

(Translation)

Minutes of the 10<sup>th</sup> Meeting of Traffic and Transport Committee (2/17-18)

Date: 3 July 2017

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Mr LO Siu-kit, MH (Chairman)  
Mr WONG Ka-wa (Vice Chairman)  
Mr MAN Yu-ming, MH  
The Hon TIEN Puk-sun, Michael, BBS, JP  
Mr KOO Yeung-pong, MH  
Mr NG Hin-lung, Norris  
Mr LI Hung-por  
Ms LAM Yuen-pun, Phyllis  
Ms LAM, Lam Nixie  
The Hon CHAN Han-pan, Ben, JP  
Mr CHAN Chun-chung, Jones  
Mr CHAN Sung-ip, MH  
Mr CHAN Yuen-sum, Sumly  
Mr WONG Wai-kit  
Mr KOT Siu-yuen  
Mr CHOW Ping-tim  
Mr CHENG Chit-pun  
Mr TAM Hoi-pong

Co-opted Members

Mr WONG Fah-man  
Mr FONG Yun-fat  
Mr MA Ting-hei  
Mr FUNG Cheuk-sum  
Mr TSANG Tai  
Mr WONG Man-chau

Government Representatives

Mr LUI Sui-hung	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force
Ms TSE Che-ching, Maria	Senior Transport Officer/Tsuen Wan, Transport Department
Mr LAM Chun-cheuk, Tim	Engineer/Tsuen Wan 1, Transport Department
Mr CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Mr CHONG Kwok-wai	District Engineer/Tsuen Wan, Highways Department
Ms TSE Pui-lam, Rosa	Town Planner/Tsuen Wan 2, Planning Department
Mr LI Pui-sang	Contract Project Coordinator/2 (New Territories West), Civil Engineering and Development Department
Mr LEE Shing-fai, Henry	Executive Officer/Development, Tsuen Wan District Office

Tsuen Wan District Council Secretariat Representatives

Mr CHONG Kong-sang, Patrick	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
Miss LAM Siu-yung, Daisy	Senior Executive Officer (District Council), Tsuen Wan District Office
Miss CHOW Wai-wun, Jo (Secretary)	Executive Officer (District Council) 4, Tsuen Wan District Office

In attendance:

Ms Peggy WONG	Assistant Manager (Planning & Development), Kowloon Motor Bus Company (1933) Limited
Ms WONG Yee-ling	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of item 5

Mr Addie LAM	Deputy Head of Communications and Public Affairs Department, Kowloon Motor Bus Company (1933) Limited
Mr Jeff POON	Assistant Manager/Traffic Operations, Long Win Bus Company Limited
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited

For discussion of item 6

Ms Mona LAM	Public Relations Manager (External Affairs), Mass Transit Railway Corporation Limited
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Absent:

Member

Mr LAM Faat-kang, MH

## The Meeting

### I Opening Remarks and Introduction

The Chairman welcomed Members, Co-opted Members and representatives from the Government and corporations to the 10<sup>th</sup> meeting of the Traffic and Transport Committee (T&TC) and introduced Ms TSE Pui-lam, Rosa, Town Planner/Tsuen Wan 2 (Town Plnr/Tsuen Wan 2) of the Planning Department (PlanD) who attended this meeting in place of Mr CHAN Siu-wan, Wallace.

2. The Chairman reminded Members of section 28 of the Tsuen Wan District Council Standing Orders (the “Standing Orders”) that unless otherwise agreed by the Chairman, a Member might speak and make supplementary remarks for each agenda item once respectively. Each Member could speak up to 3 minutes each time.

### II Item 1: Confirmation of Minutes of the Meeting held on 8.5.2017

3. The minutes of the previous meeting were unanimously confirmed by Members without amendment.

### III Item 2: Matters Arising from the Minutes of the Previous Meeting

4. The Chairman said that there were four matters arising from the previous meeting:

#### A. Paragraphs 6-9 of Minutes of Meeting held on 8 May 2017: Request the Transport Department to Convert the Zebra Crossing at Twisk Route near Fu Yung Shan Road to a Pedestrian Crossing with Control Panel for Traffic Lights

5. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the Transport Department (TD) reported that the TD had decided to convert the zebra crossing at Fu Yung Shan Road to a pedestrian crossing with control panel for traffic lights and was designing the drawing. A district consultation would be carried out later to commence the works as soon as possible.

#### B. Paragraphs 24-27 of Minutes of Meeting held on 8 May 2017: Request for Provision of Additional Safety Facilities for Lei Muk Shue Bus Terminal

6. The Chairman said that the written reply of the Housing Department (HD) had been received before the meeting and distributed to Members for perusal. Members had a site visit in the afternoon of 26 June. The HD would submit a design plan to the TD in respect of the provision of road humps at Lei Muk Shue Bus Terminal. Upon the approval of the TD, the works would commence as soon as possible. Furthermore, in respect of the provision of covers for walkways, the HD responded that two projects for provision of covers for walkways had been completed, and another project for provision of a cover for a third walkway in the housing estate was underway. The HD would review the demand in the district and decide whether new covered walkway would be required subject to circumstances.

7. Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (the “KMB”) responded that the KMB had advised the bus captains in Lei

Muk Shue not to park buses at pedestrian crossings to avoid hindering the use of pedestrian crossing by residents.

8. The Vice Chairman said that buses would still be parked indiscriminately in some periods, and hoped bus captains could exercise self-discipline.

