

(Translation)

Minutes of the 11<sup>th</sup> Meeting of Traffic and Transport Committee (3/17-18)

Date: 4 September 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, Lam Nixie  
Mr LAM Faat-kang, MH  
The Hon CHAN Han-pan, Ben, JP  
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, Eddie	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, 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
Mr CHAN Siu-wan, Wallace	Town Planner/Tsuen Wan 1, Planning Department
Mr LI Pui-sang	Contractor Project Coordinator/2 (New

Territories West), Civil Engineering and  
Development Department

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 and 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 3

Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited
Mr LAM Ka-ho	Senior Operations Officer, Long Win Bus Company Limited

Absent:

Members

Ms LAM Yuen-pun, Phyllis  
Mr CHAN Chun-chung, Jones

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 11<sup>th</sup> meeting of the Traffic and Transport Committee (T&TC) and introduced Mr TO Chi-keung, Gary, Senior Transport Officer/Islands (Sr Transp Offr/Islands) of the Transport Department (TD), who attended this meeting on behalf of Ms TSE Che-ching, Maria.

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 3.7.2017

3. The amended minutes of the previous meeting were unanimously confirmed by Members and the amendments were listed in Annex I.

III Item 2: Matters arising from the Minutes of the Previous Meeting

(A) Paragraphs 28-33 of the Minutes of the Meeting held on 3.7.2017: Request to Improve the Traffic Problems at Fu Uk Road and Yau Ma Hom Road off Primrose Hill

4. The Vice Chairman reported that the Members, Government representatives, DC Members of the Constituency, and representatives of the cement works contractor and the management company of Primrose Hill had conducted a site visit at the locations in question. The cement works contractor had promised to construct kerbs to prevent dirty water from flowing out and adversely affecting the nearby environment. The Food and Environmental Hygiene Department (FEHD) would also send staff to cleanse the above-mentioned locations to remove disused articles, sand and stones once every two weeks. He hoped that the DC Members of the Constituency would continue to actively monitor the problem and, when necessary, express their views to the departments concerned, so that follow-up actions could be taken.

5. Mr CHAN Yuen-sum, Sumly hoped that the departments concerned could pave nonslip tiles at the above-mentioned locations and put up “slow” traffic signs to remind drivers to be careful.

6. The Chairman concluded that the cement works contractor had promised to cleanse its cement trucks and construct impervious kerbs to prevent dirty water from flowing out and affecting the nearby environment. The FEHD had sent staff to cleanse the roads at the above-mentioned locations on 1 September, and would cleanse them once every two weeks. Members would continue to monitor and follow up the problem.

IV Item 3: Strongly Request to Improve the Green Minibus and Bus Services of Lei Muk Shue Estate

(T&TC Paper No. 28/17-18)

7. The Chairman reported that the Vice Chairman submitted the paper and introduced Mr Rayson LAW, Planning and Support Officer I, and Mr LAM Ka-ho, Senior Operations Officer of the Long Win Bus Company Limited (Long Win), who joined the meeting.

8. The Vice Chairman introduced the paper.

9. The Chairman said that a written reply of the Kowloon Motor Bus (1933) Company Limited (KMB) was received prior to the meeting and was distributed for Members' perusal.

10. Sr Transp Offr/Islands of the TD responded that the TD had noted the views of Members and would discuss these views when formulating the Bus Route Planning Programme (BRPP) for the coming year. As regards the suggestion on relocating the drop-off point of Green Minibus (GMB) route no. 94 to Ho Chuck Centre, as the proposed location was in the vicinity of the Kwai Fong Railway Station, he would discuss improvement options with staff of the Kwai Tsing office of the TD and then report to Members on the progress.

11. Assistant Manager (Operations) of the KMB responded that the KMB had given a written response before the meeting.

12. Planning and Support Officer I of the Long Win responded that the Long Win provided airport bus interchange discounts jointly with the KMB. Passengers changing between A routes of the Long Win and bus routes of the KMB could enjoy a maximum discount of 6 dollars. The Long Win noted Members' suggestion that the airport bus service should be provided in Lei Muk Shue. It would also continue to pay close attention to changes in passenger numbers and transport needs in the district.

