian signals could be provided on the road at the intersection near Wellcome and Bank of China. She also pointed out that the lamp post outside Café de Coral obstructed pedestrians and could not allow two pedestrians to pass by at the same time. The gas emitted by Café de Coral would cause road slippery. In addition, the staircase near Grand City Hotel at Algar Court No. 109 was steep and had no handrails. It was very dangerous when going up and down the stairs. She suggested installing an escalator and a long handrail in the middle of the stairs to facilitate the elderly.

104. Mr WONG Yung of 西營盤安樂長者小組, a caring group for the elderly in Sai Ying Pun (organisation name not available in English), supplemented that there was an alley by the side of No. 109 First Street leading to a main road. He suggested installing handrails in the middle or on both sides of the alley. He pointed out that in end August or early September, an elderly person had fallen in the alley. He hoped that stone steps or ramps would be built in the alley to make it more convenient for pedestrians.

105. Mr LUK Ka-Fai of Caritas Mok Cheung Sui Kun Community Centre said that attendees were welcomed to contact him or invite the elderly to share. He went on to say that there were comparatively more elderly people in Sai Ying Pun, and there were lots of ramps, so he suggested using an alley as a trial.

106. The Chairman invited discussion on the Paper.

107. Mr KAM Nai-wai showed the attendees photos of Western Street and said that the gradient of the ramp was higher than 1:12. He asked whether the ramp would be demolished if it was higher than 1:12 according to the theory of the TD. He said that he often walked past Centre Street and witnessed the problem of vehicle-pedestrian conflict. He also said that the footpath at Kau Yan Church was very steep, but it was not converted into staircase. He suggested that the road section outside Bank of China could be converted into half steps and half ramps, and handrails should be provided at the section of Algar Court. He asked whether it was possible to use District Council funds to install handrails and asked relevant department to handle it as soon as possible. He said that the elderly had repeatedly reported the need for additional handrails.

108. Mr TAM Sze-Wai of the TD said that some roads in Western District might be steeper due to geographical constraints and being constructed a long time ago.

109. Mr KAM Nai-wai asked why the section of the road outside Bank of China could not be converted into ramps and said that the section was very wide. He asked whether half steps and half ramps could be provided for residents to have a choice. He asked the District

Office whether it could do minor works at Algar Court to install railings.

110. Mr TAM Sze-Wai of the TD said that the existing steps on the footpath at Centre Street were about 3m wide. If the width of the steps was half converted into ramps, the steps and ramps would only be about 1.5m wide each which might cause inconvenience to residents.

111. The Vice-chairman said that there were many ramps in Sai Ying Pun, such as Eastern Street, Centre Street, Western Street, Water Street and Hill Road. He said that he had slipped on the ramps for several times in a week and the road was slippery on rainy days, so he was worried that it would be more dangerous after being converted into ramps. He suggested applying anti-skid dressing to the steps, such as the section of staircase between High Street and Bonham Road. He also suggested trying to apply anti-skid dressing to the ramps. In addition, he said that he would submit a relevant discussion paper concerning Water Street and Hill Road, and agreed to the proposal of half ramps and half steps, but he did not know whether the road surface was wide enough. He opined that ramps were more convenient for some pedestrians who were holding objects or pulling trolleys. It therefore allowed pedestrians to have a choice. For example, steps were safer for pedestrians who were not holding objects while ramps were more ideal for pedestrians who were pulling trolleys. If the road was wide enough, he would support the approach of half ramps and half steps.

112. Mr TAM Sze-Wai of the TD said that anti-skid dressing had been applied to some ramps of the footpath at Centre Street. However, some residents' feedbacks were that the surface of anti-skid dressing would wear out and require frequent maintenance, and the use of trolleys would accelerate wearing out of its surface. The department therefore needed to study carefully when considering the conversion of existing steps into ramps with anti-skid dressing.

113. The Vice-chairman suggested applying anti-skid dressing to the footpath. He said the department also agreed that anti-skid dressing was an effective improvement measure and should not abandon implementation because of regular maintenance. In addition, according to Mr KAM Nai-wai, if the anti-skid dressing was damaged, it should be repaired regularly. He said that the road section with anti-skid dressing was safer for pedestrians and not liable to slip.

114. Mr TAM Sze-Wai of the TD said that the HyD was responsible for the maintenance of anti-skid dressing. The department would discuss the repair arrangements for anti-skid dressing with the HyD.

115. Ms CHENG Lai-king expressed support for the solution of half ramps and half steps which would make the entrance and exit areas of building more even. She said that on weekdays most of the pedestrians had to walk on the road rather than on the footpath. There were also many temporary stalls in the area outside Bank of China, making it very difficult for pedestrians

to pass. She said that the Food and Environmental Hygiene Department (“FEHD”) needed to help manage the fruit stalls on the footpath to avoid obstruction. Hawking outside shopfronts should not be tolerated. In addition, she said that there were residents of the neighbourhood being slipped on the anti-skid dressing and got a very large scratching wound. She also expressed that there should not be anti-skid dressing on the footpath. She understood that falling on anti-skid dressing was very serious, so she had reservations on anti-skid dressing. However, she would not make absolute opposition, and opined that installing handrails would be more ideal.

116. In addition, she said that the section of footpath near Tsat Tsz Mui Road also had half steps. She estimated that the gradient of the ramps was below 1:12, and was worthy of reference. She asked relevant department whether there was any room for widening the two roads at Centre Street. It was because the road section outside Café de Coral was crowded and the lamp post also occupied one third of the footpath, so pedestrians had to walk out to the road. She said that in the past she had strived for building a pedestrian escalator at Centre Street, but only the upper section of the road was built with it. She said that pedestrians with trolleys would walk on the road rather than on the stone steps. She hoped that relevant department could make improvement to ensure the safety of pedestrians. Furthermore, she said the relevant law stipulated that the gradient was 1:12, but the section of the ramps outside Kau Yan Church was very steep and it was very dangerous for passengers to get off the vehicle. She said that although residents of the Central and Western District were used to walking on ramps and stone steps, many accidents still occurred. She asked whether the department had any corresponding solutions.

117. Mr TAM Sze-Wai of the TD said that he noted Members’ views and would study whether there were appropriate solutions to improve the environment for pedestrians in the area.

118. Mr PANG Ka-ho asked the relevant department whether the 1:12 ramp ratio was a mandatory or recommended indicator. If the ramp ratio exceeded the standard, whether the department would not carry out the project or would suggest not to do it.

119. Mr TAM Sze-Wai of the TD said that the gradient of the footpath must not exceed 1:12 if it had to meet the design requirements of barrier-free access facilities. The newly designed roads were generally required to meet the requirements of barrier-free access facilities, but the gradient still needed to be considered individually depending on the actual situation such as the geographical environment.

120. Mr PANG Ka-ho said that his view was the same as those of other Members. He hoped that the ramps could be converted and the steps could be retained if feasible. He said that wheelchair users could not use the steps, but the elderly could take a rest on the steps when

going up the ramps, which was safer than on the ramps. In addition, he asked the department about the average frequency of repairs and maintenance of anti-skid dressing in Hong Kong.

121. Ms CHAN Yun-yee, District Engineer/Central of the HyD said that supplementary information would be provided after the meeting.

[Post-meeting note: The degree of wearing of anti-skid dressing would vary depending on the road traffic conditions and flow. If the HyD found or received reports that the anti-skid dressing was damaged during regular inspections, it would arrange appropriate repairs according to actual situation and needs.]

122. Mr PANG Ka-ho asked whether anti-slip stickers or anti-slip chemical oil could replace anti-skid dressing to achieve anti-slip effects. He said that multiple anti-slip stickers might be used to put on the road.

123. Ms CHAN Yun-yee of the HyD said that the department had also applied anti-skid dressing to the narrow side of the steps, which could achieve a similar effect of horizontal patching of anti-slip stickers. It was necessary to discuss with the TD whether it was feasible to apply anti-slip stickers or chemical oil to the ramps.

124. Mr PANG Ka-ho said that slip resistance was crucial to solve the problem. He said that the department did mention ramp ratio of 1:12 was not mandatory. He suggested that the department should consider the practice of half ramps and half steps. He also said that wheelchair users could not use the stone steps and might cause danger when crossing the road.

125. Miss CHEUNG Kai-yin opined that adding road markings by the department could not solve the problem. She said that the corner of First Street turning right onto Centre Street already had road markings, and some drivers might go straight down Second Street or turn onto Queen's Road West from First Street. As residents of the neighbourhood were not aware of the driving direction of vehicles, traffic accidents might occur when they crossed the road. In addition, she said that the stall owners did reflect that straightening the ramps might cause rainwater to flow into the shops. If only the section between the area outside Bank of China and First Street was converted into ramps, she would like to ask the department about the gradient of the section.

126. Mr TAM Sze-Wai of the TD said that the gradient of the proposed ramps was approximately 1:5 based on on-site measurements.

127. Miss CHEUNG Kai-yin asked the department whether the section of road outside Café de Coral could be converted into ramps. She said that the shops on this section were

basically large ones, it was relatively easy for the department to communicate with them.

128. Mr TAM Sze-Wai of the TD said that the footpath at Centre Street outside Café de Coral was only 1.5m wide, and its width could not accommodate both steps and ramps. If the steps were converted into ramps, it was necessary to study carefully and consider the impact of modifying the entrances and exits by the side of the footpath.

129. Miss CHEUNG Kai-Yin said that it would be safer if the road section could be modified to a ramp ratio of 1:10.

130. Mr TAM Sze-Wai of the TD said that the initial estimation of the gradient of the proposed ramps was about 1:10. On rainy days, it would be liable to slip and might cause accidents.