9. The Chairman asked the KMB to follow up the issues after the meeting and he would urge the property management officer of the HD to pay attention to the situation.

C. Paragraphs 34-40 of Minutes of Meeting held on 8 May 2017: Request for Improvement of the Crossing Facilities and Transport Ancillary Facilities of Sheung Chui Court

10. The Chairman said that the TD had provided supplementary information on 26 May and the Secretariat had distributed the information to Members on 5 June for perusal.

11. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD said that the TD had confirmed with the Fire Services Department (FSD) that there was no need to retain the emergency crash gate, and had issued the works request form to the Highways Department (HyD) to remove the emergency crash gate and provide railings to prevent residents from crossing the road there. In addition, the TD would review the use of pedestrian crossing by residents after the flat intake of Sheung Chui Court before deciding whether it was necessary to provide a pedestrian crossing at Sha Tsui Road near Sheung Chui Court.

12. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the TD had a site visit to Sheung Chui Court in May and provided the survey results to Members for reference. The survey results showed that there was sufficient remaining capacity for all bus routes to satisfy the needs of the residents of Sheung Chui Court. For individual minibus routes, there were at most three times when the minibus was full. The TD noted that the residents of Sheung Chui Court would gradually move in in June, and had written to urge individual bus companies and green minibus operators to closely monitor the new passenger demand from Sheung Chui Court. The TD would also carry out a site visit every two months for half a year after the flat intake of Sheung Chui Court to monitor the changes in housing estate patronage and the demand for public transport by residents. The next site visit would be held in July.

(Note: Ms LAM, Lam Nixie joined the meeting at 2:40 p.m.)

13. The Chairman hoped that the HyD could complete the works for the removal of emergency crash gate and the provision of railings as soon as possible to ensure road safety.

D. Paragraphs 47-56 of Minutes of Meeting Held on 6 March 2017: Follow-up on the Request for Airport Shuttle Bus Passing Via Tsing Lung Tau

14. Planning and Support Officer I of Long Win Bus Company Limited (“Long Win”) responded that two special trips for Route A31P would continue to run on a pilot basis until 31 August. Long Win would closely monitor the operation during the pilot run to review the effectiveness of the pilot programme.

15. Mr NG Hin-lung, Norris enquired of Long Win or the TD about the latest progress of the re-routing of A31P. He pointed out that despite a similar item raised by other Members at the meeting, that item was about the full enhancement of bus services at Tsuen King Circuit but not solely about the arrangement for the re-routing of A31P and hoped the TD representative could respond to the arrangement for the re-routing of A31P under “Matters Arising from the Minutes of the Previous Meeting”.

16. Assistant Manager/Traffic Operations of Long Win responded that Long Win had suggested to the TD that the routing of A31P be shortened with departures from Belvedere Garden to allow sufficient time for passing via Tsing Lung Tau. Long Win would continue to follow up with the TD the proposal, and the detailed progress would be reported by the TD.

17. Sr Transp Offr/Tsuen Wan of the TD responded that since a similar item was raised by another Member (item 5), she suggested that both items be discussed together.

18. The Chairman said that under the limit of journey time, re-routing of Route A31P was necessary to allow sufficient time for passing via Tsing Lung Tau. Therefore, the T&TC should consult the Member of the constituency concerned of the changes, and agreed to discuss it with item 5 together.

(Note: The Hon TIEN Puk-sun, Michael and Mr MAN Yu-ming joined the meeting at 2:45 p.m.)

IV Item 3: Review whether the Bus Stop Facilities have caused Inconvenience and Danger to the Users

(T&TC Paper No. 18/17-18)

19. The Chairman reported that the Vice Chairman submitted the paper. The Secretariat had received the response from the KMB before the meeting and distributed it to Members for perusal.

20. The Vice Chairman introduced the paper.

21. Sr Transp Offr/Tsuen Wan of the TD responded that the bus company would consider the width of walkway, surrounding environment, whether there were building entrance, shops and slopes and other objective factors before making an

application to the TD for providing shelters for bus stops. After the receipt of the application from bus company, the TD would conduct district consultation through the District Office and would collect the views of the departments concerned before considering the application of the bus company, and the bus company would be responsible for following up and improving the waiting environment and facilities of bus stops.

22. District Engineer/Tsuen Wan (Dist Engr/Tsuen Wan) of the HyD said that in respect of the absence of cover for the U-shaped channel behind the bus stop of Wai Tsuen Sports Centre, if the repair and maintenance fell under the purview of the HyD, he would report the case to the repair section of the HyD for follow up and provide channel covers. Otherwise, he would refer the case to other departments for follow up.

23. Assistant Manager (Operations) of the KMB responded that before providing a shelter, the KMB would consider the width of walkway, surrounding environment and underground facilities to avoid causing obstruction to pedestrians. Furthermore, the KMB would first make an application to the TD for adding advertising signboards and would commence the works only after consultation, assessment and approval of the TD. The KMB had removed the signboards at the bus stops at Wai Tsuen Road and Shek Ho House in order not to block natural light.