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

- (1) he hoped that the KMB would explain why the service time of route no. 936 had not been extended yet, and the plan could be implemented as soon as possible (Mr CHAN Yuen-sum, Sumly);
- (2) he hoped that the KMB could consider providing whole-day bus service for route no. 40P. If whole-day bus service could not be provided, he hoped that at least the bus service could start earlier and service frequency could be increased during rush hours in the morning to take passengers to work and school, and return journeys could also be increased (Mr CHAN Yuen-sum, Sumly);
- (3) he agreed that there was ample space under the bridge at Kwai Fu Road for parking GMBs of route no. 94. He hoped that the arrangement for relocating the GMB stop could be implemented as soon as possible (Mr CHAN Yuen-sum, Sumly);
- (4) he hoped that the KMB could increase the frequency of return journeys of route no. 40P. Even if two-way journeys could not be arranged for the whole day, the frequency of journeys departing from East Kowloon should also be increased during the time when passengers getting off work (Mr MAN Yu-ming); and
- (5) he hoped that the KMB could extend overnight bus service hours and increase service frequencies for the convenience of residents (the Vice Chairman).

14. Assistant Manager (Operations) of the KMB responded that changes for route no. 40P and route no. 936 would be implemented by the KMB step by step according to the BRPP 2017-2018. The KMB noted the pressing need of passengers for bus services in the East Kowloon district. The KMB would review the overall demand for bus services in East Kowloon and give consideration to this when discussing the BRPP 2018-2019.

15. The Chairman concluded that the TD noted the Members' views on GMB route no. 94 and the increase in frequencies of overnight bus services. The TD would take follow-up actions.

V Item 4: Request to Improve the Crossing Facilities at Kwok Shui Road and Castle Peak Road

(T&TC Paper No. 29/17-18)

16. The Chairman reported that Mr CHAN Yuen-sum, Sumly submitted the paper. A written reply of the TD was received by the Secretariat prior to the meeting and was distributed for Members' perusal.

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

18. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD responded that the TD had sent staff to conduct a site visit. It planned to implement the proposal to widen the carriageways and replace the existing pedestrian facilities with tactile traffic lights. The TD would carry out local consultation. If the stakeholders did not have objections, the proposal would be implemented as soon as possible. A site visit would also be conducted together with staff of the Kwai Tsing office of the TD and Members regarding the construction of a pedestrian footbridge across Castle Peak Road, and viable options would be discussed. As for the Members' suggestion that a pedestrian walkway connected to Castle Peak Road be constructed opposite the Rise, the TD had submitted a design plan to Members before the meeting for their reference. The TD would discuss how to implement the plan concerned with Members in the following week.

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

- (1) he enquired whether the Kwai Tsing office of the TD would send staff to participate in the site visit (the Chairman);
- (2) he said that he had made the suggestion three years ago. However, the Tsuen Wan District Council (TWDC) could not discuss his suggestion because of district division. He suggested that similar construction works involving both Tsuen Wan and Kwai Tsing, such as the escalator works of Tai Wo Hau MTR Station, should also be discussed by the TWDC (The Hon CHAN Han-pan, Ben);
- (3) although Primrose Hill had been ready for occupation for many years, there was a lack of convenient pedestrian crossing facilities for the residents to cross the

carriageways and access transport services. He hoped that the TD could implement the proposal to construct a pedestrian footbridge across Castle Peak Road as soon as possible and submit a design plan to the T&TC under the TWDC, so that all Members would know about the work progress (The Hon CHAN Han-pan, Ben);

- (4) traffic congestion often occurred on Kwok Shui Road. He hoped that the TD could improve the problem by widening the carriageway, restricting left turns by vehicles, and discussing with logistic companies in the district to change their cargo unloading locations (the Vice Chairman);
- (5) as many big vehicles passed by the district in question at high speed, he hoped that the TD could replace the existing pedestrian crossing facilities with tactile traffic lights as soon as possible (the Vice Chairman);
- (6) although the TD had already installed iron rails there, some residents still ignored the safety and walked across Castle Peak Road. As some nearby buildings would be completed soon, it was expected that more residents would need to cross Castle Peak Road for taking transport services. Besides, guests of hotels in the district often walked across the carriageway, putting themselves at risk. He hoped that the T&TC under the TWDC and the T&TC under the Kwai Tsing District Council would come together to discuss the issue of constructing a pedestrian footbridge across Castle Peak Road (the Vice Chairman);
- (7) he opined that passengers travelling in the directions of both Kowloon and Tuen Mun would need to make a detour and walk a long way for taking transport services. Therefore, he supported the TD to construct a pedestrian footbridge between Dorsett Hotel and Primrose Hill as soon as possible (Mr TAM Hoi-pong);
- (8) he enquired whether the TD would take any temporary improvement measures, such as increasing the height of the rails and putting up traffic signs showing “no crossing” to remind pedestrians not to walk across the carriageways at will (Mr KOO Yeung-pong); and
- (9) he hoped that the FEHD would put in more efforts to cleanse the pedestrian subway near Dorsett Hotel and Primrose Hill, so that more pedestrians would make use of it (Mr CHAN Yuen-sum, Sumly).