131. Miss CHEUNG Kai-yin said that the ramp ratio of 1:12 from the department's reply was only a proposed ratio. She suggested that the department should study other improvement proposals to prevent pedestrians from going out to the road. If the road section outside Café de Coral could be converted into ramps, some elderly people would use the ramps instead of the steps. She said that most pedestrians would not pass the corner outside Bank of China. They might cross the road because of the inconvenience caused by the railings, narrow footpath and the nearby escalator connecting to Third Street. In addition, she asked whether the department would make adjustments to the stone steps or railings to make the road wider so that pedestrians would go to First Street first before crossing the road to avoid accidents caused by the turning vehicles.

132. The Chairman said that due to time constraint, he would not invite the second round of speaking on this issue at this meeting.

133. Mr TAM Sze-Wai of the TD said that he noted Miss CHEUNG Kai-yin's two proposals, including studying the conversion of the steps outside Café de Coral into ramps. If it was not feasible, the department would study the rearrangement of the steps outside Bank of China and widening the crossing between Centre Street and First Street to facilitate pedestrian crossing.

134. After consolidating Members' opinions, Miss YAM Ka-yi also expressed her wish to convert one side of the Centre Street footpath into ramps. She also asked the department to take heed of the user's perspective. She opined that the above proposal was feasible and the departments should cooperate with each other to ensure the safety of users. . In addition, she said that the section of Algar Court could easily cause pedestrians to slip and fall. She asked the department whether handrails could be provided and whether the section belonged to the

Government or was a private place.

135. Mr TAM Sze-Wai of the TD said that the section of Algar Court was not under the management of TD. According to the information on the website of the Lands Department, Algar Court was a private lot. If handrails were to be provided to private lot, one should have the relevant owner's consent.

136. Miss YAM Ka-yi asked whether relevant department could make an enquiry with the owner of the private lot or consult the concerned persons in the name of the District Council. In addition, if the owner was unwilling to pay the relevant fees to erect railings, she asked for District Officer's views on the improvement works to be carried out by the District Council in private lots. She also said that steep footpaths might cause certain risks to the elderly.

137. Mr LEUNG Chee-Kay, District Officer (Central and Western) said that he would try to discuss with the owner whether improvement works could be carried out.

138. Miss YAM Ka-yi asked the District Officer whether he could forward the reply to the Council for follow-up. She said that she understood the plight of the elderly and hoped that the department would follow up and give an explanation.

139. Mr LEUNG Chee-Kay, District Officer (Central and Western) said that he could submit the reply to the District Council.

140. Mr NG Siu-hong said that the elderly would be prone to foot pain if they walked too many stairs. Many pedestrians also pulled trolleys or pushed strollers. They had to go out to the road causing danger when they passed through the section. However, the department added railings at the turning position for safety sake. It made more elderly and pedestrians go out to the road. In addition, he said that the department's gradient of 1:12 was not a rigid indicator. The indicator was used in planning new districts or new roads, and to prevent the ramps from being too steep. However, it imposed difficulty to improve the existing more dangerous places. He said that although the road section did not meet the 1:12 gradient standard, it was safer than steps and could prevent people from walking out to the road. He opined that the standard set by the department was to serve the public rather than just for following. In addition, he said that many residents of the neighbourhood were concerned about this problem, and Members also hoped that there were steps and ramps as a choice. If the 1:12 gradient was not a rigid indicator or legal requirement, he hoped that the department could consider adopting it with the support of District Councillors and the public.

141. Mr TAM Sze-Wai of the TD said that the department noted Members' views and would conduct a study.

142. Mr NG Siu-hong said that the original design was good, but the fact was that the department refused to make improvements, causing pedestrians to keep on walking out to the road and causing miserable traffic accidents. He cited that the road section in Central also added ramps in a very reasonable manner. He also said that he would give more specific examples to the department for reference.

143. Mr KAM Nai-wai suggested an on-site inspection with relevant department after the meeting.

144. The Chairman said that the road section of Algar Court was relatively narrow and slippery. It might not be possible to add railings, and he asked the department to conduct a study. In addition, with regard to Mr KAM Nai-wai's photos being shown to the attendees and his suggestion of widening the footpaths and converting into half steps and half ramps, he asked the Secretariat to arrange an on-site inspection with the department to take heed of the safety of pedestrians and the needs of residents.

145. The Chairman handled the following impromptu motion proposed by Miss CHEUNG Kai-yin. More than one-third of Members agreed to vote on the impromptu motion. No Member proposed amendments. After voting, the following impromptu motion was adopted.

Motion: Request the department to seriously study and carry out the works to convert the section of footpath at Centre Street between Queen's Road West and Second Street into a ramp to facilitate public access.

(Proposed by Miss CHEUNG Kai-yin and seconded by Mr HO Chi-wang.)

(12 affirmative votes by: Mr YIP Kam-lung, Mr HO Chi-wang, Ms CHENG Lai-king, Mr HUI Chi-fung, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Mr WONG Weng-chi, Miss YAM Ka-yi)

(0 dissenting vote)

(0 abstention vote)

146. The Chairman concluded the discussion on this issue.

**Item 7: Strong request for improving the situation pertaining to the loading and unloading activities of goods vehicles and container trucks in Sheung Wan**

**(C&W TTC Paper No. 34/2020)**

(12:28 pm to 12:52 pm)

147. Mr KAM Nai-wai asked the department when the proposals in the written reply would be implemented.

148. Mr TAM Sze-Wai, Engineer/Central & Western 2 of the TD said that concerning the designation of the lay-by at the section of Connaught Road West between Queen Street and Wilmer Street as a part-time no-stopping restricted zone (except goods vehicles loading and unloading), as the lay-by was over 130m long, the above no-stopping restricted zone could facilitate the loading and unloading activities of goods vehicles on the roadside. In addition, he thanked Mr KAM Nai-wai for arranging site inspection with representatives of some dried seafood shop operators earlier this month. During the inspection, the representatives of shop operators said that there were not enough roadside space for goods vehicles to load and unload goods at Des Voeux Road West. They therefore hoped that some roadside space could be open for goods vehicles to load and unload goods. He said that the TD was studying to allow goods vehicles to load and unload goods at suitable locations of Des Voeux Road West during non-peak hours, and would arrange for district consultation on the proposal as soon as possible to collect opinions from local people.

149. Mr KAM Nai-wai said that in response to the TD's proposal concerning the lay-by at Connaught Road West, he agreed to the suggestion of allowing goods vehicles to load and unload goods by the side of the shops. However, he saw at the scene that the express lane near the waiting area of the flyover was full of loading and unloading activities. Since the road was very wide, he hoped that the department could explore whether one lane could be used for parking goods vehicles. He said that whether goods vehicles were allowed to place goods should be studied later. He also said that the current proposal could give more places for loading and unloading activities to improve the situation. He also said that he would send photos to the Secretary so that the TD could better understand the situation and explore the possibility of adopting his opinion. He hoped that the TD could implement the proposal as soon as possible. Goods vehicles were already parked there, so it was not necessary to consult again. The only thing was to legalise the parking space as soon as possible.

150. Mr TAM Sze-Wai of the TD said that as the proposal would affect other road users, he would arrange as soon as possible for district consultation through the District Office. In addition, regarding Members' views on the loading and unloading activities at the lay-by of Connaught Road West, detailed discussion with Members could be carried out later.

151. Mr KAM Nai-wai said that the proposal should be implemented as soon as possible and the parking space should not be set up for 24 hours. Goods vehicles should be allowed to load and unload goods within a designated period e.g. from 7:00 am to 7:00 pm to avoid overnight parking.

152. Mr TAM Sze-Wai of the TD said that he noted Members' views and said that the effective period of the proposed no-stopping restricted zone (except goods vehicles loading and unloading) was from morning peak hours to 3:00 pm.

153. Mr KAM Nai-wai showed the attendees photos of the location of existing goods vehicles parking there, and said that the left side had already placed goods. He asked whether the area could be used as a loading and unloading area.

154. Mr FUNG Wai-Yan of the TD said that as the right lane was next to the flyover edge which had planters on it, there was not enough space for an additional pavement. He said that in the photo the goods vehicles parked on the right lane to load and unload goods were not ideal. He said that because there were two traffic lanes and no bus stops, some people might make use of the place to load and unload goods. He said that the department would review the traffic situation there and formulate improvement proposals when necessary.

155. The Chairman invited discussion on the Paper.

156. Mr WONG Weng-chi showed the attendees photos of loading and unloading activities at Des Voeux Road West and Queen Street in Sheung Wan. He said residents reported that many goods vehicles would park for several hours apart from loading and unloading goods there. He said that the construction site there would obstruct the entire eastbound carriageway and pavement, so he asked whether relevant government department would take action to ask the goods vehicles to give way to parts of the pavement. He said that the condition of obstruction started at 10:00 am on weekdays, and he had received complaints from residents that the pavement was not clear. He said that due to the poor economic situation earlier, he did not request the necessity to handle the problem, but he opined that long-term solutions should be considered. He asked about the views of the Police and the TD on this issue of obstruction to traffic.

157. Mr TAM Sze-Wai of the TD said that he had met with the representatives of shop operators to discuss the above issue and reminded the shop operators to load and unload goods expeditiously and drive away the vehicles as soon as possible to avoid obstructing the pavement and traffic.

158. Mr HO Chun-hin, Assistant Divisional Commander (Operations), Aberdeen Division of the HKPF said that obstruction of street fell under the purview of the FEHD, and the Police would only deal with situations that caused serious obstruction during patrols. He said that the Police was concerned about maintaining safe and smooth traffic, so they would enforce the law when necessary, but the FEHD was the main law enforcement agency.