24. The views and enquiries of Members were summarised as follows:

- (1) he suggested the KMB consult various stakeholders before enhancement works for bus stops, including the Members of the constituencies concerned, so that they could give comments on matters such as the bus stop environment and the lack of cover for ground-level drains to minimise the inconvenience to passengers and pedestrians (Mr CHAN Yuen-sum, Sumly);
- (2) he hoped that the KMB could provide the Estimated Bus Arrival Time System (Mr CHAN Yuen-sum, Sumly);
- (3) he hoped that the bus company could relocate the advertising lightboxes to the shelters of bus stops, which would not only enhance promotional effect but also avoid causing obstruction to the passengers waiting for bus (Mr WONG Fah-man);
- (4) he enquired as to the interval for replacing bus route indication maps by the bus company. He hoped that the bus company would replace outdated route maps regularly, such as the route indication map at the bus stop of Hi-tech Industrial Centre at Castle Peak Road, so that passengers could obtain the latest bus route information (Mr WONG Man-chau);
- (5) the design of some bus stops was outdated. For example, the supporting pole for the bus stop outside the entrance of Lady Trench General Out-patient Clinic at Sha Tsui Road was located at the centre of walkway, while the poles for new bus stops were safer without causing obstruction to walkway. He suggested improving the design of bus stops (Vice Chairman);

- (6) he suggested the bus company provide power charging and Wi-fi services (Vice Chairman); and
- (7) he enquired whether the TD could regulate the size of advertising lightboxes at bus stops and consult Members of the constituencies concerned in this regard, and consider relocating the advertising lightboxes to the shelters of bus stops (Vice Chairman).

(Note: Mr FONG Yun-fat joined the meeting at 3:00 p.m.)

25. Sr Transp Offr/Tsuen Wan of the TD responded that as regards the regulation of the size of advertising lightboxes at bus stops, the TD would carry out district consultation through the District Office after the receipt of applications from the bus company, and would consider the application of the bus company after collecting the views of the departments concerned, and the bus company would be responsible for following up and improving the waiting environment and facilities of individual bus stops.

26. Assistant Manager (Operations) of the KMB responded that the KMB would provide the Estimated Bus Arrival Time System in phases and would replace bus route indication maps from time to time. She would reflect the views of the Members on the installation of power charging device at bus stops to the KMB. In addition, the KMB would adopt the suitable design for bus shelters in light of ground facilities.

27. The Chairman concluded that he wished the bus company could take note of the views of Members on bus stop design and endeavour to study the design proposal that would benefit the public.

V Item 4: Request to Improve the Traffic Problems at Fu Uk Road and Yau Ma Hom Road off Primrose Hill  
(T&TC Paper No. 19/17-18)

28. The Chairman reported that Mr CHAN Yuen-sum, Sumly submitted the paper. The Secretariat had received the written response from the Environmental Protection Department (EPD) before the meeting and distributed it to Members on 30 June for perusal.

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

30. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the Hong Kong Police Force (HKPF) responded that the HKPF had no record of traffic accidents at Yau Ma Hom Road in May and June, and four traffic accidents were recorded at Fu Uk Road, which were related to private cars, light and heavy goods vehicles respectively. Since the Accident Investigation Division had not completed the investigation, the causes of the accidents could not be provided. In view that there was still illegal parking there, which had obstructed the traffic and

the sight of drivers, the HKPF had issued a total of 69 fixed penalty tickets at Fu Uk Road in June with a view to combating illegal parking and reducing traffic accidents.

31. Engr/Tsuen Wan 2 of the TD responded that the illegal sewage discharge from the cement plant was the major cause of frequent accidents there, and the EPD could step up the efforts on combating and prosecution to achieve the deterrent effect.

(Note: Mr CHOW Ping-tim joined the meeting at 3:15 p.m. and Mr CHAN Chun-chung, Jones left the meeting at 3:15 p.m.)

32. The views and enquiries of Members were summarised as follows:

- (1) they expressed regret that the EPD did not send representatives to the T&TC meeting (Vice Chairman and Mr CHAN Yuen-sum, Sumly);
- (2) he enquired about the details of the penalty on such acts and opined that a number of traffic accidents had occurred at the said location but the drivers involved had settled the matter on their own without making reports to the HKPF. However, if the penalty of the departments concerned was not effective, they should consider requesting the cement plant to relocate its operation to another place with fewer residents or consider not renewing its business licence under adverse conditions to reduce the impact on the residents (Vice Chairman);
- (3) he requested the departments concerned to prosecute the offenders of illegal sewage discharge (Vice Chairman);
- (4) he enquired of the EPD about the statistics on the prosecution actions against the illegal acts of the cement plant (Mr CHAN Yuen-sum, Sumly); and
- (5) accidents frequently occurred at the said locations, and a majority of the accidents were relevant to the poor management of the cement plant. If any large vehicles were involved in traffic accidents there again, the impact on the elderly and children would be tremendous, and he hoped that the departments concerned could take improvement measures such as stepping up prosecution efforts against the person-in-charge of the cement plant, resurfacing with anti-slippery sand and relocating the cement plant (Mr CHAN Yuen-sum, Sumly).

33. The Chairman said that the HKPF would provide the statistics on traffic accidents at the said locations in the past six months after the meeting for Members' reference. In addition, the T&TC would have a site visit with the EPD, the TD and the HyD after the meeting to review the causes of traffic accidents and study whether improvement measures should be taken.

VI Item 5: Request to Fully Enhance the Bus Service of Tsuen King Circuit  
(T&TC Paper No. 20/17-18)

34. The Chairman reported that the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun submitted the paper and welcomed the representatives of the bus companies, including:

- (1) Mr Addie LAM, Deputy Head of Communications and Public Affairs Department of the KMB;
- (2) Mr Jeff POON, Assistant Manager/Traffic Operations of Long Win; and
- (3) Mr Rayson LAW, Planning and Support Officer I of Long Win.