20. Engr/Tsuen Wan 2 of the TD responded that he would discuss the Members’ suggestions with representatives of the Kwai Tsing office of the TD, and conduct a site visit with Members. The TD would consider putting up traffic signs at the above-mentioned locations to remind pedestrians to cross the carriageways by pedestrian footbridges or subways.

21. The representative of the Hong Kong Police Force (HKPF) responded that the HKPF noted the Members’ wish of enhancing road safety at Kwok Shui Road and Castle Peak Road. The HKPF would list the locations as black spots, and focus on combatting

pedestrians' acts of illegally crossing the road, so as to avoid accidents caused by jaywalking.

22. The Chairman said that he would inform the FEHD after the meeting to step up efforts in cleansing the pedestrian subway near Dorsett Hotel and Primrose Hill. He would also suggest that the TD should consider taking short-term improvement measures, such as installing short rubber columns at Kwok Shui Road to prevent driving in an opposite direction. In the long term, he hoped that the Tsuen Wan and Kwai Tsing offices of the TD could send staff to conduct site visits with Members and proactively find solutions to the traffic safety problems of Kwok Shui Road and Castle Peak Road.

VI Item 5: Request to Improve the Design of Minibus Stops at Tsuen Wan Multi-storey Carpark Building to Accommodate 19-seat Minibuses  
(T&TC Paper No. 30/17-18)

23. The Chairman reported that the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun submitted the paper.

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

25. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD responded that the TD had earlier inspected the traffic arrangements for the minibus stops at Tsuen Wan Multi-storey Carpark Building, and noted that there were limitations on the use of 19-seat minibuses at the above-mentioned location. As there were many columns at the above-mentioned minibus stops, the possibility of widening the carriageways for the minibus stops was limited. The TD would consider the Members' views and further study the improvement options in detail, so as to report the study results to the T&TC as soon as possible.

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

- (1) he agreed that studies should be conducted on the need for increasing the space for the minibus stops at Tsuen Wan Multi-storey Carpark Building. The geographical location of the existing minibus stops was excellent and it was convenient for passengers to go there to take minibuses. If the TD decided to relocate the stops, it should conduct sufficient local consultation for identifying a better location (Mr LI Hung-por);
- (2) he said that many passengers would take minibuses connecting Tsuen Wan town centre and Tsing Lung Tau during peak hours. Changing to 19-seat minibuses would shorten waiting times of passengers (Mr NG Hin-lung, Norris);
- (3) he suggested that the entry and exit directions of the minibus stops at Tsuen Wan Multi-storey Carpark Building should be changed, such as entering from the direction of Castle Peak Road and exiting in the direction of Sai Lau Kok. He also suggested relocating the staircase to provide more space to enable the