159. Mr WONG Weng-chi said that as the problem of loading and unloading activities of goods vehicles had existed for many years, he asked the TD whether there were other proposals to improve the problem apart from liaising with the shop operators to load and unload goods as quickly as possible. Buses were difficult to stop at the bus-stop as there was only one lane left. He asked whether there was an indicator to improve the situation within a time limit.

160. Mr TAM Sze-Wai of the TD said that the TD mainly considered appropriate traffic management measures from the perspective of traffic. He said that the proposal mentioned earlier could facilitate the kerbside loading and unloading activities of goods vehicles, but other road users should also be taken into account when considering the proposal so as to reduce the impact on traffic. As regards the placing of goods at the pavement outside the shops, he said that it should be handed over to the FEHD for law enforcement.

161. The Chairman asked the Secretariat to record the relevant content so that it could be forwarded to the FEHD for follow-up.

162. Ms CHENG Lai-king said the photos of tramway produced by Mr WONG Weng-chi showing that the problem of obstruction to traffic was very serious and was expected to get worse. She opined that it would be more difficult for the shop operators at the westbound location to load and unload goods at Connaught Road West and extend the loading and unloading area to Des Voeux Road West. It also involved the problem of crossing the road. She therefore asked how to completely solve the old problem of loading and unloading activities in Sheung Wan. She suggested that shop operators could take turns in carrying out loading and unloading activities on designated days. She understood that it was very convenient for shop operators to load and unload goods outside the shopfront. In fact, the pavement was very clear after the shops were closed at night. She expressed support for the provision of a large loading/unloading area at the existing more than 130m long lay-by of Connaught Road West westbound. However, it was necessary to check whether there would be workers delivering goods from Connaught Road West to Des Voeux Road West. She was worried about the implementation of the measures could not solve the problem of traffic obstruction. She also hoped that there would be better ways to solve the problems of pedestrians and loading and unloading activities.

163. Mr FUNG Wai-Yan of the TD said that the department understood the high demand

for loading and unloading activities in the area and would try to provide loading and unloading facilities at appropriate locations without affecting the smooth flow of traffic and road safety. He said that the department would review the traffic situation in due course and suggest traffic management proposals to strike a balance between traffic flow and the demand for loading and unloading activities. He pointed out that in the past, goods vehicles had been advised to load and unload goods during non-peak hours after 7:00 pm. However, shop operators reported that it was comparatively difficult to avoid loading and unloading goods during peak hours in the daytime because of the required procedures such as mandatory customs clearance. He reiterated that the department would pay attention to the situation and implement traffic management measures in due course.

164. Mr KAM Nai-wai said that the streets in Sheung Wan and Sai Ying Pun were historically dried seafood and Chinese medicine streets, but the Government did not consider the issue of loading and unloading activities in its planning. He said that many premises in Sheung Wan and Sai Ying Pun were warehouses for storing dried seafood and Chinese medicine, therefore many shops in Sheung Wan District were often busy in handling goods. He said that he did ask the shop operators whether they could handle the goods during border crossing before they were delivered to the shops. However, the shop operators pointed out that the need to transfer goods from large container trucks to small container trucks would lead to a significant increase in transportation cost, and the existing plight of business made it impossible to implement. Even though relevant department had issued penalty tickets to enforce the law, the shop operators still failed to make improvement. He opined that the District Office, the TD and the Police should regularly discuss and liaise with the shop operators. However, he said that he could not tolerate shop operators placing goods on the pavement which required law enforcement. He opined that attendees should think about whether to handle the problem of temporary loading and unloading activities of shops at the slow lane of the road.

165. In addition, he hoped that the TD would explore and consider converting the location of planters at Connaught Road West into a pavement after the meeting, and reducing the westbound lanes to one lane because traffic flow was low there and finally there was only one lane heading for Wilmer Street and Sutherland Street. Furthermore, he hoped that the department would explore the proposal of designating two to three positions at the tramway turning right from Queen Street for loading and unloading activities. Finally, he told the Police that the two sides outside Queen's Terrace at Queen Street were restricted areas, but there were often goods vehicles loading and unloading goods at the restricted area. He said that he had received many complaints from foreigners and residents living at Queen's Terrace alleging that there were illegal parking and loading/unloading of goods at the restricted areas during restriction time period. He therefore hoped that relevant departments could enforce the law and ask the TD to explore proposals of increasing the areas for loading and unloading goods and converting into one lane at Connaught Road West.

166. Mr HO Chun-hin of the HKPF said that he noted Members' views.

167. Mr TAM Sze-Wai of the TD also said that he noted Members' views.

168. Mr NG Siu-hong quoted the TD's reply that there were many dried seafood shops in the area loading and unloading goods on the road. It was therefore difficult to adopt the proposal to restrict loading and unloading activities from 7:00 am to 7:00 pm. However, he opined that the argument of many goods vehicles were already there so it could not be banned was just confusing the cause and effect. He said that it was because of the loading and unloading of goods in many shops, the traffic flow in the entire Central and Western District was obstructed and major roads were blocked. He requested for restriction on loading and unloading time, because he opined that shop operators could manage the loading and unloading time. As there were many commuters and students, the interests of all parties needed to be balanced. He requested various government departments to cooperate with each other to help the shops, such as checking the customs clearance time so that shops could load and unload goods after 7:00 pm, thus solving the traffic obstruction problem in the entire Central and Western District. He asked how the Government could help the shops to load and unload goods after 7:00 pm and whether the proposal was feasible.

169. Mr FUNG Wai-Yan of the TD said that the Transport Advisory Committee also pointed out in the "Report on Study of Road Traffic Congestion in Hong Kong" that on-street loading/unloading and picking up and setting down activities would sterilise the road capacity and obstruct traffic. However, such activities were also local needs. As such, the department had to strike a balance between smooth traffic and the demand for such activities. He said that the Government had been implementing a series of short, medium and long-term recommendations in the report by stages, including encouraging shop operators to load and unload goods at the roadside outside peak hours.

170. Mr NG Siu-hong said that a loading and unloading restricted zone should be set up from 7:00 am to 7:00 pm because he opined that the current situation was out of balance and the residents of several electoral districts were affected by the loading and unloading activities, preventing them from going home smoothly between 4:00 pm and 5:00 pm which was extremely undesirable.

171. The Chairman handled the voting process of the motion concerning C&W TTC Paper No. 34/2020, and invited Members to vote on the following motion. After voting, the following motion was adopted.

Motion: The Traffic & Transport Committee of the Central and Western District

Council strongly requests the Government to immediately address the problems concerning obstruction of pavement and safety of passers-by caused by loading and unloading activities of goods vehicles and container trucks in Sheung Wan (the section of Des Voeux Road West between Wing Lok Street and Eastern Street, the section of Queen Street between Ko Shing Street and Queen's Road West).

(Proposed by Mr KAM Nai-wai and seconded by Ms NG Hoi-yan)

(13 affirmative votes by: Mr YIP Kam-lung, Mr HO Chi-wang, Ms CHENG Lai-king, Mr KAM Nai-wai, Mr HUI Chi-fung, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Mr WONG Weng-chi, Miss YAM Ka-yi)

(0 dissenting vote)

(0 abstention vote)

172. The Chairman concluded the discussion on this issue.

**Item 8: Scheme to convert Sheung Wan section of Des Voeux Road Central into a pedestrian and tram precinct by stages**

**(C&W TTC Paper No. 35/2020)**

(12:52 pm to 1:37 pm)

173. Mr Edmond CHU, representative of MVA Hong Kong Limited explained the traffic arrangement and condition. He said that the “Walk DVRC” scheme designated the section between Morrison Street and Hillier Street for trams only. He showed to the attendees the yellow section in the picture would be closed to traffic and intended to be used as a pavement or for other purposes. He said that the temporary closure period would be from 10:00 am to 10:00 pm to avoid the morning commuting peak hours. As for the side streets such as Hillier Street, Cleverly Street and Morrison Street, they would still open and would not be affected. In addition, he said that closing the eastbound and westbound carriageways of Des Voeux Road Central could streamline the traffic management of the junction, because vehicles only needed to go straight and traffic conditions were expected to improve. He said that when the yellow road section was closed, a 7m wide emergency vehicular access would be maintained to ensure that vehicles could access. He also said that the Fire Services Department (“FSD”) had been consulted. He reiterated that basically only trams were allowed during the closure period and

the traffic would remain normal during the period from 10:00 pm to 10:00 am.

174. In addition, he said that relevant traffic survey had been conducted and at present there were fewer vehicles going westbound at the yellow section. At the same time, he said that as more vehicles were turning right from Morrison Street onto Des Voeux Road Central towards Central, the eastbound route was generally busier than the westbound route. He also said that he noted Members' views of hoping to turn right from Morrison Street, but it was technically more complicated, so the alternative route was to allow u-turn at the junction of Connaught Road West/Des Voeux Road West to the eastbound lane. Although this arrangement would increase driving mileage, the impact on the traffic management of existing junction was comparatively low. Besides, preliminary analysis also found that this alternative route could accommodate large vehicles to drive on. The solid lines in the picture represented the main traffic flow through the yellow section, while the dotted lines represented the alternative routes during road closure, such as Wing Lok Street westbound, Jervois Street eastbound and Connaught Road West eastbound. Through the alternative routes, vehicles could still go to major destinations, such as Hongway Garden and Connaught Road Central etc.