35. The Secretariat had received the written response from the KMB before the meeting and distributed it to Members for perusal.

36. Mr CHENG Chit-pun and the Hon TIEN Puk-sun, Michael introduced the paper.

(Note: Mr LI Hung-por joined the meeting at 3:25 p.m.)

37. Sr Transp Offr/Tsuen Wan of the TD responded that the KMB currently provided two trips of Route 934A in the morning and the evening respectively, and would decide whether to increase the number of trips or extend the service hours in the light of patronage. As regards the proposal of relocating the terminus of Route 934A from Wan Chai to Sai Wan Ho, the journey time of Route 934A was already 65 minutes, and changing the terminus would increase the journey time which might affect the arrangement of the current trips. Passengers could take Route 39M at Tsuen King Circuit to Tsuen Wan MTR Station to take MTR to Island East. The TD would continue to monitor the changes in the demand for Route 934A and requested the bus company to make suitable service arrangement in the light of actual demand. In respect of the provision of overnight bus plying between Hong Kong Island, Yau Tsim Mong and Tsuen Wan, having regard to the utilisation of resources and environmental protection, it was not practicable to provide point-to-point overnight bus services in every district, but the TD noted the views of the Members. As regards the extension of airport "A" route bus service to cover the whole Tsuen Wan district, if the terminus of Route A31P was relocated to Belvedere Garden with departures therefrom, it would affect the existing passengers boarding at Tsuen King Circuit Flyover and Chai Wan Kok Street, but the TD was open to the suggestions of Members. Regarding the proposal of providing another bus route from Allway Gardens to the airport via Tsuen Wan town centre, there were already five airport bus routes in Tsuen Wan and Kwai Tsing districts, including Routes A31, A31P, E31, E32 and A32. The KMB and Long Win had provided interchange discounts between Long Win airport bus "A" routes and KMB bus routes of an amount up to \$6 with effect from 19 November 2016. Since the existing public transport network had provided bus services to and from Tung Chung and the airport for the passengers in Tsuen Wan, the TD had no plan to provide new bus service to and from Tsuen Wan and Tung Chung and airport directly.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 3:30 p.m.)

38. Deputy Head of Communications and Public Affairs Department of the KMB responded that the KMB had noted the requests of Members for extending the service hours of Route 934A to whole day service and amalgamating Routes 934 and 934A. The KMB was open to the proposals and would actively study suitable proposals to

respond to the requests. Regarding the proposal of providing overnight bus service between Hong Kong Island, Yau Tsim Mong and Tsuen Wan, the KMB hoped to satisfy the demand of residents for overnight bus service under reasonable journey time, and would listen to the views of Members on the proposal and maintain liaison with the TD. The KMB noted that Members would like to strengthen the airport bus service at Tsing Lung Tau. However, in view that the 12-metre long new bus could not make turns on the roads at the Riviera Area, and the use of 11-metre long bus would not be cost-effective and environmentally friendly, it was not possible to adjust the airport bus route significantly. Nevertheless, the KMB would continue to collect the views of Members for follow up. In the absence of express rules, the KMB nevertheless hoped that the journey time for each trip would not exceed 90 minutes to allow sufficient rest time for bus captains.

39. Assistant Manager/Traffic Operations of Long Win responded that Long Win had a trial run along the proposed road sections, but given the restriction on the vehicle length on certain road sections, the airport bus of Long Win could not enter Wing Tak Street. Therefore, the airport bus route could not be revised.

40. The views and enquiries of Members were summarised as follows:

- (1) he hoped that the overnight bus service between Hong Kong Island, Yau Tsim Mong to Tsuen Wan could be further extended to Riviera Gardens. He hoped that there would be proactive study on the widening of Wing Tak Street for airport bus "A" routes to enter Riviera Gardens and solution of the issues of airport buses parking at the bus terminals in housing estates (Mr CHOW Ping-tim);
- (2) he suggested the TD arrange single-deck and double-deck buses to run on airport "A" routes alternatively, so that single-deck buses could pass via Riviera Gardens to benefit more residents (Mr CHOW Ping-tim);
- (3) he supported the full day service of Route 934A to alleviate the congestion at MTR, but objected to the relocation of the terminus of Route 934A from Wan Chai to Sai Wan Ho because the extended routing might cause inconvenience to existing passengers. He suggested providing a new bus route from Tsuen Wan to Hong Kong Island East (Mr WONG Man-chau);
- (4) he hoped to extend the coverage of airport "A" routes to Lei Muk Shue and Shek Wai Kok and extend the service of Route A31 to Tsuen Wan Centre and Allway Gardens to benefit more residents (Mr WONG Man-chau);
- (5) the TD and the KMB had already planned to extend the service hours of Route 934 to 10 a.m. and 8 p.m. with effect from the first quarter of 2018. The route was able to provide full day service, and it was hoped that TD would consider amalgamating Routes 934A and 934 to provide full day service covering Belvedere Garden, Tsuen King Circuit and the areas in Tsuen Wan not covered by the service of Route 930 to enhance service efficiency (Mr WONG Wai-kit);
- (6) he was open to the proposal of relocating the terminus of Route A31P to Belvedere Garden, and proposed considering the relocation of the terminus of Route A31P to the bus terminus at Bayview Garden and provide another

bus stop at Belvedere Garden Phase I at Castle Peak Road to the airport via Sham Tseng; for the return trip, the bus could turn left from Belvedere Garden Phase III to the bus terminus at Bayview Garden to facilitate more passengers in using airport bus services (Mr WONG Wai-kit);