- new minibuses to turn and make it easier for them to enter the minibus stops for parking (Mr NG Hin-lung, Norris);
- (4) he enquired whether the TD would take short-term measures, such as permitting the new minibuses to pick up and drop off passengers outside Tsuen Wan Multi-storey Carpark Building on a temporary basis, so as to solve the problem of turning caused by a lack of space (the Vice Chairman);
  - (5) he suggested that the TD should rearrange the stopping locations of taxis and minibuses at the minibus stops at Tsuen Wan Multi-storey Carpark Building. In the long term, he supported changing the entry and exit directions of the minibus stops and having separate entry and exit locations for the minibuses. He believed that this would result in smoother traffic flow (Mr TAM Hoi-pong);
  - (6) he had conducted a site visit at the minibus stops at Tsuen Wan Multi-storey Carpark Building before the meeting. At present, there were 7 vehicle lanes at the minibus stops (including two for minibuses and four for urban and New Territories taxis). Two of these lanes were full of vehicles with failed engines. Therefore, he suggested that the TD should consider re-designing the vehicle lanes by reducing their number from seven to five, i.e. two for minibuses, two for taxis and the remaining one for other vehicles. The lanes should be widened to reduce the sharpness of bends (Mr CHENG Chit-pun);
  - (7) if the vehicle lanes could not be re-designed, he suggested that the minibus stops should be relocated to the outside of Tsuen Wan Multi-storey Carpark Building or to Sai Lau Kok Garden to facilitate minibuses to pick up and drop off passengers. He hoped that the TD would continue to follow up the matter at the next T&TC meeting (Mr CHENG Chit-pun);
  - (8) he agreed that the minibus stops should be relocated to Sai Lau Kok Garden for picking up and dropping off passengers (Mr WONG Man-chau);
  - (9) many passengers waited at the minibus stops at Tsuen Wan Multi-storey Carpark Building for minibuses to Tsuen King Circuit, Sham Tseng and Tsing Lung Tau during late-afternoon peak hours. Changing to the new 19-seat minibuses would shorten waiting times of passengers. He hoped that the TD would conduct inspections frequently and, without closing roads, take improvement measures to facilitate the entry of the new minibuses (Mr CHAN Yuen-sum, Sumly);
  - (10) if the TD carried out improvement works at the minibus stops of Tsuen Wan Multi-storey Carpark Building, he suggested that temporary minibus stops should be set up in nearby areas to facilitate passengers to board and alight from minibuses (Mr CHAN Yuen-sum, Sumly);
  - (11) he suggested that Members and representatives of the TD should conduct site visits and endeavour to find solutions (Mr WONG Wai-kit);
  - (12) they had reservations about relocating the stops to Sai Lau Kok Road where traffic was busy. The TD should be cautious when considering the traffic arrangements (Mr WONG Wai-kit and Mr LAM Faat-kang);

- (13) he was pleased that Members had made many new suggestions for the consideration of the TD. He pointed out that new 19-seat minibuses were taller and it was easy for their tops to brush against the ceiling. He hoped that minibus service contractors could purchase new minibuses with suitable heights (the Hon TIEN Puk-sun, Michael);
- (14) if the minibus stops at Tsuen Wan Multi-storey Carpark Building were to be closed down during works, he suggested that temporary minibus stops should be set up at the bus stops at Nan Fung Centre (Mr CHAN Sung-ip);
- (15) minibuses would bump over the humps at the minibus stops of Tsuen Wan Multi-storey Carpark Building. He hoped that the TD would improve the environment of the minibus stops together with the replacement of minibuses by 19-seat minibuses. He also hoped that the TD would inform Members and the local residents as soon as a consensus on the timetable for replacement had been reached with the minibus service contractors, so that the residents would be prepared psychologically (Mr TSANG Tai);
- (16) he suggested that the use of the minibus stops at Tsuen Wan Multi-storey Carpark Building and the open area below Tsuen Wan District Office (TWDO) should be swapped. This would solve problems of insufficient space for minibus stops and height restriction for minibuses (Mr CHOW Ping-tim); and
- (17) he enquired about the land use of the open area below TWDO (Mr TAM Hoi-pong).

27. The Chairman said that the planning for the works at Sai Lau Kok Garden had been completed and the bus stops at Nan Fung Centre did not have spare space for setting up temporary minibus stops. He suggested that Members should consider other locations.

28. Engr/Tsuen Wan 1 of the TD responded that the TD would carefully review the traffic arrangements for the minibus stops at Tsuen Wan Multi-storey Carpark Building, including re-assigning the locations of the taxi stops and the minibus stops, and changing the entry and exit of the minibus stops. Besides, the TD had arranged a meeting with the minibus operators concerned on 5 September to discuss the operation arrangements of two minibus routes at Tsuen Wan Multi-storey Carpark Building. Progress would be reported at the next T&TC meeting.

29. The Chairman said that the TD had all along been working to solve the problem of insufficient space at the minibus stops at Tsuen Wan Multi-storey Carpark Building. Minibus operators had also been replacing existing minibuses with new minibuses step by step according to the situation at the minibus stops. If necessary, the T&TC could conduct site visits with the departments concerned and explore solutions together. He hoped that the TD could report, for Members' reference, at the next T&TC meeting if it had reached a consensus with the minibus operators. As regards the land use of the open

area below TWDO, Members could, after the meeting, enquire about the details concerned at meetings of other committees.