175. Furthermore, he said that since Morrison Street had to accommodate more vehicles caused by diversion at Connaught Road during road closure, so all two lanes of Morrison Street would allow vehicles to turn onto Connaught Road West at the same time to fully utilise the capacity of the road. During the road closure period, some affected westbound bus routes needed to be diverted from Hillier Street or Wing Wo Street onto Connaught Road Central in advance, while the affected eastbound bus routes needed to be diverted back onto Des Voeux Road Central via Rumsey Street. In order to tie in with the diversion, one bus stop on each of the eastbound and westbound routes needed to be temporarily closed, and the existing nearby bus stops along Des Voeux Road Central/Connaught Road Central would be used as temporary stops. The arrangement had also been discussed with the bus company and the TD including queuing arrangement. In addition, in view of the bus stop at Infinitus Plaza was more crowded, the proposed arrangement of temporary stop had avoided increasing the loading of the bus stop.

176. The Chairman invited discussion on the Paper.

177. Mr KAM Nai-wai asked why "Walk DVRC" did not submit relevant information to the public for examination. He said that there was a problem with westbound vehicles at Wing Lok Street. It was because traffic jam at Wing Lok Street near Hillier Street was extremely serious in the morning. He asked whether buses could be accommodated and whether the traffic flow had been examined. In addition, he said that "Walk DVRC" did not explain why it was not possible for Connaught Road Central eastbound and why it was not recommended to make a breakthrough concerning Morrison Street eastbound. He asked whether it was opposed by the TD and pointed out that Morrison Street was the second most congested location in the morning,

which paralysed the traffic flow of the entire Sheung Wan. He asked how to solve the above problem.

178. Ms PONG Yuen-Yee, representative of Walk DVRC Limited said that next time relevant information would be sent to Members in advance for detailed study.

179. Mr Edmond CHU, representative of MVA Hong Kong Limited clarified that at present no bus was running on Wing Lok Street. He said that buses were running along Des Voeux Road Central and turning out onto Connaught Road Central via Wing Wo Street, Hillier Street or Morrison Street. According to a traffic survey, it was estimated that during road closure period only about 20 to 30 vehicles per hour would travel on Wing Lok Street during peak hours. He opined that the impact was acceptable. He said that the purpose of the scheme was to reallocate resources and convert part of the carriageway for pedestrian use. He said that a balance would be struck between pedestrians and traffic flow. He said that the scheme had avoided the morning peak hours and he also understood that there were illegal parking concerning the dried seafood shops at Wing Lok Street. In addition, he said that he noted Mr KAM's view of allowing right turn from Morrison Street. However, it was necessary to increase the light control management of traffic at Connaught Road Central eastbound. In order to maintain the smooth flow of eastbound traffic, he suggested allowing u-turn of vehicles at the junction of Connaught Road West/Des Voeux Road West to get back to Connaught Road Central eastbound.

180. Mr HUI Chi-fung expressed his support for the three-month pedestrian precinct trial scheme and said that half of the road closure area belonged to his constituency. In the long run, the entire pedestrian precinct mainly affected the Central constituency. He said that preliminary concept of the scheme had started from the previous term of District Council, and after discussions at the meetings of the Council and the working groups, specific concrete details of the scheme came into being. He also opined that the proposals made by Members such as bus stop arrangement, eastbound and westbound traffic flow arrangement, as well as management of public space did receive initial responses. He asked whether "Walk DVRC" had updated information such as public information, degree of support or public awareness etc. In addition, he opined that the discussion on the scheme had gone on repeatedly and it was now the right time to make a decision. He also said that it was reasonable for Members to query about related traffic issues. However, if the District Council did not agree to the scheme, the organisation could not carry on the traffic impact assessment and get the approval of the TD and the Police. He said that if the organisation got the support of the District Council, it could continue to obtain funding for study. He said that he supported the trial scheme in order to know its feasibility.

181. Ms PONG Yuen-Yee of Walk DVRC Limited said that the organisation had conducted a public questionnaire survey on affected shop operators last year. She said that the

responses to the questionnaire were generally positive. This year, she also obtained residence information from Mr KAM Nai-wai and had sent out a pamphlet about the scheme to thousands of residents for details. However, on-site public participation activities could not be carried out due to the epidemic.

182. Mr PANG Ka-ho asked about the timetable of the trial scheme and whether it needed to obtain approval from the TD.

183. Mr Markus SHAW, Chairman of Walk DVRC Limited said that in order to implement the 90-day trial scheme, the TD suggested a one-week trial event in advance. He suggested that the event should be tried out next year and opined that the best time for the event would be in the fall, such as October to December or November to January. He said that the one-week trial event could be held in July or August next year, but the current epidemic had made the event time unstable.

184. Mr PANG Ka-ho asked whether the TD had approved the one-week trial scheme.

185. Mr Markus SHAW of Walk DVRC Limited said that the TD approved in principle the one-week trial scheme, but the scheme also required traffic impact assessment and various routine procedures.

186. Mr Edmond CHU of MVA Hong Kong Limited supplemented that they had been liaising with the TD and the research data would be updated before the implementation of the first phase trial scheme. He said that the research had been going on for a long time and they would ensure the scheme was feasible, but at present there was no detailed plan such as short-term traffic arrangements. He said that he would submit the first phase report of the trial scheme to the TD.

187. Mr WONG Weng-chi said that a few months ago, he had discussed the scheme with the organisation and checked information on the Internet. He understood that the scheme would affect many bus routes and boarding and alighting locations. He asked about the affected passengers' awareness and likeness of the scheme.

188. Ms PONG Yuen-Yee of Walk DVRC Limited said that at the meeting, Mr KAM Nai-wai had reminded the organisation to increase public participation in activities and provide residents with relevant information so as to let the affected residents know about the scheme and give their opinions. She said that the organisation had obtained the residence information of residents from Mr KAM Nai-wai and distributed thousands of copies of information.

189. Mr WONG Weng-chi asked whether the interviewees were residents of Sheung Wan

District. He said that the Sheung Wan bus line extended to Kennedy Town and nearly half of the residents of his constituency also took buses to work. He asked whether the scheme had taken residents of other areas into consideration.

190. Ms PONG Yuen-Yee of Walk DVRC Limited said that the targets of distributing thousands of copies of information were mainly residents of Sheung Wan District.

191. Mr Markus SHAW of Walk DVRC Limited said that due to limited resources, the organisation could not conduct public participation activities in other Hong Kong areas to understand passengers' responses. In addition, he said that relocation of bus stops would have little impact on passengers and opined that passengers could react accordingly.

192. Mr WONG Weng-chi asked whether the District Council would implement the scheme expeditiously without the residents' knowledge and force them to accept the change upon approval of the scheme. He opined that "Walk DVRC" was a good-will non-profit-making organisation and residents needed some time to learn about the scheme. He said that he did not know whether the organisation or the TD had sufficient resources to publicise and promote the scheme. He opined that the impact of immediate diversion should be examined.

193. Mr FUNG Wai-Yan, Engineer/Central & Western 1 of the TD said that according to the traffic impact assessment submitted by "Walk DVRC", the implementation of relevant pedestrian and tram precinct scheme would make the two bus stops at Des Voeux Road Central near Wing Wo Street and Connaught Road Central near Hillier Street very busy and affect the traffic. If "Walk DVRC" hoped to use the road trial to prove the initial feasibility of the scheme, the department hoped that "Walk DVRC" could first try out partially on the road section near the above two bus stops for no less than one week to assess the impact on traffic and review the change of bus routes. In the past, the department had been in liaison with "Walk DVRC" on the scheme, and requested "Walk DVRC" to conduct consultation on changes to bus stops and bus routes. He said that apart from affecting the bus routes on Hong Kong Island, the scheme would also involve cross district bus service, especially the bus routes between New Territories West and New Territories East. The department would consider the partial road trial proposal submitted by the consultant and consult the residents when relocating the bus stops.

194. Ms PONG Yuen-Yee of Walk DVRC Limited said that she could provide more information to Members for informing their electors. In addition, she said that she needed the help of Councillors regarding the consultation on the changes to bus stops. She opined that the Councillors were more familiar with the residents of their constituencies and the work would be more effective.

195. The Chairman expressed his support in principle for sustainable traffic research and

scheme, but the scheme needed to obtain the consent of the District Council and the affected residents. He hoped that “Walk DVRC” could cooperate fully with the TD and provide more relevant information. In addition, he opined that if “Walk DVRC” could pass the original copy of the traffic impact assessment to the District Councillors for study, it would be a good start.

196. Mr KAM Nai-wai said that the attendees should give specific suggestions on how to follow up the scheme. He opined that no committee members expressed disapproval of the scheme and they should discuss how to implement the scheme to make the community aware of it and reduce the impact. However, he said that there was not enough information, such as the closure period from 10:00 am to 10:00 pm, the three-month trial scheme and the one-week trial event approved by the TD. He said that he did not understand the details of the scheme and could not support it groundlessly, otherwise it would cause public dissatisfaction. He suggested that “Walk DVRC” should submit concrete proposals and relevant information to the District Council for discussion in due course. Consultation results should also be submitted for exchange of opinions. He opined that in principle they could keep on discussing the scheme.

197. Mr Markus SHAW of Walk DVRC Limited said that the one-week and three-month trial scheme had already been reported to the District Council. He opined that a lot of relevant information had been provided, including the traffic research and assessment. He therefore opined that insufficient information was an unfair allegation.

198. The Chairman asked “Walk DVRC” to provide more information such as the results of site inspections, questionnaires, focus group study etc., for their reference, including the opinions expressed by residents for or against which could serve as indicators for Members to decide whether to support the scheme or not.

199. Mr LEUNG Fong-wai said that they needed to be fair to “Walk DVRC” because the issue had been discussed for several times at the meetings of the Committee and the Council. He had received a lot of relevant information such as the traffic research and assessment before, but the only shortcoming was that “Walk DVRC” did not provide the research results. He opined that some Members were very opposed to the scheme but dared not speak out. They delayed the approval of the scheme by giving the reason of insufficient information at each meeting. He hoped that the attendees should have a clear position to vote. He pointed out that although the scheme would affect residents, he still supported it because it was a revolutionary trial scheme concerning the future urban outlook and traffic planning of Hong Kong.