- (7) she hoped that Route A31P could provide services to the residents of the housing estates along Castle Peak Road. As the airport bus route for Belvedere Garden proposed by the KMB was not convenient to the elderly residents at Belvedere Garden, and there was sufficient space at the bus terminus at Bayview Garden for the bus parking of Route A31P with a headway of one hour, she supported providing a stop at Bayview Garden terminus (Ms LAM, Lam Nixie); and
- (8) currently residents taking MTR to Hong Kong Island East would experience serious congestion at Admiralty MTR Station, he supported the introduction of a new bus route from Tsuen Wan to Hong Kong Island East to North Point via the Island Eastern Corridor to facilitate the residents working there in using bus services. He was open to the proposal of routing the new bus route via Tsuen King Circuit but objected to relocating the terminus of Route 934A from Wan Chai to Sai Wan Ho which would excessively lengthen the journey time (Mr TAM Hoi-pong).

(Note: Mr WONG Wai-kit joined the meeting at 3:40 p.m., and Mr KOT Siu-yuen joined the meeting at 4:45 p.m.)

41. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had noted that Members supported the provision of the terminus of Route A31P at Belvedere Garden and their views on new bus routes. The TD would study and discuss with the KMB and Long Win the actual location of the terminus.

42. Assistant Manager/Traffic Operations of Long Win reported that Long Win would study the proposal of providing the terminus of Route A31P at Bayview Garden, but there must first be sufficient bus parking space and arrangements for the rest time for bus captains.

43. Deputy Head of Communications and Public Affairs Department of the KMB responded that the KMB had noted the views of Members on enhancing the bus services at Tsuen King Circuit and would take follow up action.

44. The views and enquiries of Members were summarised as follows:

- (1) he believed that the extension of Route 934A to Hong Kong Island East could attract more passengers. If bus frequency could be increased accordingly, the journey time issue could be solved. There should be sufficient patronage to support the bus trips to Hong Kong Island East without the need to cancel en-route stops. He supported the routing via Belvedere Garden and stable service frequency to solve the problem of long journey time (The Hon TIEN Puk-sun, Michael);

- (2) where resources permitted, he initially wished to extend the overnight bus service between Hong Kong Island, Yau Tsim Mong and Tsuen Wan to Riveria Gardens, Lei Muk Shue, Tsuen King Circuit and Tsing Lung Tau to benefit passengers in remote areas. He hoped that these passengers could be served in the long term (The Hon TIEN Puk-sun, Michael);
- (3) he supported the relocation of the terminus of Route A31P to Belvedere Garden but the TD must provide a new airport bus route departing from Allway Gardens to the airport via Tsuen Wan Centre, Tsuen King Garden, Discovery Park and Riveria Gardens. Due to the constraint of journey time, the bus route could not operate via Lei Muk Shue. However, if resources were limited, at least two proposed routes should be amalgamated to provide services to passengers at Tsuen King Circuit and Tsing Lung Tau at the same time (The Hon TIEN Puk-sun, Michael);
- (4) if there was sufficient patronage, the bus companies could provide more services, otherwise they could only provide services at limited locations. He said that the bus companies should not be requested to provide services covering all areas, so as to avoid the situation that the existing proposals would not be considered due to low operating efficiency. If Route 934A would operate via Belvedere Garden, there should be sufficient patronage to support an increase in frequency, and overnight bus service, which was provided at midnight, would be subjected to less tight constraints of journey time. In the future two overnight bus routes could be considered: airport bus "A" route could travel via Allway Gardens, Tsuen Wan Centre, Tsuen King Garden, Discovery Park and Riveria Garden, and there should be sufficient patronage to support the increase in frequency without the restriction of one-hour journey time for round trip journeys (The Hon TIEN Puk-sun, Michael);
- (5) he considered that the bus company should evaluate the patronage of Route A31P from 6 a.m. to 7 a.m. or from 8 p.m. to 9 p.m. He supported its routing via Tsing Lung Tau, but he had no particular comment on the terminus of Route A31P (Mr CHAN Sung-ip);
- (6) if new bus routes were provided, there would be an increase in frequency and Long Win might not consider the proposals. He proposed to introduce one departure of Route A31 from Allway Gardens at an interval of a few departures from the original terminus to maintain the current service frequency while providing more service coverage (Mr NG Hin-lung, Norris);
- (7) he suggested that if one overnight bus route would serve Hong Kong Island, Yau Tsim Mong and Tsuen Wan, the routing should be carefully planned, so that the route would not be too long which would lower the demand of passengers (Mr NG Hin-lung, Norris);
- (8) he supported the proposal of improving the bus services at Tsuen King Circuit, but if the terminus of Route A31P was relocated to Belvedere Garden with departures from there, the passengers of Tsuen King Circuit Flyover stop, including passengers from Tsuen Tak Gardens, Kam Fung Garden and Summit Terrace, might be affected. He enquired as to the

patronage of Route A31P at Tsuen King Circuit Flyover stop, hoping to balance the needs of the passengers at Tsing Lung Tau and Tsuen King Circuit (Mr TSANG Tai);