VII Item 6: 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 18 August 2017)  
(T&TC Paper No. 31/17-18)

30. District Engineer/Tsuen Wan (Dist Engr/Tsuen Wan) of the Highways Department (HyD) introduced the Minor Traffic Improvement Projects and its timetables.

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

- (1) he enquired about the details of problems affecting the effectiveness of works under Project NE/16/02357-73 “Improvement of Vehicle Access Roads outside Luk Yeung Sun Chuen, Wai Tsuen Road”, as well as the exact location of Project NE/17/00780-56 “Widening Carriageway” (Mr LAM Faat-kang); and
- (2) he enquired about the details of Project NE/16/01953-15 “Improvement of Pedestrian Crossing Facilities”. The TD had not consulted the DC Members of the Constituency on increasing the number of parking spaces for the disabled. Many local goods vehicles loaded and unloaded goods at the location concerned. The TD originally intended to lengthen the lay-by concerned to increase the space for loading and unloading goods in the area. However, there were already two goods vehicle parking spaces in the area. If the TD increased goods vehicle parking spaces further, there would be no space for loading and unloading goods in the area. Therefore, he hoped that the TD could conduct sufficient local consultation on Project NE/16/01953-15. He also suggested that the TD could add parking spaces for the disabled on the road opposite Tsuen Wing Street for the convenience of the residents (the Hon CHAN Han-pan, Ben).

32. Dist Engr/Tsuen Wan of the HyD responded that Project NE/16/02357-73 was to move the kerb stones of the pavement beside the vehicle entry/exit of Luk Yeung Sun Chuen, Wai Tsuen Road backwards to widen the carriageway. During the testing of the proposed temporary traffic arrangement measures, it was found that 12-metre-long vehicles had difficulty in turning into Luk Yeung Sun Chuen. It was thus necessary to review the temporary traffic arrangement measures again. Project NE/17/00780-56 was to widen the existing lay-by near Waldorf Centre at Sai Lau Kok Road.

33. Engr/Tsuen Wan 1 of the TD responded that Project NE/16/01953-15 added one parking space at Tsuen Wing Street near Sha Tsui Road for the disabled. The TD and HyD would revise the name of the project. The TD had conducted local consultation on the above proposal through the TWDO, and would enquire about the details of the consultation after the meeting. As regards addressing the problem of goods vehicle

parking spaces at Tsuen Wing Street, the TD understood the needs of goods vehicles for loading/unloading goods and picking up/dropping off passengers. Apart from increasing goods vehicle parking spaces, it would also re-draw some hatched areas of lay-bys to increase space for parking goods vehicles, as well as loading/unloading goods and picking up/dropping off passengers. The TD noted the Members' views on goods vehicle parking spaces at Tsuen Wing Street. It would proactively consider further enhancement and improvement plans.

34. The Chairman said that the TD would follow up with Members on the local consultation arrangements of the TWDO.

#### VIII Item 7: Progress Reports of Working Groups under the Traffic and Transport Committee

##### (A) Working Group on Tsuen Wan Footbridge Network

35. Mr KOO Yeung-pong reported that at the meeting of the Working Group on Tsuen Wan Footbridge Network held on 7 June, the HyD had reported the latest progress of Footbridges B and C, and discussed the routing plans concerned with members of the Working Group. Besides, staff of the HyD, the convenor of the Working Group and representatives of the TD and Po On Commercial Association Wong Siu Ching Secondary School had met on 6 July to discuss the routing of Footbridge B. Underground public utility investigation works at Hoi Shing Road and Ma Tau Pa Road had also commenced in late July and mid-August respectively. As regards Footbridge D, its main works contract had been awarded and the works concerned had formally commenced on 23 May. The contractor had more or less completed the preparatory work for the main works, including the initial survey, tree investigation, underground public utility investigation, set-up of a site office and application for temporary traffic arrangements. It had also discussed the footbridge connection details with the management companies of Tsuen Wan Plaza and Skyline Plaza. Moreover, the Hong Kong and China Gas Company Limited had completed the relocation of existing gas pipes in July. The HyD, making use of the latest investigation results, had also revisited the works proposal for the escalator of the pedestrian footbridge at Tai Wo Hau MTR Station. Observing the restriction that maintenance work space of MTR would not be affected, it was suggested that installation of the escalator and reprovisioning of the staircase should be carried out separately. This would not only reduce the project duration, but also provide larger space at the location when compared with the previous proposal. The HyD was conducting internal consultation on the general layout plan of the new proposal. After the initial design of the new proposal had been completed, the HyD would conduct public consultation and arrange for gazetting.