200. Mr HUI Chi-fung said that apart from the three-month trial scheme in the impromptu motion, he suggested another feasible approach i.e. trial implementation of pedestrian precinct on Sundays and public holidays. He said that the two ideas were combined in the motion. Even if some Members might not support the three-month trial scheme, he also hoped to study the

scheme in the long run.

201. The Chairman handled the impromptu motion proposed by Mr HUI Chi-fung. More than one-third of Members agreed with voting on the impromptu motion.

202. Ms CHENG Lai-king said that the motion mentioned that the section between Pedder Street and Morrison Street would open to trams and pedestrians. She said that the scheme had not consulted the public and asked whether the road section on trial would start from Wing On to Morrison Street and whether a consultant should be employed to make a study in the coming year.

203. Mr HUI Chi-fung hoped that the attendees would support the 90-day pedestrian precinct scheme in 2021. He said that the latter part of the impromptu motion concerning the trial scheme to be implemented on Sundays and public holidays was a study and that all studies had to be discussed at meetings. He said that his support for the motion was to express support in principle and make it more acceptable to the attendees.

204. Mr KAM Nai-wai said that a Member mentioned that someone would always oppose the scheme with the reason of insufficient information. He opined that it was a fact that information was insufficient. He emphasised that sufficient information had to be provided for the public to discuss the 90-day precinct scheme. He pointed out that the information provided was insufficient. He said that there was serious traffic congestion at Wing Lok Street and Morrison Street. He kept on saying that if the scheme got support, it had to ensure the public that no traffic congestion would occur, otherwise being a District Councillor he would not be able to respond to residents of the neighbourhood's queries of how to ease the traffic congestion. In addition, he said that two years ago, he had reminded "Walk DVRC" to demolish the central divider at Connaught Road Central eastbound. He said that he did not understand why it was still not implemented. He said that after the commissioning of Central-Wan Chai Bypass, the traffic flow under the flyover had been relatively reduced, but no one responded to why the proposal was still not implemented. He said that he would not support the motion if the issue was not tackled. Mr KAM pointed out that more than ten years ago, a group proposed the pedestrian precinct scheme at Des Voeux Road Central. He also expressed support in principle at that time. He also pointed out that more than ten years later, apart from traffic congestion, the scheme also had management problems. When the 10:00 am to 10:00 pm pedestrian precinct scheme was discussed, street management should also be addressed to. There was no opportunity to discuss details of the scheme. He said that as such, if the above-mentioned problem could not be resolved today, he would vote against it. If every problem and query could be handled afterwards, he would support the scheme in principle.

205. The Chairman said that no proposed amendment was made by Members to the

impromptu motion. After voting, the following impromptu motion was adopted.

Motion: This Committee supports in principle: Trial implementation of pedestrian precinct scheme at the section of Des Voeux Road Central between Morrison Street and Hillier Street for a period of 90 days in 2021; and study the trial implementation of pedestrian precinct at the section of Des Voeux Road Central between Pedder Street and Morrison Street on Sundays and public holidays.

(Proposed by Mr HUI Chi-fung and seconded by Mr NG Siu-hong)

(10 affirmative votes by: Mr HO Chi-wang, Mr YEUNG Sui-yin, Mr HUI Chi-fung, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Miss YAM Ka-yi)

(2 dissenting votes by: Ms CHENG Lai-king, Mr KAM Nai-wai)

(2 abstention votes by: Mr YIP Kam-lung, Mr WONG Weng-chi)

206. The Chairman asked “Walk DVRC” to keep in touch with the TD and submit relevant information to Members and briefing material to the Secretariat for public’s reference after the meeting.

207. The Chairman concluded the discussion on this issue and announced adjournment of meeting.

[Post-meeting note: The adjournment time was from 1:37 pm to 2:41 pm.]

**Item 10: Concern over traffic contraventions at Castle Road in Mid-levels  
(C&W TTC Paper No. 37/2020)**

(2:41 pm to 3:08 pm)

208. The Chairman announced that the 4th Meeting was resumed at 2:41 pm. Agenda Items 10 to 12 were handed over to the Vice-chairman to preside over the meeting.

209. The Vice-chairman presided over the meeting.

210. Ms CHENG Lai-king quoted the HKPF's reply on handling the accident on 29 May that all the Central District operational staff were handling other cases and then hurried to Castle Road to handle the case. She asked the Police whether the drivers could drive away from the road because the vehicles were involved in a minor collision. At that time the involved vehicles paralysed the traffic of Seymour Road, Castle Road and Robinson Road. She said that she hoped the Police could go to the scene as soon as possible to handle the accident, but because the officers were handling other cases, thus causing the delay. In addition, she said that she had conducted a site inspection with the TD to explore the adding of double yellow lines outside Azura, she asked when the double yellow lines could be added.

211. Mr LAM Yun-Hei, Engineer/Peak of the TD said that the TD had issued a works order to the HyD concerning the adding of double yellow lines and the works was expected to complete by the end of the year.

212. Ms CHAN Yuen-kau, Central District Operations Officer of the HKPF said that the police officer who received the report of accident on that day had asked the car owners if anyone was injured. After confirming that no one was injured, the officer asked the owners to move the cars to one side of the road and wait for other officers coming to the scene. However, the car owners were unwilling to do so and the police officers nearby rushed to the scene of accident as soon as possible after finishing handling another case.

213. Ms CHENG Lai-king said that because Castle Road was a one-way road, after the cars collided, the two owners opined that the Police should come to the scene to handle the problem, thus causing traffic obstruction. She opined that when police officers of the Central District Traffic Team went out for duty, it was unacceptable that they took 40 minutes to arrive at the scene to handle similar case. She asked whether the Police had any plan to review how to improve and follow up after the accident.

214. Mr CHAN Kwok-leung, Officer-in-charge of Central District Traffic Team of the HKPF said that the accident on that day was an individual incident. In general, police officers would go to the scene as soon as possible when they received report of traffic accident. However, all police officers were busy handling other cases on that day. They did go to the scene immediately after handling the case on hand. In addition, he said that if no one was injured in the accident, the drivers could report the accident later by first taking photos and making use of the video of the car cameras. They could submit these relevant information to the police officers of traffic team for further investigation.

215. The Chairman invited discussion on the Paper.

216. Mr YEUNG Sui-yin said that the incident mentioned by Ms CHENG Lai-king was

not an individual case, indeed it occurred frequently. He had personally witnessed a minor collision of vehicles on a flyover, but the victims were unwilling to move the vehicles to one side of the road and waited for police officers to arrive at the scene to handle it, thus causing serious traffic obstruction and delay. He said that most of the accidents were caused by one party driving carelessly, but the victims obstructed the traffic and affected other citizens. If similar incident occurred on a one-way road, it was more likely to hinder citizens from handling emergencies. In addition, he quoted the Police that if the traffic accident did not involve injuries, it could be handled by taking photos and moving the vehicles to one side of the road. He asked the Police how to enforce it and whether it was mandatory, otherwise the relevant law should be reviewed e.g. if similar accidents occurred, the drivers should take photos and move the vehicles to one side of the road without obstructing the traffic. He opined that selfish car owners should not be allowed to obstruct the traffic and affect other road users.

217. Mr CHAN Kwok-leung of the HKPF said that if someone was injured in a traffic accident, the case should be reported to the Police. If only property was damaged, case reporting was not necessary and could be handled on their own. He said that the drivers involved could record the accident through taking photos and making use of the video of the car cameras. They were also obliged to open the road for the general public to use, but the Police could not force the owners to move away their vehicles. He said that if the Police received report of case, they would go to the scene as soon as possible under safe conditions, and it would be easier for traffic police with motorcycle to reach the scene.

218. Mr YEUNG Sui-yin said that he understood the Police could not force the owners to move away their vehicles after the accident. He therefore asked whether the Police would accuse the owners of obstructing the roads and traffic. He also proposed to amend the law. He said that if the road was blocked for about 40 minutes due to traffic accident, it might cause losses to other road users. He asked the Police whether they would explore amendment to the law or step up law enforcement so as not to allow involved persons to block the road unnecessarily. It was because if minor collision occurred, they could move to the roadside after taking photos.

219. Ms CHAN Yuen-kau of the HKPF said that at present they would communicate with the owners over the phone, such as asking them to take photos and record the accident. The owners could leave the scene afterwards to open the road. She said that the main duty of Police was law enforcement.

220. Mr YEUNG Sui-yin asked whether the police officers would enforce the law to prosecute those persons who obstructed the traffic and road because they had the power to enforce the law but the drivers might not be familiar with the law. He asked the Police whether they could do more publicity and suggested amending the law to avoid obstruction of road. He

said that there had been car owners who did not give way to each other on a one-way road, thus causing several dozen minutes of obstruction. He therefore asked the police representatives whether they would remind the persons involved not to obstruct the traffic or institute prosecution or amend the law.