- (9) he supported the proposal of improving the bus services at Tsuen King Circuit and suggested increasing the frequency of Route 934A in phases to test whether the patronage could support the provision of full day services (Mr LI Hung-por);
- (10) he said the residents of Allway Gardens hoped to have an airport bus stop at their housing estate (Mr LI Hung-por);
- (11) she supported extending the service of Route 934A to whole day service and increase the service frequency in the proposed peak periods, namely 8:10 a.m., current hours of trips, and 5:45 p.m. and supported the amalgamation of Routes 934A and 934 to provide full day services (Ms LAM Yuen-pun, Phyllis);
- (12) due to the limited capacity of the bus stop at Allway Gardens, buses on Route 30 could not be parked there. If, for the same reason, airport bus "A" route could not depart from there, she proposed that Route A31 travel to the airport through Tai Chung Road, Sha Tsui Road Flyover, Allway Gardens, Tsuen Wan Centre and Discovery Park. Alternatively, a new airport bus route could be provided from Discovery Park to the airport via Allway Gardens (Ms LAM Yuen-pun, Phyllis);
- (13) she said the residents of Allway Gardens hoped to have an additional airport bus route departing from their housing estate (Ms LAM Yuen-pun, Phyllis); and
- (14) currently there was no overnight bus service between Sham Tseng and Tsuen Wan MTR Station for Sham Tseng residents, so he suggested considering the extension of the service hours of Routes 234A and 234B to meet the demand (Mr CHENG Chit-pun).

45. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had noted the views of Members.

46. Assistant Manager/Traffic Operations of Long Win responded that Long Win noted the views of Members and would study the improvement of airport bus service for operation via Tsuen King Circuit and Tsing Lung Tau. He also noted that Members had expressed their views on the bus services at Riveria Garden. However, given the restrictions on the operation of vehicles at Yi Hong Street and Yi Lok Street, Long Win had to carefully study the views. In planning for bus routes, Long Win would also consider the needs of the residents at Tsuen King Circuit.

47. Deputy Head of Communications and Public Affairs Department of the KMB responded that the KMB had noted the views of Members on Routes 934A, 934, 234A, 234B and the needs of the residents of Bayview Garden, Belvedere Garden and Allway Gardens, and would take follow up action in the hope of meeting the needs of Members and residents with limited resources.

48. The Chairman hoped that the bus companies could consider the proposals raised by Members to improve the bus services at Tsuen King Circuit.

VII Item 6: Request the MTR to Provide Interchange Discounts for the Green Minibuses of Tsuen Wan District

(T&TC Paper No. 21/17-18)

49. The Chairman reported that Mr MAN Yu-ming, Mr KOO Yeung-pong, Ms LAM Yuen-pun, Phyllis, Ms LAM, Lam Nixie, the Hon CHAN Han-pan, Ben, Mr CHAN Chun-chung, Jones, Mr WONG Wai-kit, Mr TSANG Tai and Mr FUNG Cheuk-sum submitted the paper and welcomed Ms Mona LAM, Public Relations Manager (External Affairs) of the MTR Corporation Limited (the “MTRCL”).

50. Mr TSANG Tai, Ms LAM, Lam Nixie, Mr WONG Wai-kit, Ms LAM Yuen-pun, Phyllis, Mr MAN Yu-ming and Mr KOO Yeung-pong introduced the paper.

51. Sr Transp Offr/Tsuen Wan of the TD responded that the Government had all along encouraged public transport operators to provide fare concessions to the public in the light of their operations, finance, market conditions and passenger demand to alleviate the burden of public transport expenses on the public. As regards the details of fare concessions, individual operators would make their commercial decisions under the principle of prudent financial management.

52. Public Relations Manager (External Affairs) of the MTRCL responded that for greater convenience to passengers, the MTRCL had been working with green minibus and bus operators along the MTR lines to study the feasibility of providing interchange discounts. Any interchange discounts would require the mutual co-operation with other transport operators for implementation. The MTRCL announced on 21 March this year that according to the outcome of the review of the Fare Adjustment Mechanism in 2017, the green minibus routes covered by the interchange discounts would be expanded from the current 61 routes to some 530 routes in Hong Kong, and the discount would be \$0.3 per trip. The interchange discounts currently available for existing routes would remain unchanged. The MTRCL would actively discuss with minibus operators the implementation details. Furthermore, the MTR Fare Savers (the “Fare Savers”) set up by the MTRCL aimed at encouraging passengers to walk to the nearest MTR stations to take the MTR with a \$2 fare concession. It was a promotional offer to passengers which could also expand the customer base to achieve a win-win situation. In this regard, if the walking distance between the proposed locations of Fare Savers and the nearest MTR station was too long or too short, new passengers would not be brought in and the criteria for setting up Fare Savers would not be met. At the locations of Fare Savers, basic facilities should be available, including sufficient space for setting up Fare Savers and electricity supply. Members could propose locations of Fare Savers to the MTRCL and the MTRCL would carry out thorough study of the proposals.