##### (B) Task Force on Public Transport Network

36. Mr CHOW Ping-tim reported that the Task Force had held its 11<sup>th</sup> meeting on 19 July, and continued to follow up and discuss the following eight items:

- (1) Request the TD to Look for Suitable Locations in Tsuen Wan District to Provide More Motorcycle Parking Spaces to Ease the Demand of Residents of the District As Soon As Possible:

the TD reported on the progress of its work of providing more motorcycle parking spaces at various locations in Tsuen Wan District, including Hoi Shing Road near TML Plaza, Tsuen King Wai near Block 8 of Tsuen King Garden, Wing Tak Street near the sewage pumping station in Tsuen Wan, Texaco Road near Yeung Uk Road and Sha Tsui Road, and the existing motorcycle parking areas at Kai Hong Close and Hoi Pa Street.

- (2) Strongly Request the Police and the TD to Seriously and Conscientiously Deal with the Traffic Jam Situation at Luen Yan Street Immediately to Solve the Problem of Public Minibus Service Being Affected and to Improve Traffic Flow in the Area:

the TD had discussed with stakeholders the suggestion to set up a 24-hour no-stopping zone from Luen Yan Street to Sha Tsui Road, and conducted local consultation in July. The Police had been monitoring the traffic condition at the above-mentioned location. The numbers of fixed penalty tickets issued to illegally parked vehicles in the past two months were the same as those issued before. However, it was seen on site that the situation was getting worse every day. It was hoped that the Police would step up enforcement actions against illegally parked vehicles.

- (3) Strongly Request the TD to Urge the Public Transport Service Operators to Provide Transport Service Operation Adjustment Plans for Coping with Urgent Situations Caused by Sudden Surges of Passenger Demands:

traffic conditions at the locations concerned were in general normal.

- (4) Strongly Request Enforcement Actions against Vehicles Occupying Residential Bus Stops outside Sai Lau Kok Multi-storey Carpark Building be Stepped Up and Efforts be Made to Find an Improvement Plan:

the TD was reviewing the lay-by arrangements on the two sides of the multi-storey carpark on Sai Lau Kok Road. Initially, it was suggested that the lay-by outside Luk Yeung Gallaria be widened and the lay-by at the multi-storey carpark on Sai Lau Kok Road be modified.

- (5) Strongly Request that the TD Immediately Study Widening and Improving the Road Section Concerned of Wing Tak Street and Study Plans to Provide More Pick-up/Drop-off Parking Spaces for Taxis for the Convenience of Visitors and Residents of City Point, and Request that the Police Step Up Enforcement Actions at Wing Tak Street and Wing Shun Street to Prevent Problems from Becoming More Serious and Ensure Smooth Traffic Flow in the Tsuen Wan Riviera Area:

the TD reported on the progress of various projects, including provision of more 24-hour whole-day no-stopping zones at the junction of Wing Shun Street and Yi Hong Street, on the road section from Wing Shun Street to Ma Tau Pa Road

and on the road section where Ma Tau Pa Road turned left into Texaco Road; installation of additional railing at the junction of Wing Shun Street and Yi Hong Street; addition of suitable road signs at the location where Yi Hong Street turned right into Wing Shun Street; and moving the traffic light post on the pedestrian island at the above-mentioned location towards the direction of the pedestrian crossing.

- (6) Strongly Request that the TD and the HyD Immediately Provide Detailed Data of the Project in and near the Industrial Area at Wang Lung Street for Information and Discussion:

the TD reported on the progress of various projects, including the second-phase improvement project at Wang Lung Street; provision of more 24-hour whole-day no stopping zones at Ma Kok Street, Lung Tak Street and Fui Yiu Kok Street; installation of additional railing at Ma Kok Street and Lung Tak Street; and addition of protective columns at Lung Tak Street.

- (7) BRPP 2017-2018 of Tsuen Wan District:

the TD presented the BRPP 2017-2018 of Tsuen Wan District to Members of the T&TC under the TWDC and members of the Task Force in March and April, collected the Members' views and provided a written reply on 16 June to report on the implemented and revised items of the above-mentioned plan.