221. Mr KAM Nai-wai said that he learned about the handling of traffic accident on the website of the TD. If the accident only involved slight damage to the vehicles or property without causing personal injury, the driver might, having discussed with other drivers and the third party involved, move the vehicle to a nearby safe place at the roadside so as not to cause any obstruction to traffic. He said the current problem was that the driver involved could discuss with other drivers and the third party involved. He asked the department how to tackle it if the driver involved was unwilling to discuss and whether it was a contravention. He said that he had more than 20 years of driving experience and opined that the Government should clearly mention to drivers the circumstances under which the involved persons left was not a contravention. The law stipulated that both parties needed to discuss. If one party was unwilling to leave, it would cause obstruction to traffic. If the drivers left, it might cause losses. He asked the TD and the Police how to tackle it. In addition, he asked the Police whether there was any performance pledge concerning the police officers' arrival at the scene after a traffic accident which had been reported to the Police. The FSD also had the performance pledge of how many minutes arriving at the fire scene after the case was reported. He asked whether they would have the same scenario as the Police by saying that they were on other duty and could not go to the scene of accident. He said that in the "7.21 incident at Yuen Long West Rail Station", no police officers arrived at the scene after notifying the Police for 39 minutes. However, the Police spokesman, someone as a Superintendent, said that in the "7.21 incident at Yuen Long West Rail Station", police officers arrived at the scene after ten odd minutes. He asked whether the Police had any performance pledge. He said that a Police spokesman said it was extremely unsatisfactory for no police officers arrived at the scene after 40 minutes of the accident. However, he only requested the Police to give a performance pledge and arrived at the scene within a designated time.

222. Mr YONG Kwok-chung of the HKPF said that the Road Traffic Ordinance stipulated that it was not an offence to block the road if a vehicle could not be driven due to damage or other reasons. However, in most cases of traffic accident, the vehicles would be damaged and the drivers involved were not vehicle mechanics. They did not know whether the vehicles could be safely driven away. The relevant situation was the exemption stipulated in the Road Traffic Ordinance and no ticket would be issued. He reiterated that under the existing legislation, if the vehicles did not leave the road after a traffic accident, no enforcement of law could be made. It depended on whether the driver was a responsible driver. He also said if the driver caused blocking due to a minor traffic accident, he was irresponsible. In addition, he said that the TD and the Police did issue guidelines and instruct drivers on the social media. If there

was a minor traffic accident involving no injuries, the drivers could discuss with each other, or download the form from the Police website for the driver of both parties to sign after the settlement. They could give contact information for future negotiation of compensation. He said that the Police had done a lot of publicity and education work, hoping that the roads would not be obstructed due to minor traffic accidents. Furthermore, he said that the Police's performance pledge was to arrive at the scene of urban and suburban areas within 9 minutes and 13 minutes respectively after receiving reports of cases as far as practicable. However, in view of the limited manpower, if accidents requiring emergency rescue and minor incidents occurred simultaneously, priority would be given to accidents involving injuries. He said that they would try their best to handle the incidents in accordance with the performance pledge as far as practicable.

223. Ms CHENG Lai-king said that a number of problems had arisen after the traffic accident on that day. Since there was obstruction to traffic, some motorcyclists drove on the narrow pavement. She said that no one could stop those motorcyclists from driving on the pavement and had to wait for uniformed police to handle the emergency at that time. She said that some residents were nearly hit by the motorcycles while passing through that section of the road. She had no authority to ask the motorcyclists not to drive on the pavement and was unable to contact police officers to handle the incident. In addition, she said that she did not know details of the dispute about the minor collision of the vehicles involved, and only the presence of police officers could handle it. She therefore hoped that the Police would discuss how to handle similar incidents after the meeting, otherwise it would cause traffic chaos in the Central and Western District. She also said that there were private cars driving on the Caine Road bus-only lane between 7:00 am and 7:00 pm because no police officers were there to enforce the law.

224. In addition, she said that there were many vehicles parked on the ramp of Castle Road every night. She also quoted a written reply from the Police stating that the Police issued a total of more than 520 fixed penalty notices in the vicinity of Castle Road from 1 July 2019 to 30 June 2020. She said that there were several trucks parked there every night, and some residents were worried about the vehicles might slide down the ramp. She had forwarded the photos taken by the residents to the Police Community Relations Office, but did not receive any reply and did not know whether the Police would follow up and issue tickets. She therefore requested the TD to add double yellow lines to remind drivers not to park there. Some residents opined that the current parking situation was terrifying. She hoped that the Traffic Wing of Police could step up patrols. She also said that cross-boundary private cars did enter the Caine Road bus-only lane and stop at the bus stop. She had reminded the driver not to drive on the bus-only lane, but the driver retorted that it was not allowed for parking only, so she opined that the Police had to strengthen education.

225. Mr CHAN Kwok-leung of the HKPF said that he noted Ms CHENG Lai-king's views and would step up patrols along Castle Road and Seymour Road with limited resources.

226. Mr YOUNG Chit-on said that illegal parking and traffic contraventions in the Central and Western District were very rampant. He said that although the Police provided law enforcement figures for Members' reference, residents witnessed more contraventions than police officers on patrol. It was because the Police enforced the law in other places, but the citizens only saw vehicles parked illegally near them every day. He said that illegal parking would cause traffic hazards, but the drivers might think that there was no one to enforce the law so they could park illegally, thus causing the "broken windows theory". Other drivers might follow and park illegally. He therefore hoped that the Police would increase surprise patrols at various locations in the Central and Western District to address the illegal parking problem, so that the owners did not know when the Police would appear. By doing so, the owners would think twice not to park illegally. In addition, he hoped that the Government would explore the possibility of amendments to the law to increase the fine for tickets, not just to issue tickets, and also to increase the fine for repeated contraventions at the same place so vehicles would not park at night for a long period of time. Higher fines would provide an incentive for owners to rent parking spaces in the car parks. He said that car owners parked illegally because the monthly fine was lower than the cost of renting a parking space. Furthermore, he hoped that the Police could consider towing and locking the vehicles because with these measures the public had to spend more time and money. In addition, the public could easily pay the fines and some luxury car owners would not mind being issued a ticket. As such, standard fine might not be effective.

227. Ms CHAN Yuen-kau of the HKPF said that she understood Mr YOUNG Chit-on's concerns. She said that surprise patrols were one of the Police's methods to combat illegal parking. The practice had been implementing in the Central and Sheung Wan District. If a vehicle caused serious obstruction, it would be towed away by trailer. She said that there had been several cases of illegal parking in which vehicles were towed away by trailers recently and the police would continue to carry out enforcement actions on illegal parking.

228. The Chairman quoted the Police's reply that in case of minor traffic accident, the drivers involved could settle the matter on their own. However, he said the drivers reported that in so doing, they could not claim compensation from the insurance companies. If they needed to claim compensation from the insurance companies, police officers had to be present at the scene to handle it. In addition, he said that when the Police encouraged the drivers involved to settle by themselves on social media, many citizens left messages saying that in so doing, no compensation could be claimed from the insurance companies. He therefore asked the Police to explain to the public whether it was true.

229. Mr YONG Kwok-chung of the HKPF said that he had received many cases of minor traffic accidents in the past which requested to get police statements because of the misunderstanding mentioned by the Chairman. He said that the insurance companies also prepared forms for involved drivers to fill out and it required staff to process the documents. They therefore asked the insured drivers to get police written statements. He said the insurance companies understood that police written statements would not be fake, otherwise the Police would investigate and pursue it. They therefore accepted the written statements as true statements before proceeding with civil claims. He said that the insurance companies might need to conduct investigations to verify the information provided by the insured drivers and the road conditions at the scene, but the Police would conduct a comprehensive investigation to explore whether there would be criminal prosecution. In addition, he said that the insurance companies told the insured drivers about these information making them seek assistance from the Police. However, he reiterated that the insurance companies could carry out the same procedure. He suggested that Members might advise the affected insured drivers to call the insurance companies making detailed enquiries so as to obtain concrete handling information. He said that the Police provided relevant forms on the Police website so that both parties could exchange basic information such as registration numbers and contact methods at the scene. They could also take photos from different angles and needed not stay on the road waiting for police assistance. According to the Road Traffic Ordinance in Hong Kong, if no one was injured in a traffic accident, it was not necessary to seek assistance from the Police and could settle on their own. If someone was injured and the Government or private property was damaged, and if the owner could not be contacted, then police assistance should be sought.

230. The Vice-chairman handled the following impromptu motion proposed by Ms WONG Kin-ching. More than one-third of Members agreed with voting on the impromptu motion, and no Members proposed any amendments. After voting, the following impromptu motion was adopted.

Motion: Request the Police to submit quarterly reports to the Central and Western District Council on the numbers of complaints and prosecutions regarding traffic accidents, illegal parking, speeding and other traffic contraventions in the district (breakdown by 15 constituencies), and submit the reports within one month after the end of each quarter.

(Proposed by Ms WONG Kin-ching and seconded by Miss CHEUNG Kai-yin)

(14 affirmative votes by: Mr YIP Kam-lung, Mr HO Chi-wang, Ms CHENG Lai-king, Mr YEUNG Sui-yin, Mr KAM Nai-wai, Mr HUI Chi-fung, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Mr WONG Weng-chi, Miss YAM Ka-yi)

(0 dissenting vote)

(0 abstention vote)

231. The Vice-chairman concluded the discussion on this issue.

**Item 11: Concern over breach of regulations by motorists at the zebra crossing outside  
The Morgan at No. 31 Conduit Road  
(C&W TTC Paper No. 38/2020)**

(3:08 pm to 3:18 pm)

232. The Vice-chairman invited discussion on the Paper.

233. Ms CHENG Lai-king quoted the TD's written reply that it depended on the traffic condition at the scene and whether (the sight distance) was sufficient for the public to observe the road condition clearly. She said that the number of zebra crossings had gradually decreased e.g. at Caine Road it had changed to pedestrian signals. The pedestrians had to press the button for crossing. She said that in her constituency, the only zebra crossing left was the one outside The Morgan at No. 31 Conduit Road. A resident had nearly been hit by a car when he walked across the zebra crossing outside The Morgan at No. 31 Conduit Road. There were also many similar cases. She therefore hoped to explore whether the zebra crossing there could be replaced by pedestrian signals. If the zebra crossing was retained, the motorists should pay attention to pedestrians crossing the road, and give priority to pedestrians. She said that vehicles often rushed through the zebra crossing, so she hoped that the TD could explore the possibility of providing pedestrian signals. In addition, she asked the Police apart from issuing a total of 160 fixed penalty notices to vehicles and drivers committed offences at Conduit Road, what actions could be taken to remind and educate drivers to observe traffic regulations. She said that residents reported that the problem of vehicles ignoring lights at the site was serious, and opined that only 160 fixed penalty notices could not reflect the actual situation.