53. The views and enquiries of Members were summarised as follows:

- (1) he said that the MTR Fare Savers were only set up in locations within 500 metres from MTR stations, which could not benefit the residents in more remote areas such as Lei Muk Shue Estate. It was hoped that the MTRCL could provide green minibus interchange discount and increase the discount to \$2 to contribute to the community and attract more passengers (Vice Chairman);
- (2) he enquired whether the minibus interchange discount scheme would cover all minibus routes in Tsuen Wan and whether the discounts applied to round trip journeys. He hoped that the MTRCL could provide a list of minibus routes for which interchange discounts were available. If the scheme implementation was hindered, he suggested the MTRCL launch the scheme in phases (Mr WONG Wai-kit);
- (3) he hoped that the MTRCL could consider setting up a Fare Saver at the covered walkway to Tsuen Wan West MTR Station (Mr WONG Wai-kit);
- (4) in view that the MTRCL had announced the scheme in March, he hoped that the technical issues concerning the interchange discounts for passengers using Octopus Cards could be solved quickly, and the scheme should be launched as soon as possible rather than the second quarter of 2018 (Mr LI Hung-por);
- (5) he said that in the press release of the MTRCL, the scheme was “requested by the Government, the company agreed to introduce interchange discounts with all green minibus operators” (Mr LI Hung-por);
- (6) he hoped that the MTRCL could provide the timetable for implementation of the scheme and a list of minibus routes for which interchange discounts would be available (Mr TSANG Tai);
- (7) he enquired whether the discounts were provided by the MTRCL at the request of the Government or on its own initiative, and whether the discounts were available for round trip journeys (Mr TAM Hoi-pong);
- (8) he suggested the MTRCL consider setting up Fare Savers at Ma Wan or provide non-franchised bus interchange discounts (Mr TAM Hoi-pong);
- (9) he enquired whether the MTRCL had set up any Fare Saver at a location more than 500 metres away from an MTR station (Mr TAM Hoi-pong);
- (10) since a shelter would be provided to the walkway from the Riviera Area in Tsuen Wan to the Tsuen Wan West MTR Station, this would be in line with the requirement of the provision of Fare Saver within 500 metres from the MTR station, and electricity supply would be available there. She hoped that the MTRCL could consider providing a Fare Saver there for the convenience of the residents of Belvedere Garden (Ms LAM, Lam Nixie);
- (11) she hoped that the MTRCL could provide the timetable for implementing the scheme to make known the first batch of minibus routes to be covered by the scheme in Tsuen Wan (Ms LAM, Lam Nixie); and
- (12) having strived for minibus interchange discounts since 2016, she hoped that the MTRCL could take this opportunity to expand the coverage of Fare Savers to the shopping centres along minibus routes to benefit more passengers (Ms LAM Yuen-pun, Phyllis).

54. Public Relations Manager (External Affairs) of the MTRCL responded that the interchange discount scheme for the MTR and green minibuses introduced by the MTRCL was two-way fare concessions which covered all green minibus routes in Hong Kong. The MTRCL was actively discussing with minibus operators the timetable for implementation. As regards an increase in the amount of discounts, the primary task of the MTRCL currently was the implementation of this new initiative. Under the fundamental condition of maintaining the necessary financial stability of a listed company, the MTRCL discussed with public transport operators from time to time the feasibility of providing more interchange discounts. The MTRCL was actively discussing the timetable for the implementation of the scheme with minibus operators, and the details and the timetable would be subject to the results of discussion. The MTRCL noted Members' views of implementing the scheme in phases. In respect of Fare Savers, Members could propose the locations for setting up Fare Savers to the MTRCL. The MTRCL would then thoroughly study the feasibility of the proposals. The objective of setting up Fare Savers was to encourage passengers to walk to the nearest MTR station to take the MTR, and the distance between Ma Wan and the nearest MTR station was not insignificant. Therefore, the criteria for setting up a Fare Saver was not met. The Fare Savers would be set up at sheltered locations with electricity supply, and the existing Fare Savers were provided at covered walkways or public places.

(Note: Mr MAN Yu-ming left the meeting at 4:50 p.m., and Mr LI Hung-por left the meeting at 4:55 p.m.)

55. The Chairman hoped that the MTRCL would actively study the timetable for scheme implementation and provide the latest information through the T&TC for Members' reference.

VIII Item 7: Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence in Six Months by the Highways Department (Tsuen Wan District) and Timetables (as at 16 June 2017)  
(T&TC Paper No. 22/17-18)

56. Dist Engr/Tsuen Wan of the HyD introduced the paper. Members had no enquiries to raise.

IX Item 8: Application for District Council Funds as regards Activities Co-organised by the Task Force on Public Transport Network and District Organisations  
(T&TC Paper No. 23/17-18)

57. The Secretary introduced the paper and read out the list of Members who were concurrently members of the Task Force on Public Transport Network so as to indicate that they had made declaration of their membership. The membership list was set out in Annex I.

58. Since the Chairman and the Vice Chairman were members of the Task Force on Public Transport Network, according to Article 48(14) of the Standing Orders, Members agreed that Mr CHAN Sung-ip would take the chair. The Acting

Chairman enquired whether Members had to declare other interests, and no Members declared other interests. The Acting Chairman decided that the Members that had declared their membership of the Task Force on Public Transport Network could take part in discussion and voting.