- (8) Request the TD and the Departments Concerned to Help Study Viable Plans to Replace the Dividing Rails Between Waterside Plaza and City Point with a Gated Passageway to Facilitate Movement of Residents of the Two Residential Estates in Both Directions and Provide a Better Living Environment:

the Lands Department (LandsD) pointed out that the open area near Block 3 of Waterside Plaza was reserved for drainage services. The land lease terms did not specifically require Waterside Plaza to provide the above-mentioned location for use as a pedestrian passageway. The LandsD did not object to opening up, as from the present, the above-mentioned location for the use of pedestrians, but this had to depend on the attitude of residents of the two residential estates towards removing the rails after peaceful negotiation. The LandsD had written a letter to the owners' committee of Waterside Plaza, suggesting that the railing be removed for the convenient passage of the residents. The Task Force had sent a letter to the owners' committee of Waterside Plaza after the meeting to enquire about their intention regarding this matter. The initial reply of the owners' committee of Waterside Plaza was that they did not agree to the suggestion. The Task Force would follow up the matter.

The 12<sup>th</sup> meeting of the Task Force was scheduled for 30 August.

- (C) Working Group on Road Safety Education and Promotion

37. The Vice Chairman reported that the Working Group on Road Safety Education and Promotion would organise the Model Pedestrians Commendation Day in Tsuen Wan District on 7 September, 7 October and 14 October. Besides, the Working Group had organised a Lecture on Road Safety in Tsuen Wan District for the Elderly on 18 August. Two more talks would be held on 22 September and 13 October. Members were urged to enthusiastically support these activities.

IX Item 8: Any Other Business

38. The views of Members were summarised as follows:

- (1) he enquired which department was responsible for repairing and managing the lifts for pedestrian footbridges constructed according to law when properties were developed, such as the lifts for the pedestrian footbridge connecting Waterside Plaza and the shopping arcade (Mr CHOW Ping-tim);
- (2) he hoped that the TD would follow up the traffic congestion situation at the road bend where vehicles changed from the first lane to the second lane on the way from Tsing Yi to the Tsing Ma Bridge, and the problem of closed lanes in the Kowloon direction of the Tsing Ma Control Area (Mr TAM Hoi-pong);
- (3) he hoped the TD and the Police would continue to follow up the illegal parking problem at the pavement of Shing Mun Road (Mr CHAN Yuen-sum, Sumly);
- (4) he hoped that the progress of the project to widen the Texaco Road roundabout would be followed up (The Hon CHAN Han-pan, Ben);
- (5) he hoped that the departments concerned would urge cleansing contractors to step up cleansing efforts for newly constructed lifts in Tsuen Wan District (The Hon CHAN Han-pan, Ben); and
- (6) he would like to follow up the progress of the Tai Wo Hau lift project (Mr KOT Siu-yuen).

39. The Chairman requested the departments concerned to note Members' views.

40. Members noted the contents of the following information paper:

- (1) Financial Statement of Traffic and Transport Committee as at 18 August 2017 (T&TC Paper No. 32/17-18).

41. The Chairman reminded Members that the next meeting was scheduled on 6 November 2017 (Monday) and the deadline for submission of paper was 20 October 2017.

X Adjournment of Meeting

42. There being no other business, the meeting was adjourned at 4:04 p.m.

## Minutes of the Traffic and Transport Committee Meeting Held on 3 July 2017

Amendments

(1) Paragraph 44(1), page 9:

Original	If bus frequency could be increased accordingly, the journey time issue could be solved. By adjusting bus routes, the KMB could also .....
Amended	If bus frequency could be increased accordingly, the journey time issue could be solved. <b>There should be sufficient patronage to support the bus trips to Hong Kong Island East without the need to cancel en-route stops.</b>

(2) Paragraph 44(2), page 10:

Original	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. If resources were limited, it was then hoped that two of the routes could be combined to serve passengers in Lei Muk Shue, Tsuen King Circuit and Tsing Lung Tau.
Amended	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. <b>He hoped that these passengers could be served in the long term.</b>

(3) Paragraph 44(3), page 10:

Original	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.
Amended	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. <b>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.</b>

(4) Paragraph 44(4), page 10:

Original	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.
Amended	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. <b>In the future two overnight bus routes could be considered:</b>