234. Mr LAM Yun-Hei, Engineer/Peak of the TD said that regarding the short-term measures, the TD would explore erecting traffic signs at suitable locations to remind motorists that there was a zebra crossing ahead. He said that in the long run, the department would explore the feasibility of providing traffic lights to control the traffic there and improve pedestrian safety. He said that the department mainly considered sightlines and environmental constraints. He said that there might not be enough space on some parts of the pavement of Conduit Road westbound to set up traffic lights. The department would explore suitable location for providing traffic lights.

235. Mr CHAN Kwok-leung, Officer-in-charge of Central District Traffic Team of the HKPF said that the Police had issued a total of 160 fixed penalty notices to vehicles and drivers committed offences at Conduit Road, most of which were tickets for illegal parking. He said that vehicles parked illegally at the above address would pose certain danger. In addition, he said that the road surface of Conduit road was narrow, so it was difficult for the Police to conduct large-scale enforcement actions at the site. The prominent presence of uniformed police would make the drivers somewhat restrained. Actually drivers should observe the road regulations. In addition, the Police also educated drivers how to give way to pedestrians on the zebra crossing. Apart from stepping up law enforcement and education by the Police, the self-discipline of drivers and the awareness of pedestrians to the situation of the zebra crossing were also very important.

236. Mr KAM Nai-wai said that it had been more than three months since the submission of this Paper. He asked the TD why it still failed to give a reply whether pedestrian signals could be provided at the above site and whether the department was “working from hill”. He said the TD responded that they needed to explore sightlines, pedestrian safety, environmental constraints and vehicle flow. All these were meaningless and wasting the time of the attendees. He said that the department should report to Members at this meeting whether traffic lights could be provided at the site, and if yes, when it would be completed, if no, the reasons should be elaborated. He reiterated that the TD’s failure to reply after receiving the Paper for three months was wasting the time of the attendees and the District Council. He requested the department to reply right away whether the pedestrian signals could be provided at the site.

237. Mr LAM Yun-Hei of the TD said that the TD conducted an on-site inspection with Ms CHENG Lai-king on 11 September. However, due to the lack of road space at the site, it was necessary to explore whether there was space for traffic lights at the front or rear positions.

238. Mr KAM Nai-wai said that the department now verbally replied that there was a lack of road space, he queried why it was not mentioned in the written reply. He hoped that the department could explain in writing what the inadequacy was concerning the road and the relevant standards. He said that the purpose of this meeting was to solve the problem rather than to hear vague response from the department. He also wanted to know how the Police educated people at Conduit Road and asked whether issuing tickets was an educational process, because he did not know how to do it and its effectiveness.

239. Mr CHAN Kwok-leung of the HKPF said that through education, staff of the Police Road Safety Team would educate the public and the elderly how to use zebra crossings safely. He also said that the Police would show up prominently at the site to enhance motorists' awareness of safe driving.

240. Mr KAM Nai-wai hoped that the TD could provide relevant information to show the road condition, and asked for a reply at this meeting on whether traffic lights could be provided. He said that if traffic lights could not be provided, the reasons and difficulties should be elaborated as well as the possible location where the traffic lights could be provided.

241. Mr LAM Yun-Hei of the TD said that the pavement at the site was about 1m wide. If a traffic light pole was installed, the width of the road would be further reduced. He said that the situation had been reported to Ms CHENG Lai-king on 11 September. If detailed written reply and supplementary information were required, they could be submitted to the Committee after the meeting.

242. Mr KAM Nai-wai said that the road at this location was very wide as seen on the online map, but he understood that the zebra crossing at the location was insufficient. He said that there was a lay-by outside the car park of two buildings near the zebra crossing. He asked why traffic lights could not be provided at that location. He hoped that the TD could study whether traffic lights could be provided at the location after the meeting.

243. The Vice-chairman asked the Secretariat to note down the TTC had requested the TD to give supplementary information about the feasibility of providing traffic lights after the meeting.

244. The Vice-chairman handled the voting process of the motion concerning C&W TTC Paper No. 38/2020, and invited Members to vote on the following motion. After voting, the following motion was adopted.

Motion: The Traffic & Transport Committee of the Central and Western District Council requests a study on replacing the zebra crossing at the above location with traffic light (with pushbutton for changing traffic signal) to safeguard pedestrian safety when crossing the road.

(Proposed by Ms CHENG Lai-king and seconded by Ms NG Hoi-yan)

(13 affirmative votes by: Mr YIP Kam-lung, Mr HO Chi-wang, Ms CHENG Lai-king, Mr YEUNG Sui-yin, Mr KAM Nai-wai, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Mr WONG Weng-chi, Miss YAM Ka-yi)

(0 dissenting vote)

(0 abstention vote)

245. The Vice-chairman concluded the discussion on this issue.

**Item 12: Request NWFB route no. 88X to provide eastbound departures in the morning and westbound departures in the evening**

**(C&W TTC Paper No. 39/2020)**

(3:19 pm to 3:30 pm)

246. The Vice-chairman quoted the reply from the TD that the number of passengers taking bus route nos. 18P, 18X and 5X for interchange to bus route nos. 780 and 788 was low. It was therefore not recommended for bus route no. 88X to provide eastbound departures in the morning and westbound departures in the evening. However, he did not agree with the TD's view. He said that due to the need of interchange, some people might change to other modes of transportation, so the number of passengers would reduce. In addition, he said that the interchange concessions were insufficient, because at present only bus route nos. 18P, 18X and 5X had interchange concessions and bus route nos. 5B, 1 and 10 did not have interchange concessions. As a result, some of the passengers taking bus route nos. 5B, 1 and 10 to Sheung Wan for interchange to bus route nos. 780 and 788 were not counted. He opined that the figures provided by the department were inadequate. In addition, he said that the route of bus route no. 18X had been diverted, so passengers could not transfer to bus route nos. 780 and 788. He opined that the department had to conduct a review again. He said that bus route no. 88X should first try to provide eastbound departures in the morning and westbound departures in the evening. In addition, the current route only served the residents of the Eastern District and the residents of the Central and Western Districts could not benefit. He therefore suggested that bus route no. 88X should first try to provide eastbound departures in the morning and westbound departures in the evening and then progressively extended. He said that if the department did not try it out and acted as an "air-con military advisor" to oppose the proposal by just studying the map, it was unacceptable.

247. Mr FU Ting-hong, Senior Transport Officer/Central & Western of the TD said that the patronage mentioned by the TD was provided by the bus company. He said that from the perspective of the TD, it had always supported bus companies in assessing passenger needs and enhancing services where feasible. In addition, he said that the annual paper concerning the bus route planning programme also mentioned to Members about the standards of increasing or reducing the frequency and the guidelines of expanding services. He said that the department had been enhancing the service of bus route no. 88X with an open attitude and noted Members' views that the route only benefitted the residents of the Eastern District. He said that if the bus company considered the proposal as feasible after assessment, the department would approve based on the actual situation. Regarding the extension of bus interchange concessions, he said that the department had always supported and encouraged bus companies to make commercial

decisions based on the operating environment and the actual situation. However, whether to provide concessions was the business decision of the bus contractors.

248. Mr LI Kin-lok, Public Affairs Manager of the NWFB Services Limited/ Citybus Limited shared the updated figures with the attendees. He said that the written reply concerning the number of passengers taking bus route nos. 18P, 18X and 5X for interchange to bus route nos. 780 and 788 were the figures in June this year. The average hourly patronage of the route to Siu Sai Wan during the morning peak hours on weekdays and holidays were reduced from 20 and 4 in June to 9.5 and 2 in September respectively. The average hourly patronage of the route to the Central and Western District on weekdays and holidays were reduced from 27 and 9 in June to 20 and 6.5 in September respectively. He said that the bus company would closely monitor the operating condition of route no. 88X etc. and the use of Octopus interchange discount. If the bus company opined that there were enough passengers, the service of route no. 88X would be enhanced. He said that he would closely monitor whether the figures he mentioned would change in future.

249. The Vice-chairman reiterated that some citizens did not make use of the interchange concessions provided by the bus company to take the bus, but instead they took trams to Sheung Wan to take the bus. He therefore hoped that the bus company could comprehensively review the number of passengers.

250. Mr WONG Weng-chi opined that the bus company's use of interchange numbers to estimate the number of passengers was not comprehensive because not all people made use of the bus interchange scheme. He said that if the bus company did not set up a trial period to increase the departures of bus route no. 88X, it would not know the actual number of passengers. He said that many residents proposed to increase the departures of route no. 88X to facilitate the residents of the Central and Western District to go to work at the Eastern District of Hong Kong Island. He therefore suggested that the bus company should set up a trial period to assess the number of passengers.

251. Mr LI Kin-lok of the NWFB/Citybus said that after the operation of bus route no. 88X several years ago, the company had been monitoring the number of passengers to assess whether there was room for service enhancement. He said that there was a proposal to increase the departures of route no. 88X in the bus route planning programme this year. However, he said that the overall bus service had recently been affected by the epidemic, which had reduced the number of passengers, and the number of interchange passengers was believed to be affected and reduced. He said that the bus company noted Members' views concerning some residents had to travel to Hong Kong Island East in the morning and return to the Central and Western District in the evening.