59. The T&TC endorsed the following fund application:

<u>Name of Activity</u>	<u>Applicant/Co-organiser</u>	<u>Approved funding (\$)</u>
(1) Tsuen Wan Minibus and Bus Frequency Service Survey	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	87,000.00

X Item 9: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

60. Mr KOO Yeung-pong reported that the Working Group had held its second meeting on 7 June 2017. At the meeting, the HyD had reported the latest progress of Footbridges A, B, C and D. Footbridge A had been fully commissioned. In addition to regular inspection and repair and maintenance, the HyD had continued to carry out enhancement works for Footbridge A, including the provision of cat ladder, stop-logs and wire fences at the shelter of the footbridge to improve its daily operation. For Footbridges B and C, the HyD had obtained the detailed information on the underground utilities in existence and under planning by public utilities and was reviewing the impact of these utilities on the alignment design of Footbridges B and C. The preliminary evaluation of the technical feasibility of different proposals was completed, and the HyD would arrange for surveying of the underground public utilities. The HyD would discuss the alignment options with stakeholders in respect of the section of Footbridge B at Hoi Shing Road which was controversial. The preliminary works for Footbridge D had commenced in September 2016, and CLP Power Hong Kong Limited and The Hong Kong and China Gas Company Limited had completed the preliminary relocation of the existing underground electricity cables and gas pipes. The remaining relocation works and the main body of the footbridge would be carried out concurrently. Works on the main body of Footbridge D had officially commenced on 23 May 2017. The contractor was carrying out the preparatory work for the works of the main body, including liaison with the stakeholders, setting up site office, and applying for temporary traffic measures. In addition, in respect of the escalator works at the footbridge at Tai Wo Hau MTR Station, the HyD was re-examining the proposals of the escalator works of the footbridge at Tai Wo Hau MTR Station on the basis of the latest surveying information, in order to minimise the impact on Castle Peak Road and avoid constructing temporary staircases. Without restricting the space for MTR repair works, it was suggested that the proposed escalators and the reprovisioned staircases would be constructed separately, which would not only reduce the works period but also mean that the reprovisioned staircases would be wider than the proposed

dimension in the previous proposal. The HyD would carry out public consultation after the preliminary design of the new proposal and arrange gazettal.

(B) Task Force on Public Transport Network

61. Mr CHOW Ping-tim reported that the Task Force had held the 10<sup>th</sup> meeting on 1 June to continue the follow-up and discussion of the following seven items, including: request the TD to look for suitable locations to provide additional motorcycle parking spaces in Tsuen Wan district as soon as possible to meet the local needs; strongly request the HKPF and the TD to strictly and seriously handle the current situation of traffic congestion at Luen Yan Street without delay in order to address the disruption of public bus services and improve the traffic flow in the vicinity of the area; strongly request the TD to urge the operators of various means of public transport to submit the proposals of adjustment of various transport service frequency in order to cope with the pressing service demand in case of sudden increase in pedestrian flow; request to step up enforcement action against the use of the non-franchised bus stop outside Sai Lau Kok Multi-storey Car Park Building by other vehicles and to seek improvement proposals; strongly request the TD to promptly study the proposal of widening and improvement of the relevant road sections in Wing Tak Street and Provision of taxi pick-up and drop-off parking spaces to facilitate the visitors and residents to and from City Point; request the HKPF to step up the law enforcement efforts in Wing Tak Street and Wing Shun Street to prevent the problem from worsening and ensure the smooth traffic flow of the Riviera area in Tsuen Wan; strongly request the TD and HyD to submit the detailed information of the traffic works in the vicinity of the factory area in Wang Lung Street as soon as possible for understanding and discussion; and the Bus Route Planning Programme 2017-18 of Tsuen Wan district. In addition, at the meeting, Members had discussed the items “Request the Transport Department and Government Departments Concerned to Assist in Studying the Feasible Proposal on Provision of a Passageway for Access by Unlatching Part of the Barriers between Waterside Plaza and City Point in order to Bring Convenience of Fast Access and Mutual Benefits for the Residents of These Two Housing Estates and Create a Better Living Environment” and “Discussion of Application for District Council Funds for Activities Co-organised by the Task Force and District Organisations”. The Task Force would convene the 11<sup>th</sup> meeting on 19 July.

(C) Working Group on Road Safety Education and Promotion

62. The Vice Chairman reported that the Working Group had no special business to report.

(D) Working Group on Roof Cover for Passageway (Non-standing)

63. The Chairman said that the Working Group had informed the Members, the TD and the HyD of the results of the questionnaire survey on roof cover for passageway on 30 March for follow-up action. Since the tenure of non-standing working groups was eight months, and the discussion items had been completed, the Working Group would be dissolved.

XI Item 10: Any Other Business

64. Members noted the following information paper:

- (1) Financial Statement of Traffic and Transport Committee as at 16 June 2017 (T&TC Paper No. 24/17-18).

65. The Chairman reminded Members that the next meeting was scheduled on 4 September 2017 (Monday) and the deadline for submission of paper was 18 August 2017.

## XII Adjournment of Meeting

66. There being no other business, the meeting was adjourned at 5:05 p.m.

Tsuen Wan District Council Secretariat  
August 2017

**Membership List of the Task Force on Public Transport Network under  
Traffic and Transport Committee 2017-18**

Convenor	:	Mr CHOW Ping-tim
Vice Convenor	:	Mr CHENG Chit-pun
Members	:	Mr MAN Yu-ming, MH
		Mr KOO Yeung-pong, MH
		Mr NG Hin-lung, Norris
		Mr LI Hung-por
		Ms LAM Yuen-pun, Phyllis
		Ms LAM, Lam Nixie
		Mr CHAN Chun-chung, Jones
		Mr CHAN Yuen-sum, Sumly
		Mr WONG Ka-wa
		Mr WONG Wai-kit
		Mr LO Siu-kit, MH
		Mr TAM Hoi-pong
		Mr WONG Fah-man
		Mr FONG Yun-fat
		Mr FUNG Cheuk-sum
		Mr TSANG Tai
		Mr WONG Man-chau