252. Mr WONG Weng-chi asked whether there were other ways to get the potential patronage, because he opined that the figures of interchange scheme could not be used for comprehensive evaluation.

253. Mr LI Kin-lok of the NWFB/Citybus said that he understood Members' views and said that the company used the number of existing passengers in the above interchange combination as the basis for assessing the demand of passengers.

254. The Vice-chairman said that the public could not transfer due to the route diversion of bus route no. 18X. He therefore asked whether the bus company had considered that the situation would reduce the number of interchange passengers from June to September.

255. Mr LI Kin-lok of the NWFB/Citybus said that bus route no. 18X was included in the bus route rationalisation scheme, and said that the diversion aimed at making good use of the Central-Wan Chai Bypass, but it would also not allow passengers to transfer to other bus routes in Wan Chai. He said that the bus company would study the percentage of reduction of passengers involving diversion in due course.

256. The Vice-chairman handled the voting process of the motion concerning C&W TTC Paper No. 39/2020, and invited Members to vote on the following motion. After voting, the following motion was adopted.

Motion: This Committee requests NWFB route no. 88X to provide departures from Kennedy Town to Siu Sai Wan in the morning and departures from Siu Sai Wan to Kennedy Town in the evening, and to study the feasibility of progressively extending to whole day service for both bounds.

(Proposed by Mr PANG Ka-ho and seconded by Mr HO Chi-wang)

(11 affirmative votes by: Mr YIP Kam-lung, Mr HO Chi-wang, Ms CHENG Lai-king, Mr KAM Nai-wai, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr PANG Ka-ho, Mr WONG Weng-chi, Miss YAM Ka-yi)

(0 dissenting vote)

(0 abstention vote)

257. The Vice-chairman concluded the discussion on this issue.

**Item 13: Concern over the problem of illegal left turn at several locations in the district and length restriction on vehicles making left turn from Des Voeux Road West onto Eastern Street**

**(C&W TTC Paper No. 40/2020)**

(3:30 pm to 3:50 pm)

258. Mr WONG Weng-chi said that the TD's reply was unacceptable. He said that the location where motorists turning left from Des Voeux Road West onto Western Street was a potential traffic black spot and the condition of illegal left turn was very serious. However, the department's reply stated that the existing measures were sufficient. He suggested referring to the practice at Belcher's Street of avoiding vehicles turning onto Sands Street and converting the corner to a right angle design. He also urged the department to explore improvement proposals. He said that the Police had made a total of 106 prosecutions in the past four years but contraventions occurred every day. He suggested that the Police use CCTV and increase manpower to strengthen prosecution.

259. Mr YIP Wang-yu, Engineer/Central & Western 3 of the TD replied that the issue had been discussed in the previous term of District Council, and the department had attached to the Paper the planning guidelines for the location. He said that Sands Street and Cadogan Street still had illegal left turn conditions after the corners were converted. The department issued a works order to the HyD in November 2018 to convert the corner into a square one. The HyD replied that since Des Voeux Road West was a single lane road with tram tracks next to it, if it was converted into a square corner, the traffic lane had to close for works. It was anticipated to cause a certain degree of inconvenience to traffic, so the works could not be carried out.

260. Mr WONG Weng-chi continued to ask whether the proposal was technically feasible. He said that unless there was 24-hour law enforcement by the Police, it would be difficult to eliminate the problem, and the problem of illegal left turn was particularly serious during the New Year. He therefore hoped that the problem could be resolved as soon as possible to prevent serious accidents.

261. Mr YIP Wang-yu of the TD said that he would discuss other solutions with the HyD after the meeting and emphasised that road closure was inevitable.

262. The Chairman invited discussion on the Paper.

263. Mr KAM Nai-wai said Mr YIP mentioned that the previous term of District Council had discussed the issue but the department still turned a deaf ear to it and submitted a written reply at the 4th Meeting stating that the existing measures "were sufficient to remind motorists".

He said that the department was still sleeping. If it was sufficient, there was no need to discuss the item again in the District Council. He said that if Mr YIP kept on refusing to carry out the works, the District Council had to invite another more senior engineers to attend the next meeting. He also emphasised that the contravention problem had not yet been improved because the measures taken by the department were not sufficient to solve the problem. In addition, he produced a photo of Sheung Wan showing a road sign with the wordings of “Ahead Only” on it. He asked the department under what circumstances the situation would be defined as insufficient measures with the installation of this road sign. He opined that Members’ suggestions to erect road signs were not unreasonable. He said that the department should not be arrogant and ignore the problem by thinking that the measures were sufficient. He said that if the department did not agree to erect road signs, the Committee would invite more senior engineers to attend and discuss the problem until the department was willing to cooperate.

264. After the meeting, Mr YIP Wang-yu of the TD asked the responsible staff to get more information about the situation and the reasons for adding the road signs.

[Post-meeting supplementary information: The “Ahead Only” (an arrow in a circle) and the “Stop” traffic signs erected at the junction of Hillier Street and Wing Lok Street might not be prominent due to the surrounding environment. The department therefore erected a yellow traffic sign with wordings “Ahead Only” in black at the junction to further remind motorists that they were allowed to go straight only when driving along Wing Lok Street and approaching the junction.]

265. Mr KAM Nai-wai said that Mr WONG Weng-chi had already included photos in the Paper, criticising the TD for failing to fully understand and prepare before the meeting and wasting Members' time. He said that the District Council had not been able to hold meetings for several months. He accused the department of “work from hill” and queried about their laziness while working from home, and failed to make good use of the time to read the Paper submitted by Members. In addition, he asked the TD to immediately reply when the road signs could be provided, otherwise more senior engineers would be invited to attend the next meeting. He accused the department representative of knowing nothing and emphasised that the measures were not sufficient. He also said that the problem had not been addressed to for a long time and the department only believed that the measures were sufficient to deal with the problem.

266. The Chairman asked the Police to give supplementary information on the complaints about Sands Street or the records of law enforcement.

267. Mr YONG Kwok-chung, Officer-in-charge of Western District Traffic Team of the HKPF said that supplementary information would be provided after the meeting.

268. The Chairman said that the issue of illegal left turn at Sands Street had also been discussed at the TTC meetings in 2016. At that time, the District Councillors asked the TD to carry out the “straightening” works, but it did not agree with this approach and opined that complete closure of lane for the works was not necessary. He emphasised that whether the number of road signs was sufficient required discussion, but he opined that the department could remind motorists to a greater extent. In addition, as the traffic black spot at Sands Street was close to Western Police Station, he asked whether the Police could strengthen surveillance. He said that the road design of Sands Street was not ideal. There was about one car space between the pedestrian crossing and the yellow zone at Western Street, and vehicles turning from Western Street onto Sands Street were often for convenience’s sake. He suggested that the TD should take short-term measures to see the effectiveness, such as extending the pedestrian crossing to the yellow zone and studying the erection of temporary road signs for a short period of time, and then studying how to erect the road signs in the long run.

269. Mr YIP Wang-yu of the TD said that in the past, temporary road signs would be erected on the road as required and the proposal was worthy of further discussion.

270. The Chairman opined that it was not a problem of “cannot”, the crucial point was whether the department was willing to take action. He suggested that temporary road signs should be erected and urged the department to follow up as soon as possible after the meeting. In addition, the Police was requested to give supplementary information concerning the law enforcement on traffic outside Western Police Station.

271. Mr YONG Kwong-chung of the HKPF said that the Police had reminded law enforcement officers to monitor the problem of illegal left turn and agreed that the problem of illegal left turn was not ideal. He also emphasised that the Police adopted zero tolerance for intentional illegal left turn. He said that the proposal to provide CCTV was feasible and could make up for the loopholes that law enforcement officers could not monitor the situation 24 hours. The use of technology for law enforcement could help to solve the problem, but it required social recognition and consent to install CCTV to check contraventions.

272. The Chairman said that CCTV installed for law enforcement purposes could be exempted from criminal disputes. However, the Police should pay attention to the privacy of other road users while strengthening surveillance.

273. The Chairman handled the following impromptu motion proposed by Mr HO Chi-wang. More than one-third of Members agreed with voting on the impromptu motion. No Members proposed amendments to the impromptu motion. After voting, the following impromptu motion was adopted.

Motion: This Committee requests the TD to add “Ahead Only” worded signs (refer to the road sign at the junction of Wing Lok Street/Hillier Street) at all the junctions mentioned in the paper, and try every means to convert the corners to right angles as soon as possible to prevent vehicles making illegal left turns.

(Proposed by Mr HO Chi-wang and seconded by Mr WONG Weng-chi)

(12 affirmative votes by: Mr HO Chi-wang, Ms CHENG Lai-king, Mr KAM Nai-wai, Mr HUI Chi-fung, Miss CHEUNG Kai-yin, Ms NG Hoi-yan, Mr NG Siu-hong, Ms WONG Kin-ching, Mr LEUNG Fong-wai, Mr PANG Ka-ho, Mr WONG Weng-chi, Mr YOUNG Chit-on)

(1 dissenting vote by: Mr YIP Kam-lung)

(1 abstention vote by: Miss YAM Ka-yi)

274. The Chairman concluded the discussion on the item.

**Item 14: Any other business**

(3:50 pm)

275. The Chairman said that there was no other business at this meeting.

276. The Chairman announced that the 5th TTC Meeting would be held in the afternoon on the same day. The deadlines for submission of papers by the Government was 3 September 2020 and for Members was 10 September 2020. He thanked the Councillors and representatives of government departments for their presence until the end of the meeting.

The minutes were confirmed on 19 November 2020

Chairman: Mr YIP Kam-lung

Secretary: Miss Melody TONG